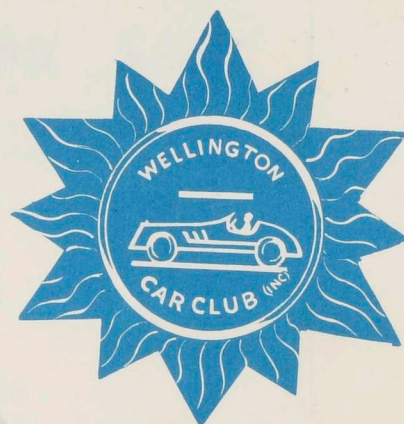
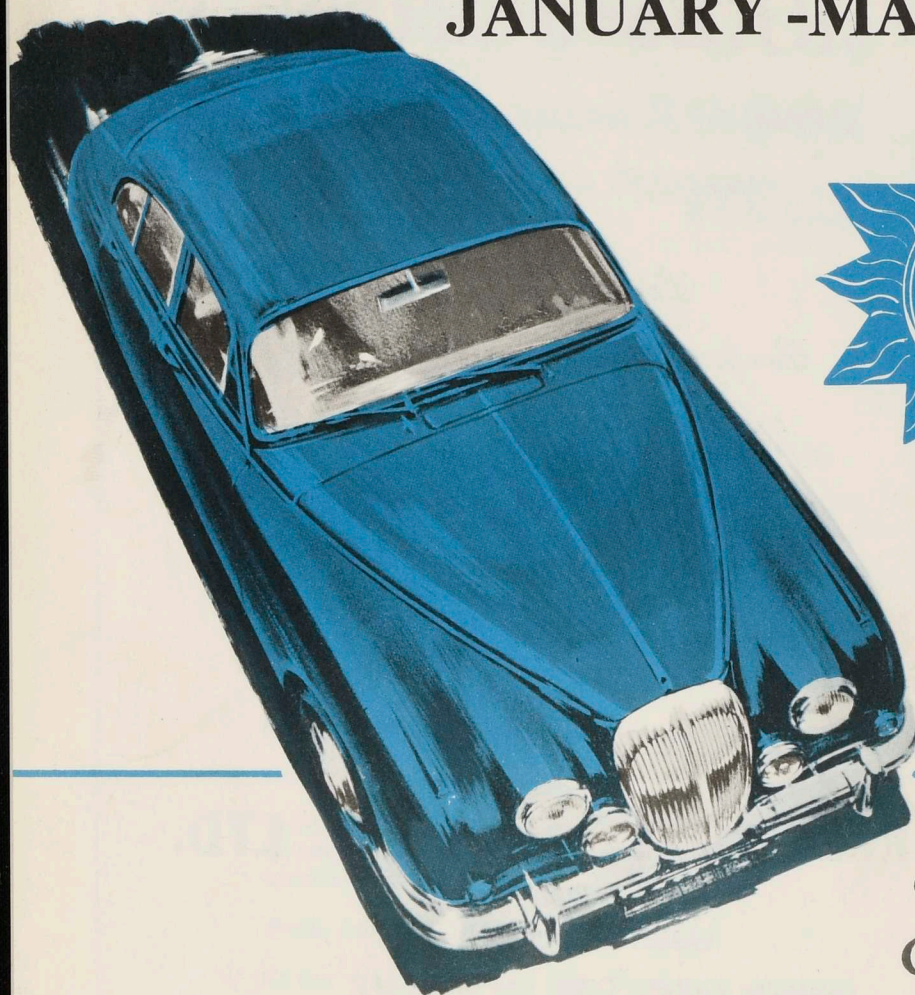


WELLINGTON
CAR CLUB
(INC.)

Bulletin

JANUARY - MARCH 1963



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WELLINGTON.

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-club-directory→

PHONE

- President: - Brook Leyland. B.56-290
104 Darlington Road, H.19-900
Miremar. 75124.
- Secretary: - Kingsley Foulkes, H.17-597.
7 Pinelands Avenue,
Seaton.
- Treasurer: - John Swan, B.53-371
20 Boxhill, H.36-658
Khandallah.
- Club Captain- Paul Morgan, H.75-388
13 Better Street,
Johnsonville.
- Vice Captain- Ray Duffell, B.71-139
11 Creswick Tce., H.28-479
Northland.
- Committee: - Peter Martin, B.50-982
17a Sutherland Cres., H.88-261
Melrose.
- Dave Mowat, H.36-781
10 Orleans Street,
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36 Crawford Road,
Kilbirnie.
- Bulletin
Editors: - Ian Shepherd, B.53-453
101 Hataitai Road, H.82-742
Hataitai.
- Peter Martin (As above)

club calendar

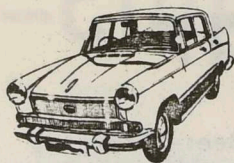
- MARCH: 29th. Houghton Bay Hill Climb Working Bee:- Starting 5pm., or as soon after as you can make it. Bring Brooms Shovels and any other implements that might be usefull. There is a lot to be done, so the more of you that are there, the sooner it will be over.
- 30th. Houghton Bay Hill Climb:- Marshalls urgently required. Contact Peter Martin of your intentions to attend, or report to him at 9am. on Saturday morning. Be there to support your club in every way possible.
- APRIL: 18th. Notice is hereby given that the Annual General Meeting of the Wellington Car Club (Inc)., is to be held in the R.S.A. Hall, Mahora Street, Kilbirnie on Thursday April 18th. 1963, at 8pm.
- The coming year is going to be an important one in the History of the Club. Your Vote is wanted, so BE THERE.
- 27&28th. Peugeot Gold Star Night Trial. (see inside)
- MAY: 11th. Kendall Motor Oil 9hr. Car Trial. (see inside)
- 25&26th. N.S.C.C. Castrol Gold Star Rally.
- JUNE: 1& 2nd. Lakeland Rally to Queenstown. (see inside)

WORKING BEES ON BUILDING.

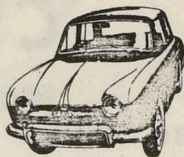
Monday 25th. March to Thursday 28th. working by candle-light from 7pm.

Sunday 31st. March at 2pm.

The week begining Monday 1st. April. There will be working bees from 7pm as required.



EDITORIAL



You will of all heard of the good news by now about the Club purchasing a building for the use as Clubrooms. For those who have not heard, the building is the old Wellington Girls College gym. and is quite large enough to cater for our needs for some years to come. It is 60 feet by 30 to be exact.

However, this is only the start of the job. This building has to be pulled down piece by piece, the more timber we can remove without damage the less we have to replace, and stored in space very kindly provided by C.W. Martin and Co. Limited and G.A. Lang & Co. Limited. The materials will then be drawn on as needed to rebuild the building on the site at the bottom of the Houghton Bay Hill Climb.

The work of pulling it down is already underway, the first night spent on it was Wednesday the 20th of March, but many more nights are to come. In this job we need the FULL support of every club member to make this venture as successful as possible. There is a membership of close on 200 in the club yet at the meeting held at the Hall on Sunday the 17th only approximately 40 turned up. 25 were present on the first night of working bees, just about the right number without getting in each others way, and to make good progress we will need as many there on the second, and third, and all the other nights that are worked.

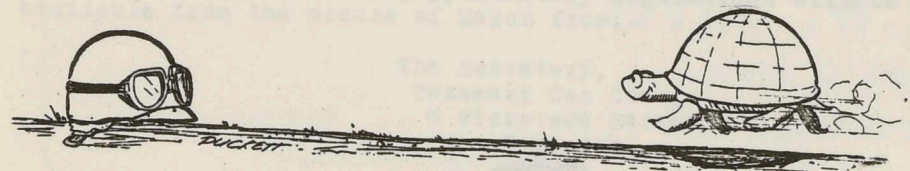
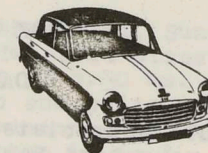
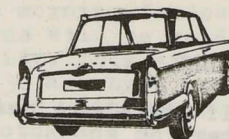
At the moment the system that is being tried is one where one or two committee members are in charge with a general plan for the nights work all ready worked out. Any workers that are skilled in the work in hand will be put in charge of groups of unskilled persons to point out the details as the job progresses. It must be stressed that the greatest care must be used to conserve the clubs funds. Every piece that is unusable must be replaced at the clubs expense and less money is available for the decorating work necessary after the building is rebuilt.

The nights being worked, unless revised if experience shows that the attendance is poor, are all nights of the week from Monday

the 25th of March except Fridays and Saturdays. Because of Levin on the 23rd and Houghton Bay Hill Climb of the 30th March these Saturdays will not be worked but work will be carried out on Sunday afternoons. Starting times are 7 p.m. on the weeknights and 2 p.m. on Sundays with work generally continuing for two to three hours.

Please bring your own tools, hammers, crowbars, case-opening tools etc. with you and also any other things such as ladders if you can spare them for a while. Any problems of cartage can be quickly solved by ringing any committee member and relating your woes.

While we are on the subject of work, will everyone please turn up for a working bee at Houghton Bay Hill Climb to prepare the pits on Friday the 29th of March at 5 p.m. It means going without your beer for once but the strong arms are needed, and after all who knows what the reward may be.



COMING EVENTS...

Northern Wairoa Car Club,
Dargaville.

The Secretary,

Dear Sir,

A cordial invitation is extended to all Competition Licence Holders to take part in the 1963 PEUGEOT GOLD STAR NIGHT TRIAL to be held on 27th & 28th April 1963.

Over £200 in cash plus Trophies to be won.

Entry Forms and Additional Supplementary Regulations will be available soon from:-

NORTHERN WAIROA CAR CLUB INC.,

BOX 85,

DARGAVILLE.

We would appreciate it if the above details could be included in your next Newsletter.

Yours faithfully,

E. Brown.

Secretary.



Taranaki Car Club,
NEW PLYMOUTH.

The Secretary,

Dear Sir,

The above named Club wishes to advise that they will be organising a 9 hour Car Trial starting at 11 am. on Saturday the 11th of May 1963. The Trial will be called the "KENDALL MOTOR OIL 9 HOUR CAR TRIAL".

The Trial will start and finish in New Plymouth.

A good prize list will be offered.

On the morning following the Trial, Sun. 12th May, an open Motokhana will be held on Tar-seal close to the centre of the city. This will start at 8.30 am. and will be followed at 11.30 am. by a luncheon and prize giving for both the Trial and Motokhana. (Provisional results will be posted at the Motokhana not later than 11 am.)

Billets are available or hotel accommodation can be arranged. We would like to assure prospective entrants that all billets will be arranged with keen Club Members.

Would you please notify your Members of this event and if possible advertise it in your Club Magazine.

Entry forms and Supplementary Regulations will be available from the middle of March from:-

The Secretary,
Taranaki Car Club,
8 Wicksteed Street,
New Plymouth.

Thanking you,

Yours faithfully,
J. Rutherford.
Trial Secretary.

Northern Sports Car Club,
Auckland.

The Secretary,
Wellington Car Club Inc.

Dear Sir,

The above named Club have the honour of organising
a N.Z. Championship Gold Star Trial for 1963.

It will be a Rallye type trial of approximately
600 miles with a duration of 21 hours. There will be seven
starting points naming, Auckland, Hamilton, Tauranga,
Hastings, New Plymouth, Palmerston North, and Wellington.
Each competitor will rally to a central point, being the
Chateau Tongariro, and trial back to Auckland.

The first prize will be £100. plus many other prizes.

The dates set for the Rallye are the 25th-26th May,
1963, and the name will be the N.S.C.C. Castrol Rallye.

Would you please notify your members of this event
and if possible advertize it in your Club Magazine.

Yours faithfully,

Ron Wilkinson.

Hon. Secretary.

N.S.C.C. Castrol Rallye Committee.

-H.E.W. Silver-

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for trials. Two way boxes to suit.

The Rallies & Trials Enthusiasts Club,
Christchurch.

Lakeland Rally to Queenstown.

To be held on Queen's Birthday Weekend 1-3rd June 1963.

Proposed Starting Points are Christchurch, Oamaru, Dunedin,
and Invercargill. Minimum number of cars per starting point will
be six.

Route Instructions and all average speeds will be sent to
accepted entrants one week prior to start of event.

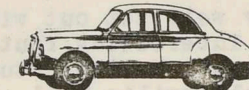
Accommodation has been reserved at Hotels, Motels and
Motor Camp.

Team Entries of three cars may compete for the team prize.

Trophies and Prize Money will be awarded on board the
steamer T.S.S. "Earnslaw" on Sunday night while on a cruise of
the lake.

Entries Close April 15th 1963.

Secretary of the Meeting N.J. Mahoney.
P.O. Box 2673,
Christchurch.





PAST EVENTS...

ECONOMY RUN

Sunday 10th. February.

Prescription: - Take one borrowed Mini-Minor, one mildly protesting wife, have an early lunch, put ball-point in pocket and drive to Field's Service Station, Kilbirnie.

Treatment: - Fill tank of Mini, buy wife a Sports-Post, hand a sheaf of instructions to her so that she can not read said paper and motor out of town.....gently.

Yes, it was as simple as that, and the penalty for winning, this article. What I want to know is where the other 130 financial Club Members were, as there were only about 24 involved in the event today. The only way a Club can flourish is by the support of its Members. (Yes, I am back on my old hobby-horse).

This is meant to be an article on the event today, so let's get down to it. As I said above, Jennie and I motored quietly out of town and up the Ngauranga Gorge, down the motor-way to Porirua, on to Paremata and towards Paekakariki, hairpin-ing left over the Karehana Bay road on to the sea front and back to Plimmerton, left at the main road, right in a 100 yards, and along the north side of the Paremata estuary to Pauatahanui, From here over Haywards to the western Hutt road, where left up the main road, right at Quinn's Post Hotel, into Whitemans Valley, back into the main road at Silversream and by direct route to the Capital. Here there was a slight sting in its tail, as we had to traverse the City via Featherston Treet, Lambton Quay, Willis Sreet, and Ghuznee Street, and so back to Field's Service Station.

The above paragraph will give you some idea of the area covered, and may I say that the average speeds to be maintained were high enough to make it interesting amongst the Sunday afternoon traffic, and not condusive to economy.

The route sheet was very well set out without any errors, and congratulations to Ian on an interesting route. We were able to see a glider take off from Whiteman's Valley, study the development of Upper Hutt while going over Wallaceville Hill, and the expansion of the Pinehaven and Trentham areas. Did you know for example that Dunlop's are building a big extention to their Upper Hutt factory.

The joint Bulletin Editors will get the shock of their lives when this article is placed in their hands on Monday morning. Other article writers please take note.

RESULTS. ECONOMY RUN

Up to 1000 c.c.

Brook Leyland	Mini Minor	60.48 m.p.g.
Allen Pratt	Mini Minor	52.14 "
W. Duncan	Morris Minor	45.82 "
Dave King	Mini Austin	39.79 "
C. Lawton	Standard Ten	35.16 "

Over 1000 c.c.

Peter Martin	Commer Cob	48.78 m.p.g.
Ray Duffell	Triumph Herald	
	1200	47.25 "
A. Webster	Ford Prefect	42.00 "
Peter Bennett	Ford Zephyr	21.30 "

Fields Service Station Ltd

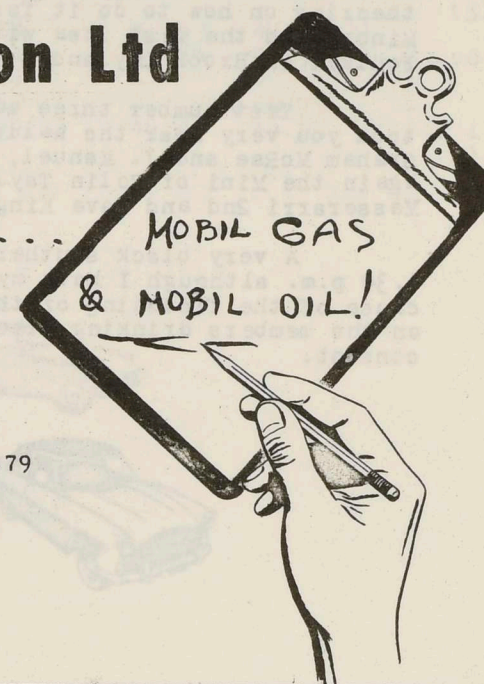
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AVERYS GYMKHANA

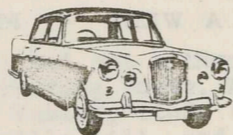
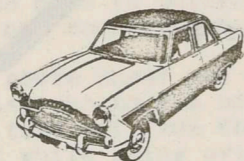
With the kind permission of Avery Motors Limited the club was able to use their car parking area in Taranaki Street for a club gymkhana. A total entry of 21 was present, No.13 was missed once again, and the area provided a very tight course for all competitors.

Three tests were run, the first a tight wiggle-woggle which followed the walls around in a horseshoe. Woe betide anyone who took a flag a bit wide. However, everyone managed to avoid scratching the paintwork, although many had to take two bites at some of the corners. The surprise of the meeting was the manner in which Graham McRae's very fast Masserari took to the very different world of driving tests. It was manoeuvrable enough to take fastest time in this test with Graham Robson, Morris Minor 2nd and Peter Martin, Commer Cob 3rd.

The second test was a back to back garage that has become very popular in this club. The competitor has to drive forwards and backwards into two garages that are back to back and several interesting theories on how to do it fastest were seen. Colin Taylor, Mini Minor, had the best idea with Peter Martin, Commer Cob 2nd and Ray Foulkes in Brook Leyland's Morris 1,100 3rd.

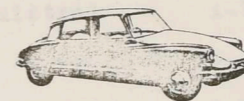
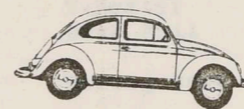
Test number three was a small serpentine, which once again, took you very near the walls. Here much power was displayed by Graham McRae and J. Manuel, Allard J2, with much wheel spin. Once again the Mini of Colin Taylor proved successful with Graham McRae, Masserari 2nd and Dave King, Mini Minor 3rd.

A very black southerly called the event to a close at about 4.30 p.m. although I have my doubts as to whether this was the real cause of the finishing of the event. I feel that it was encroaching on the members drinking time and was therefore finished by mutual consent.



AVERY GYMKHANA

Car No.			1st Test	2nd Test	3rd Test
1	P. Martin	Commer Cob	17.40(3)	42.00	40.00(2)
2	I. Muir	Anglia	18.30	45.03	49.26
3	T. Jackson	A40	-	47.70	52.26
4	D. Mowat	Sunbeam Rapier	22.69	57.49	43.04
5	I. Pinkerton	Morris 1000	18.71	54.07	44.56
6	G. Davidson	Landrover	43.79	57.14	56.06
7	A. Wilson	Renault 750	18.66	53.22	50.01
8	J. Pav. Smith	Consul	29.14.	1-23.90	1-07.32
9	G. Huxford	A30	18.13	47.59	49.46
10	P. Bennett	Zepher	29.41	1-01.32	59.15
11	B. Leyland	Morris 1100	24.82	43.54	42.96
12	I. Shepherd	Morris Minor	26.77	56.74	56.34
14	G. Robson	Morris Minor	17.18(2)	58.88	58.65
15	A. Pratt	Mini Minor	21.54	48.28	53.81
16	C. Taylor	Mini Minor	21.69	52.39	38.55(1)
17	D. King	Austin Mini	17.65	52.51	49.18
18	K. Foulkes	Morris 1100	25.08	49.63	41.70(3)
19	P. Swinburn	Holden	19.71	53.56	49.90
20	J. Swan	A35	18.05	-	-
21	J. Manuel	Allard	20.65	-	1-06.75
22	G. McRae	Masserari	15.99(1)	40.45	44.25



LEVIN SPRINT

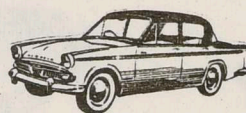
Typical weather was once again turned on for the Levin Sprint with a hot sun and no great wind.

A very good entry of 28 turned up with the largest class of racing cars seen at a sprint for a while. Rex Flowers was there with his Gemini and Jimmy Palmers Lotus 1500, in which he got fastest time of day. Peter Slocombe was there with his fast MK.9 Cooper 500 and Neil Whittaker of Daimler SP 250 fame was there with a Cooper 1960 c.c. The other racing car there was a Cooper 1500 driven by Bruce Abernethy.

A fairly widespread field was present in the other classes except of the under 1000 c.c. saloons which was dominated by B.M.C. products, apart from Neil Hawkers Anglia and Alex Wilsons Renault 750.

A new departure of this sprint was a speed trap down the main straight. Although not having the necessary equipment on hand, a system was rigged up which was approximate, if not dead accurate. Owing to the shortness of the Levin straight, cars are still accelerating when they reach the end and therefore the speeds are an average speed over most of the straight rather than the speed that the car was doing at the end of the straight.

Apart from one incident when a non-member would not do as he was told, the event was well run and enjoyed by everyone.



Car No. Saloons under 900 c.c.

24	Neil McDougall	Mini	1-10-26
6	S.B. Roberts	Mini	1-20-02
14	Dave King	Austin Mini	1-21-45
4	Stewart Bonner	Mini	1-21-95
12	Alex Wilson	Renault 750	1-26-18

Saloons 900 c.c.-1000 c.c.

16	Murray Charles	A40	1-06-44
10	Peter Bennett	A40	1-06-82
23	Neil Hawker	Anglia	1-08-61
13	Dexter Dunlop	A35	1-10-02
19	Hamish McLeod	Mini	1-10-32
26	Gary Voice	A40	1-19-51
15	Bob Clover	Morris Minor	1-21-19
1	P. Pearce	A35	1-27-28

Saloons over 1000 c.c.

26	Graham Laurence	Peugeot	1-07-51
9	Tony Laurence	Peugeot	1-08-79
20	Don Frazer	Gazelle	1-13-76
5	D. Judd	Peugeot	1-14-00
21	Brian Pacher	Humber 80	1-15-63
3	Dehnis Mackley	Humber 80	1-15-69

Sports Cars.

22	Bryan Harvie	MGA 1500	1-07-03
18	H. Field	Healy 1005	1-11-53
27	W. Baxter	MGA 1600	1-13-70
11	Dave Bull	Mistral	1-15-55

Racing Cars.

41	Rex Flowers	Lotus	0-57-21
25	Rex Flowers	Gemini	0-58-52
29	Bruce Abernethy	Cooper 1500	1-01-70
17	Peter Slocombe	Cooper 500	1-03-46
2	Neil Whittaker	Cooper 2000	1-07-41

LEVIN SPRINT

Car No.	Standing.	Flying.....				
1	1-39.86	1-32.98	1-35.47x	1-27.28	1-25.61	1-27.88
2	1-18.42	1-15.51	1-14.79	1-13.47	1-11.28	1-09.77
3	1-34.25	1-20.21	1-27.49x	1-17.90	1-15.59	-
4	1-30.25	1-21.95	-	-	-	-
5	1-25.32	1-22.87	1-24.65x	1-14.72	1-14.00	1-26.43
6	1-34.74	1-25.46	1-23.15	1-21.72	1-20.02	-
9	1-17.98	1-11.48	1-08.97	1-08.77	1-09.69	1-09.33
10	1-38.05	1-09.31	1-08.46	1-08.93	1-07.40	1-06.82
11	1-23.36	1-15.89	1-16.39	1-16.43	1-15.77	1-21.67
12	1-39.70	1-29.14	1-28.67	1-26.10	1-27.25	1-26.30
13	1-19.91	1-10.50	1-11.89	1-12.05	1-11.68	1-10.02
14	1-33.36	1-21.45	1-23.60	1-21.49	1-23.70	-
15	1-33.63	1-21.19	1-24.30	1-22.42	1-23.77	1-22.40
16	1-15.95	1-07.69	1-06.70	1-06.44	-	-
17	1-07.46	1-05.89	1-06.05	1-04.44	1-03.40	1-05.69
18	1-18.99	1-13.48	1-13.89	1-11.53	-	-
19	1-20.04	1-12.01	1-11.12	1-11.02	1-10.52	1-10.32
20	1-24.46	1-14.70	1-13.76	1-14.42	1-15.54	1-14.31
21	1-24.45	1-15.63	1-17.28	1-15.92	-	-
22	1-15.12	1-08.49	1-09.79	1-08.46	1-07.03	-
23	1-14.22	1-08.89	1-08.95	1-08.95	1-08.93	1-08.61
24	1-19.83	1-13.54	1-12.06	1-10.89	1-11.14	1-10.26
25	1-04.02	0-59.45	0-58.52	0-59.0	1-03.44	1-01.40
26	1-31.57	1-20.23	1-21.43	1-19.63	1-19.66	1-19.51
27	1-21.23	1-14.96	1-14.48	1-13.70	-	-
28	1-25.43	1-08.85	1-08.17	1-07.51	1-07.72	1-08.15
29	-	1-12.44	1-13.38	1-05.31	1-12.68	1-21.14
41	1-11.46	1-02.13	1-01.89	1-01.81	0-59.68	0-59.36
2	-	1-08.84	1-07.63	1-07.41		
13	-	1-22.83	1-10.08			
17	-	1-04.50	1-05.27	1-04.07	1-04.77	1-04.91
25	-	1-00.88	1-00.84			
29	-	1-22.02	1-04.13	1-01.70	1-11.74	
41	-	0-59.08	0-57.61	0-58.51	0-57.41	

x Standing Laps

SOCIAL NIGHT TRIAL

16th March 1963.

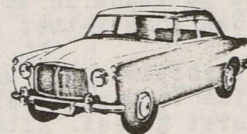
On a recent cold southerly Saturday Night a group of keen members turned up in cars at Aotea Quay for a Social Night Trial.

The trial started on the usual main route out of town and continued up the Ngauranga Gorge and into Johnsonville. From here we appeared to go round in several circles and meet up with our first check down some rather dark street.

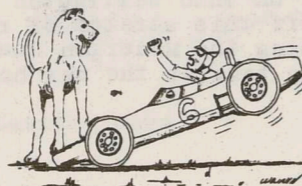
Our instructions led us north out of Johnsonville and down through Glenside to Tawa, where, without the help of a map we had to find Lyndhurst Street. After locating the required street and meeting up with many intersections we found ourselves back on the main road heading north. Here we travelled further north and to our next check near the Linden Station. A little round-the-houses run and we were back on the main road heading towards Porirua and on to Highway one. Highway 58 lead us through Pauahatani and over the Haywards to Highway Two. We followed this road south as far as Melling and over the bridge to, Lower Hutt. 10 minutes and what seemed like many corners later we were driving along Victoria Street looking for a Hume Street. This I must admit had us stumped as we were without a map (once more) of the Hutt District, and we wasted many minutes on this section. Nevertheless we found what we were looking for and a check! On leaving this area and meeting up with the Hutt Road again we travelled on into the Wellington Railway Station and our last check for this section.

The second section took us over the Terrace and down Mc Donald Crescent to Willis Street. At this intersection we turned right and continued south until we came to Brooklyn Hill Road and a check. Our instructions lead us on over Bidwell Street and down Wallace Street through to Tasman Street and on down John Street to the intersection. From here we drove along Riddiford Street, up Mein Street, turned right into Coromandel Street and left into Constable Street. On reaching the top of this street we turned down into Ruahine Street, on into Wellington Road and out onto Cobham Drive. We passed off this stretch of road into Calabar Road then Broadway. Upon reaching the Monorgan Road intersection we turned right and headed up towards the new housing area of Strathmore.

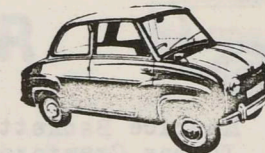
Amongst the houses we found to our surprise yet another check. On proceeding down this road we found a maze of cars turning in mad circles looking for what turned out to be an old goat like clay track which led us to the Moa Point end of the airport. This road took us on around the bays to our last check outside the Breaker Bay Hall where we found rather welcome food and refreshments ! Thanks to John Swan for a very enjoyable evening it gave me as an amateur a chance to get some experience.



Car No.	Driver	Navigator	Car	Section One...				Section Two...			Total	Place
				1	2	3	4	1	2	3		
1	W.Duncan		Morris Minor	1	-	1	-	-	4	6	12	3:
2	J.Robertson	G.Cooper	Mini Minor	20	-	3	4	9	5	8	49	10
3	I.Pinkerton	G.Robson	Morris 1000	4	20	10	6	4	4	8	56	11
4	G.Sutton	D.Smith	Mini Austin	20	3	3	2	4	2	-	34	7
5	T.Wallace		Austin A50	1	4	2	-	2	4	2	15	5
6	R.Foster	L.Canning	Holden	2	4	11	8	3	-	2	30	6
7	R.MacDonald	V.James	Prefect	1	-	4	1	-	-	-	6	1
8	P.Martin	R.Shepherd	Vanguard Six	1	-	4	4	-	2	1	12	3:
9	K.Paterson	R.Palmer	Minor	20	3	3	1	4	4	10	45	9
10	N.Watson	R.Clover	Zephyr	20	-	-	10	-	6	4	40	8
11	C.Taylor	K.Foulkes	Mini Minor	-	4	-	2	-	-	2	8	2
12	B.K.Gwyther	D.F.Burt	Vanguard	20	-	12	8	20	6	15	81	12



New MEMBERS.



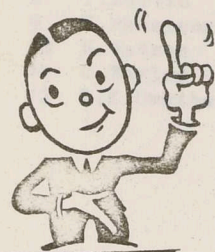
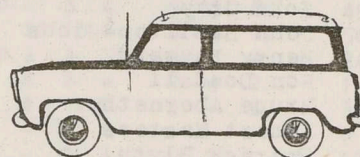
New members since June 1962. Apologies for delay in welcoming.

Peter quin	Jaguar
Miss Julie Godfrey	Zepher
James Robertson	Morris Minor
John Mines	M.G.J.2.
John Free	Hillman 10
Ian Pinkerton	Minor 1000
B.K. Gwyther	Vanguard
Arthur Christopherson	Morris Minor
Ronald Brazier	Zepher
Leslie Robson	-
John Read	XK 120
Dane Baxter	Chev.
Maxwell Charman	Vauxhall 12
Grant McPhail	Gazelle
Bex Flowers	Gemin FJ
John Gray	Volkswagen
John Hamilton-Gibbs	3.8 Jaguar
Henry Hayward	Ford
Ron Dowdall	Rocheater Spi.
Bruce Abernethy	-
Robert Masters	-
Patrick Blyth	Zepher
Miss Ruth Shepherd	-
Ronald King	Morris Minor
Peter Bailey	Ford Anglia
Mrs. Sybil Lupp	E.type Jaguar
Peter Pearce	-
Dick Seilers	-
C.H. Lawton	Standard 10
Russell Izett	Zepher
R. Wakefield	Consul
Hans Rose	Mistral
Dave Bull	A40
Stewart Rowe	Mini Minor
Francis du Rhone	Chrysler
Frank Murphie	Lotus

Maurice Beckett
Thomas Crawford
Russell Palmer
Albert Grundle
Peter Riggs
Kenneth Paterson
Dennis Mockley

Buckler
Austin 850
Morris 8
-
Zodiac
Morris Minor
A40

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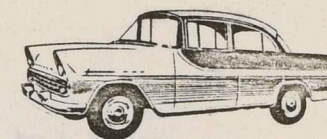
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CON-ROD CORNER.



A collection of local and overseas news.

Here is the list of coming World Championship races to be run in 1963. As can be seen it is no longer exclusively a European circuit but is now spread around the world. None for this area yet but we hope our time will come.

G.P. of Europe	Monaco	May 26th
Belgium G.P.	Spa	June 9th
Dutch G.P.	Zandvoort	June 23rd
French G.P.	Reims	June 30th
British G.P.	Silverstone	July 20th
German G.P.	Nurburgring	August 4th
Italian G.P.	Monza	September 8th
United States G.P.	Watkins Glen	October 6th
Mexican G.P.	Mexico City	October 27th
South African G.P.	East London	December 20th

Surprise of the Autumn Levin meeting was club member Peter Bennett driving the ex-Murray Charles A.40. This car went extremely fast to hold off some of the hot Humber and Hillmans and the way Peter overtook competitors around Lake Bend after the straight shows that he will be a force to be reckoned with in saloon car racing.

The final results of the 1962 World Championship has been decided out of each drivers five best races. As you know Graham Hill won, here are the rest of the places:-

1.	Graham Hill	BRM	42 points	England
2.	Jimmy Clark	Lotus	30 "	Scotland
3.	Bruce McLaren	Cooper	27 "	N.Z.
4.	John Surtees	Lola	19 "	England
5.	Don Gurney	Porsche	15 "	U.S.A.
6.	Phil Hill	Ferrari	14 "	U.S.A.
7.	Tony Maggs	Cooper	13 "	South Africa.

Quite an even finish as far as cars and countries go.

Graham McRae would be interested in talking to people interested in the Masserrari either on a cash basis or in exchange for a conventional motor car. Where can you buy another car capable of lapping Levin in close to 60 secs., winning a set of Driving tests, averaging 45 m.p.g. on the road for under £1,000. ?

Dave Mowat has very bad luck on the way to Levin to hit a sheep while going over Haywards. The front of the Napier is rather bent with the fan mixed up in the radiator.

Did you notice whether that mutton you had for dinner had the imprint of a Wellington Car Club badge on it. ?

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PHONE 2940.

THAT WAS THE YEAR THAT WAS.

by L.Watson.

Amongst other things, 1962 will be remembered for Stirling Moss's crash at Easter Goodwood, and mainly for the tremendous success of the B.R.M. after twelve years of frustration and set backs. Also the consistent and successful driving of Graham Hill, undoubtedly the driver of the year, and the brilliance of Jimmy Clark and the amazingly fast Lotus 25. Also lets not forget our own Bruce McLaren who, I think, has proved this year that he is one of the three or four drivers in the world today. It has been said of McLaren that he will not tiger but plays a waiting game. Yet in that great race at Rheims in which three or four cars were continually fighting for the lead, McLaren tigered with the best of them to win a great race. McLaren has always been up with the leaders the whole season, and had in major G.P.'s., one win, Monaco, one second, three thirds, one fourth and one fifth which gave him third place in the Championship.

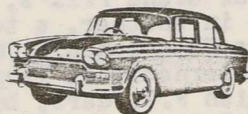
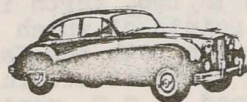
For the first time in years, Stirling Moss did not score a point due to his crash, and at the start of every race it was anybody's guess who would win. By the end of the season J.Clark had proven, that provided the Lotus stuck together, which it failed to do in many cases, nobody could touch him on most circuits. One exception was at Silverstone where J.Clark by all rights and logic had the International Trophy as good as won, and that 'never-give-up-trying' Graham Hill made that sensational last lap sprint to take the flag by inches. Definitely this has been both Grahams and B.R.M.'s. year after many years of trying. The material has always been there, J.Bonniers win in the front engined B.R.M. in 1959, and Grahams never to be forgotten valliant drive in the 1960 British Grand Prix when he led the race only to over do it on one of the corners with only a few laps to go. At the begining of the year things were not so happy at Bourne, if B.R.M. was not a success that season, Sir Alfred Owen was thinking of withdrawing his support which would have meant the end of B.R.M., but now that is all changed. Graham Hill won four Grand Prix's, was second in two, forth in another and gained a fifth in another, a total of 52 points of which 42 counted towards the Championship. G.Hill also won both the Easter Goodwood and the International Trophy race at Silverstone. In all, a good year for British F.1. cars, but not so good in G.T. racing in which the fabulous Ferrari G.T.O's. had it all there own way.

The only bright spot here was at LeMans, which was the only race I managed to get to. It was the performance of the Aston Martin 212 which surprised everybody, by leading at the end of the first lap,

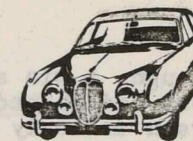
booming through the Esses well clear of the field and driven by, guess who, that Man Hill again. Only the giant Maseratis rivalled the Aston for sound as you heard it whined up down Mulsanne straight, what memories. After the Ferrari take over in 1961, it was all British this year except for Dan Gurneys fine win for Porsche in the French Grand Prix.

1962 has seen two new F.1. machines come onto the scene, the Lola and Brabham, and perhaps the withdraw of two for 1963, the Lola and Porsche. Also it was announced that Coventry Climax were withdrawing their engines, but it seems likely now that they will continue to produce engines for Lotus, Cooper and Brabham for 1963. The Coventry Climax announcement came to late to save two teams, Boymaker Yoeman and V.D.T.-Laystall from withdrawing from Motor Racing, and it seems likely that the R.R.C. Walker team will also not be racing next season. Two new cars will most likely be seen on the circuits next year, both Italian, one the A.T.S. (Automobil Turismo Sport) fitted with a 90 degree V.8 engine giving 190 b.h.p., and the other, the de Tomaso. There was also two tragedies in the 1962 season, one the death of the very promising young Mexican Ricardo Rodriguez, and the young Motor Cyclist turned Racing Driver Gary Hocking.

In finishing let us salute Graham Hill and B.R.M., who between them won the world Drivers Championship, the Constructors Championship, the B.B.C. T.V. Team Trophy, and the B.R.A.C. Gold Star Award. Let us also not forget the designers and Mechanics and also those who made Graham Hill and B.R.M.'s success possible, for without these people there would be no Motor Racing.



STIRLING MOSS



by T.L.J.

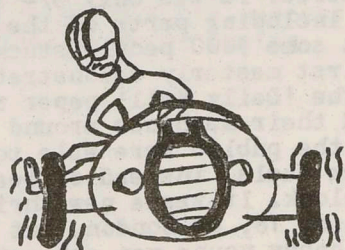
A new 2½ mile circuit was to be built at Goodwood, so Moss made certain that his name was down on the entry list. But first he was to compete in the second event of his career, a Hill Climb on a new course at Stanmer Park, near Brighton. When Stirling and his mechanic and his father arrived at the Park, there wasn't much room in the paddock, so the Cooper was unloaded on the side of the road. Few of the drivers from Prescott recognised him, and nobody crowded around the car. The competition-hungry-motor-racing public, had rolled up in the thousands. So keen were the public to see motor racing re-started again in those days, that when the road was found to have loose metal on it, hundreds of volunteers leapt forward for brooms to do the sweeping. As the meeting progressed, it became evident that the 500 cc class racing was to prove more exciting than the sports and racing. A battle began between Moss and Brandon, with Moss eventually winning the class. After this, Moss got his first mention in print other than Motoring Journals, and upon the shelves full of show jumping trophies, went the first motor-racing trophy.

The next event was a circuit meeting held on an airstrip. Moss immediately entered. It was only 5/- in those days. the circuit was .65 miles long, including parts of the perimeter and runways. It rained that day, but some 5000 people stuck it out, and were able to see Moss give his first masterly demonstration of wet weather driving, winning two races. The 'Daily Mail' paper ran a head-line and story, "Road racers hurtled their machines around the rain-sodden track." For the first time, the public were able to see midget 500 cc racing cars in neck and neck duels, instead of beating lap records, or racing against the clock. It was a new thrill, and the handling of his car brought S. Moss, 18, of London, out in front. When the meeting was over a wet, but happy young man collected his winnings (£13), a pint of tankyard, his car, and spares; boarded a Dakota and flew home in comfort with his father. Two more races followed, and still Moss's remarkable car kept going without blowing up. The J.A.P. works looked after him with spares, but so far there hadn't been any really expensive noises from the engine.

By this time Moss was approaching his 19th. birthday, and he actually celebrated it in the pits at Goodwood, the first important motor race since the war, and he scored an out-standing victory. This, and his growing popularity now, always drew large crowds to the Moss horse box trailer in the pits. At the end of the season, Stirling took stock. Out of fifteen events in which he had run, he had won 11. There had been one 3rd., two 4ths., and only once had he failed to come anywhere. Prises were generally small,

though. A win at Prescott meant £10. To enter cost £5. By this time, Moss had joined the British racing drivers club, whose membership is drawn entirely from those who have achieved some distinction on the track. At the clubs annual dinner in 1948, Moss was presented to the Duke of Edinburgh. The Duke was intensely interested in Moss and his achievements, and talked to him for some time. Alfred Moss pointed out to Stirling at the beginning of 1949, that if he wanted to go on with racing he should get into a faster class of racing straight away. An ingenious car, the 'dual' Cooper, designed by John Cooper in his Surbiton factory, that would accommodate either one or two 500 cc engines, was Moss's hope of a car that would be able to put up a respectable showing with the 2 litre Formula 2 cars. Moss acquired one of these cars with a new J.A.P. V twin engine, and he and the car appeared at the next Goodwood meeting. People thought his mount was still the 500 cc machine, and were surprised to see him shoot off the mark, showing superior acceleration to the bigger machines, and by the forth lap he was well in the lead. Next came the British Grand Prix at Silverstone, and another class win was chalked up to Moss. Now, he had decided to sample some really stiff competition, and go motor-racing abroad.

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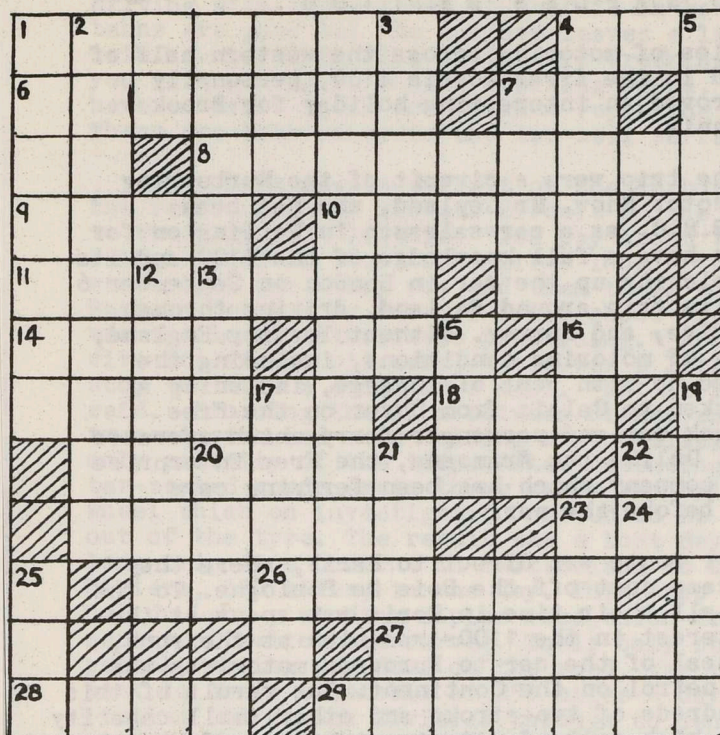
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MONTHLY CROSSWORD.

CLUES:- ACROSS



1. 850 cc. 2 cyl French car.
4. European Circuit.
6. Son of Antonio (C)
8. 1955 Syracuse-winning car.
9. Combined with Healey to produce Anglo-U.S. Sports car.
10. V6-powered British Sports car of 1934.
11. Long defunct U.S. make.
14. Brodie builds it.
16. U.S. truck manufacturer (I)
18. Relationship of Stirling to Alfred.
20. Australian Aston-Martin driver (S)
22. Carburettor (I)
24. Creation of Frazer-Nash and Godfrey (I)
26. British aero-dynamic body expert. (S)
27. 1½ litre British sports car of the 1930's.
28. "The Boy". (S)
29. Current fiat 8 G.P. car.

CLUES:- DOWN

1. Manager of Bowmaker-Yeoman team. (S)
2. Builder of "Disco Volante".
3. Porsche driver in U.S. National races. (S)
4. Successful N.Z. Zephyr driver of 1960-61 (S)
5. Connaught power unit.
7. Nickname for creation by Godfrey, Halford and Robins.
10. Long defunct Italian make once imported to N.Z.
12. Tyres used on dragsters.
13. Post-war U.S. marque absorbed into Willys in 1954.

15. Milanese firm to produce 1000 cc. 'baby' Ferrari (I)
17. U.S. marque formerly adorned with 'portholes'
19. Two brothers both 'Bentley Boys' (S)
21. Italian driver killed in 1958 French G.P. (S)
23. Frequently used as taxis in Edwardian London.
25. Russian limousine.

SOLUTION IN NEXT BULLETIN

N.B. (S) - Surname
(C) - Christian name.
(I) - Initials.

FROM LONDON TO NAPLES BY 1100.



Just on 3000 miles of motoring across the western half of the Continent and England in the first Morris 1100, personally exported from Britain, proved an interesting holiday for Brook Leyland and his wife, Jennie.

Highlights of the trip were a circuit of the Nurburgring and a tour of the Paris Motor Show. Mr Leyland, who has been selling the products of B.M.C. as a car salesman in Wellington for some time, will certainly have a full knowledge of the 1100 and its capabilities now. After picking up the car in London on September 6 the couple made a 2300 mile trip around England, driving through Wales, Lancashire, Yorkshire, and Surrey. Without leaving England, the car covered all types of motoring conditions, including the mountains of Wales. Loaded up with 5cwt of luggage, including a roof rack, the car was taken to Calais from Dover on the Free Enterprise, a new twin-deck car and passenger ferry which operates between Dover and Calais. Unlike the Aramoana, the Free Enterprise is operated by a private company which has been ferrying cars across the Channel since before the war.

From Calais their route was direct to Paris, where they camped in a large motor camp just off the Bois De Boulogne. To the disgust of Mrs. Leyland, all their time in Paris was spent at the Paris Motor Show. The interest in the 1100s was high at the show, said Mr. Leyland. The appeal of the car to European motorists was affected by the price of petrol on the Continent. The result of this said Mr. Leyland, was hundreds of two-stroke and other small capacity engines on the roads. The high cost of motoring is relieved somewhat by special coupons for tourists, he said, and there were relatively few big cars on the roads that were not tourists. "It's amazing to find the 'press-on' driving habits of Continental drivers," said Mr. Leyland. His own touring speeds were high, in the 70s, because he had to average 250 miles a day to see everything and to get to Naples to catch the boat home. There were all types of drivers, good and bad, especially some who hogged the centre line.

From Paris they drove north to Brussels then inland through the beautiful Rhine Valley. "This was the highlight of our tour as far as scenery goes," said Mr. Leyland. "It's the most Beautiful country I've seen." They called at Arnhem where there is a memorial to the paratroopers who died in the battle of Arnhem and the Germans who died defending the bridge. The memorial is in a little German "Schloss" like a castle. The place is air-conditioned and the walls are covered with relief maps showing where the "battles within battles" were fought. Equipment of both armies is exhibited in the memorial.

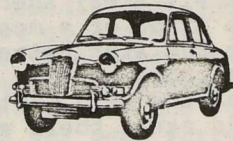
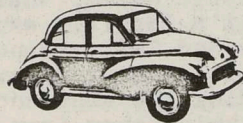
While in Germany the car was tried on a lot of autobahn driving with three lanes of traffic in both directions. "The autobahns are good but the surface leaves a little bit to be desired" said Mr. Leyland. "The surface is breaking up in places now and you just get up to a nice cruising speed, about 70mph, when you have to brake again for workmen replacing the surface," he said. There are both concrete and tar-seal surfaces on the motorways.

Next came a circuit of the Nurburgring. The 1100 must hold the record for the slowest circuit of the track for it was loaded to the brim with luggage. "You pay about 15/- for a circuit of the 'Ring' which is about nine miles long." "It was a Saturday when we went round and every now and then there would be a roar and a Porsche Carrera or Ferrari would shoot by," said Mr. Leyland. "It was the local enthusiasts practising." About half way round the circuit, in the pit area, there was a large hotel, where you can stop and have a drink or a meal. "But it's terribly expensive," he said. Crossing the Alps between France and Switzerland, proved the transmission and road holding of the little car and gave them their only calamity of the trip. After descending the Alps and reaching tar-sealed roads again there was a rhythmic thump from the rear wheel which on investigation proved to be four inches of tread cut out of the tyre. The result was a lost day to get a new tyre and a long trip from Lucerne in Switzerland to Cannes on the French Riviera, 437 miles, in one day. This trip included the infamous Col du Lac, a winding alpine road which drops to the Riviera in a series of switchback curves. Their only stop on this day was for petrol, eating was done on the road, the long trip bringing them back to their timetable of 250 miles a day. They then followed the Italian and French Rivas through to Genoa, "which is the worst city in the world to drive in, in my opinion," said Mr. Leyland. Their tour took them to Florence, via Pisa, and through Rome to Naples. A curious thing about driving through Italy, said Mr. Leyland was the fact that most of the heavy trucks in Italy were right-hand drive. Everybody drives on the right-hand side in Italy as in all the countries visited except Britain. Naples meant the end of nearly 3000 miles of motoring almost flat-out or else sightseeing. The car had no mechanical trouble for the duration of the trip, despite the fact that it was carrying 5cwt extra.

Some of Mr. Leyland's most exciting memories are of his time spent in England before collecting the car and going to Europe. At the Goodwood race track he saw six Ferrari G.T. cars heading for the chicane side by side, with only enough room for two cars to go through at a time, and they all made it. At the Oulton Park Gold Cup meeting he saw British Ferrari driver Mike Parkes go into a high speed spin. As he was hurtling down the track at over 80mph Mr. Leyland

saw him moving his left arm on the gear lever. When he had come down from top to first gear Parkes let out the clutch and drove straight through the skid, and continued the race.

On the morning of this meeting he had breakfast with Tony Shelly and Stirling Moss. "Although Moss knows he is not fit for motor-racing, there is no doubt that he is in full control of his faculties," said Mr. Leyland. "He drove the winner of the Gold Cup round the track in a Bentley for his lap of honour." Most impressive of the drivers he saw overseas, he said, was the late Gary Hocking, the motor-cycle ace who switched to cars. Hocking was killed last Dec. practising for the Natal Grand Prix at Durban.



SPARE PARTS !

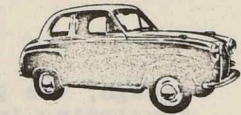
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MOTORING HISTORY WITH BEN TAXLE!



Now, as everybody knows, ball bearings are a thing that we could not do without; leastways, we'd travel a lot slower without 'em, so let's have a look how these interesting round objects came to be invented.

It's common knowledge how old Sir Ben of Drakes time got the game of bowls going, and naturally being interested in all things that made some filthy lucre, old Ben mounted three of these cannon balls outside his place of business as an advertisement, and that's how pawnbrokers came to use this sign for their profession. Anyway, that's just a little sidelight on Ben's activities beside his main occupation of making these snappy four wheel coaches for the gentry, and Good queen Bess was his best customer, although she didn't always pay up on the 20th.. But Sir Ben didn't mind that, as it gave him a bit of a lever in high places if he ever got caught out in a bit of skulduggery with the Hoi Polloi.

However, to get back to Ben's coaches, these were a real classy job, and on one model he made for Bess he had a hollow axle into which he fitted retractable spring loaded knives, which the playfull red-head used to flick out at odd times as she tore down the main drag and cut down to size anything that got in the way. Well, this coach was a bit tough on hubs and axles, mainly because of the superior speed the royal makes were capable of, and also because the lubricants in them days was pretty poor, altho' Bess used nothing but the best refined unguent plus a special additive which Ben distilled from vintage alley cats by a secret formula. This additive cunningly increased the wear, which in turn made more work for the Ben menage, when he would have to rebush the hubs with a nice sleeve of real hard old oak.

One day Bess stormed into the wheel department, and taking old Ben by the lug 'ole, she roared, - "Look at them there hubs and axles, only done 50 miles on town roads by a lady driver and you could fire musket balls up the hubs without touching the sides".

"Round Objects. Round Objects" muttered Ben in his beard.

"What did you say?" shrieked Bess.

"Nothing, old dear, I was just thinking" says Ben. And true

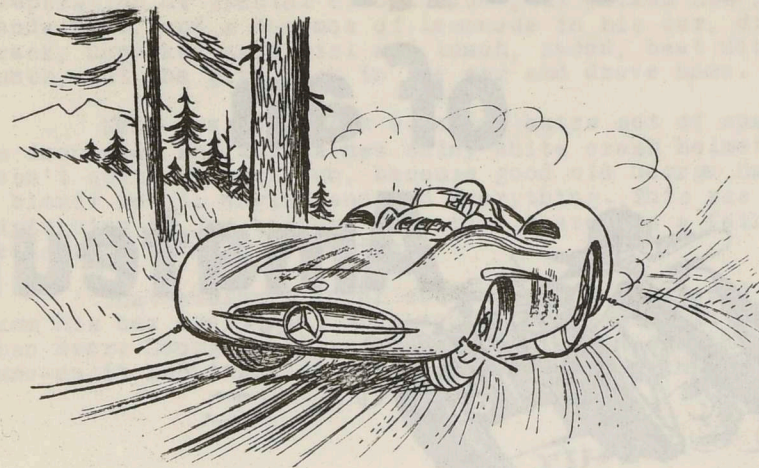
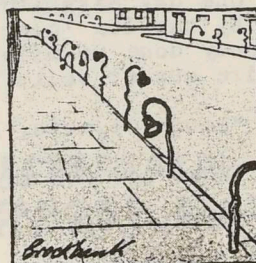
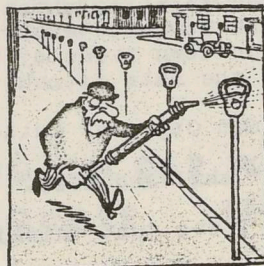
enough, the germ of an idea was at that very moment developing in the crafty Ben's skull. So, tactfully ushering the good lady out with promises of free replacement parts and a date for next week (purely apart from business) Ben ambles back into the wheelwrights shop to have a think. Six pints of good old ale later, Ben sent his apprentice boy round to the armoury for a large bag of assorted musket shot.

When the youth returned they jacked up the coach until the wheels were clear of the ground and then proceeded to stuff the worn space between the hub and the axle with the right sized musket balls. Then he cut a large washer from an old suit of armour, also a felt washer from the tail of his jerkin, fitted the flat tapered pin to hold the assembly together, and the job was done.

Well, the result surpassed even old Ben's wildest dreams, and the big problem then was to stop the darn thing, it rolled so easily. Naturally, his royal customer was delighted with the way she got her quarter mile sprint times down, to say nothing of the fact that the hubs outlasted all the foreign articles on the market at the time. And old Ben even if he didn't sell so many new hubs and axles, made plenty of dough with brake block replacements.

Well folks, that's how it was. That's my story and I'm sticking to it.

You know ? Come to think of it, garage proprietors haven't changed much over the years, have they ?



MEMO TO ALL CAR CLUBS

Would Car Clubs please note that in future all Saloon and Sports cars using the Levin Motor Racing Circuit for Sprints will be required to be fitted with silencers.

It is regrettable that we have to make this move, but it will be appreciated, due to the fact that the Circuit, which is situated in a largely populated residential area, and is now used nearly every week-end, this measure is necessary.

As our main obligation is to keep public relations on a good level, I am sure you will assist us in this matter.

Signed.

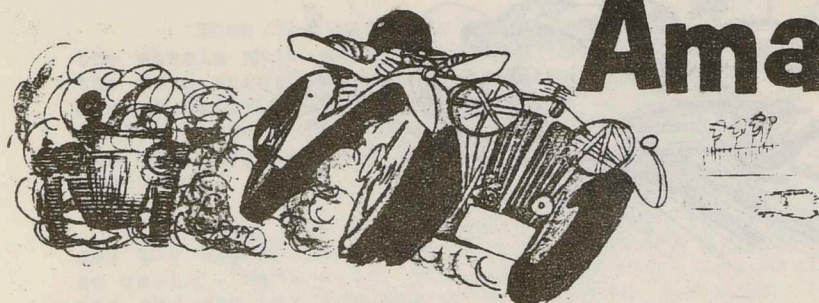
M. A. Carkeek.
Hon. Secretary.

N.B. Racing cars will be excluded from this rule.

Growth of an Amateur

Humour from the U.S. edition of
Sports Cars Illustrated

by STAN MOTT
Illustrations: Stan Mott



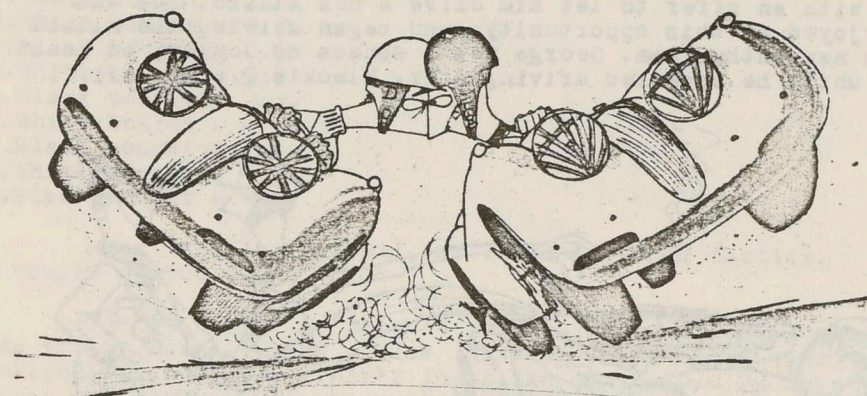
A long time ago, 'way back in 1940, there was a young man named Joe Smith. Like many of his contemporaries, he liked mechanical things. And, like many of his contemporaries, Joe eventually saw an M.G.TC on his city's streets. Unlike most of them, however, Joe knew, the minute he saw the little car, that he had to have one.

In those far off days, TC's were not socially accepted as "smart", and the very people who today lament the passing of that spindly wheeled wonder and eulogize its many virtues, real and imaginary, were most free with derision for Joe and his car. This being true, Joe inevitably and naturally banded together with the other owners of similar cars who he met at his dealer's. They gathered informally whenever it was possible, aiding and encouraging one another. As more and more people joined in, it became apparent that a club, with organization, officers and rules would be advantageous, in that planned activities could be carried out. There were rallies, gymkhanas, time trials, and group trips, but the most popular events were the races held occasionally on abandoned airports and roads. These gave Joe the chance to find out whether or not his car really was faster than that of his friend, George.

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

Next year, Joe took along an extra set of sparking plugs as insurance and wore a new shiny white crash helmet, but the day wasn't quite so much fun, because good old George had installed a blower on his engine and won everything. This was doubly disturbing to Joe because this time there was a fair-sized crowd present to witness his defeat.

That wouldn't do, of course, so Joe countered by removing from his car everything that would come loose. It was more fun than ever. George was vanquished once again, and the hundred dollar tune-up it had taken to do it seemed well worth while.

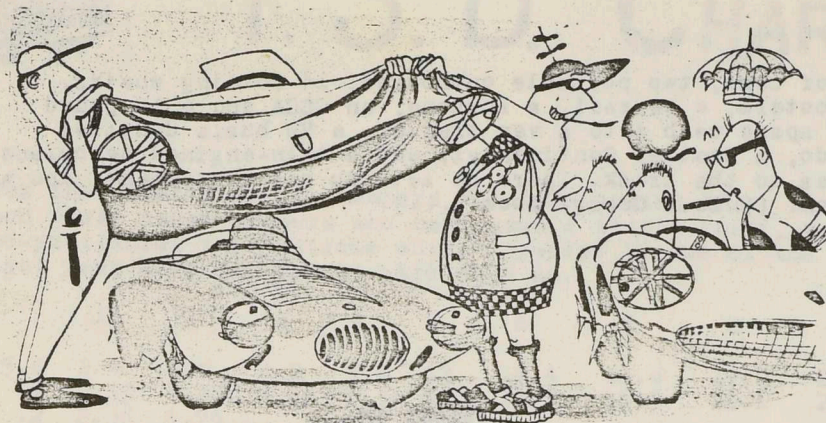
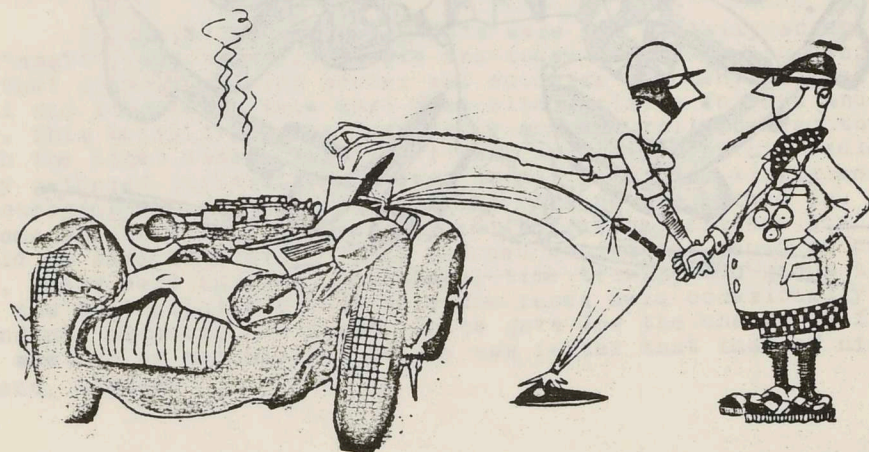


It seemed less so at the first of the next season, though. George wasn't driving a TC anymore; he had a Jowett Javelin Jupiter, and most of the other fellows were driving that new Americanized M.G. with the baby buggy wheels, the TD model.

There was only one thing to do, and so, despite the expense involved, Joe bought a Jaguar XK-120. That would show George and the boys the short way around, and show the spectators a real car and driver at the same time. And it did, too - for a while. George met the challenge in typical fashion. He bought an XK-120 M.

You can imagine the effect of this on poor Joe. It was no longer a matter of merely winning or not winning a trophy. There was a crowd outside those fences; a gay crowd caught up in the social whirl of road racing. To that crowd, in Joe's mind, his honour, his very manhood, was at stake. Yet what could he do? His car was not fast enough; he could afford no faster, and to quit would mean dishonour.

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

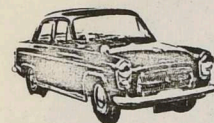
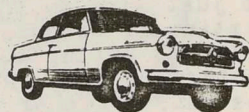
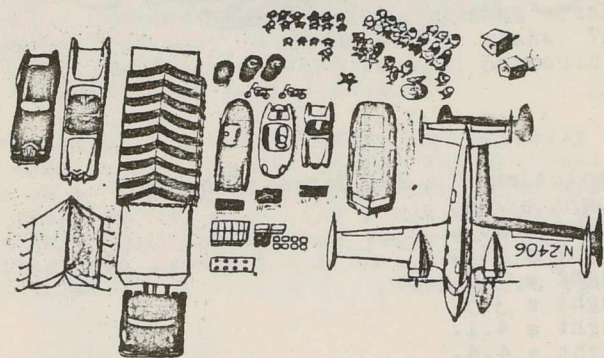


Mr. White's solution? A 2.3 Ferrari for Joe
 Mr. Black bought a 2.6.
 Mr. White bought a 2.7.
 Mr. Black bought a 2.9.
 Mr. White bought a 3.0.
 Mr. Black bought a 3.5.
 Mr. White bought a 4.1.
 Mr. Black bought a 4.4.
 Mr. White bought a 4.5.
 Mr. Black bought a 4.9.

At a loss for Ferrari, Mr. White switched tactics. He bought a 1500 OSCA.

Joe is happy. He doesn't work anymore, but he doesn't miss it; he hasn't spent a dime in years. He's an amateur sportsman full time now. It's just like in the old TC days. Racing doesn't require any particular preparation or special effort. Joe just packs Mr. White, 12 girls, 10 Italian mechanics, 16 scorers and timers, four caterers, three psychiatrists, two pilots, and a public relations man, together with a tent, three tables, 40 spare tyres, a machine shop, two ice tubs, a bar, 24

cases of coke, two portable outhouses, 14 folding chairs, two scooters, a Ferrari, a Porsche, an OSCA and a 10 pound bag of spare cash into a van trailer, a VW bus, a Cadillac Eldorado, a Bentley Continental, and a twin-engined aeroplane and goes to the track. There he sets up his settlement, and wins the race. (Unless George does.....).



T.S.D. CHARTS.

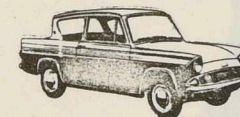
For the benefit of new members who have copies of my charts, and those older members who have gone a little rusty, we are re-publishing this article which appeared in one of the buletins last year when the charts were made up.

	1	2	3	4	5	6	7	8	9
25.0	2.4	4.8	7.2	9.6	12	14.4	16.8	19.2	21.6
.1	2.39	4.78	7.17	9.56	12	14.3	16.7	19.1	21.5
.2	2.38	4.76							
.3									

Reproduced above is just a small bit of the 3600 calculations, the MPH on the left in tenths from 5 to 45 and the miles along the top from 1 to 9. Giving time in minutes in the middle. Taking the most common type of calculation in trials, say 25.1 MPH for 3.8 miles, we find 3 miles will take 7.17 minutes and by shifting the decimal place in the column headed 8 we obtain 1.91 minutes for .8 miles. Adding 7.17 and 1.91 gives us the required time of 9.08 minutes.

The second type of calculation is a little more awkward and occurs when we are given say 25 MPH for 8.4 minutes. From the chart we see that it will take 3 miles to use up 7.2 minutes at this speed, leaving us with 1.2 minutes, by shifting the decimal in the 5 mile column we have 1.2 minutes for .5 miles, a little addition and we have 3.5 miles. It doesn't always work out so easily, but a little practice will give you an accurate answer fairly quickly.

The last type occurs when given miles and minutes, we have to tell the bod behind the wheel how fast he should be going. You can by much trial and error tell him to the last tenth of a MPH (some speedo). On the other hand it is much easier to take the miles to the nearest whole figure, then a glance at the charts gives it to you within 1 or 2 MPH.



ASSOCIATION OF CAR CLUBS - Titles Fixed for 1962-63 Season.

DUNEDIN August 26th

Championship titles for the coming season were allocated at the fifteenth annual general meeting of the Association of New Zealand Car Clubs in Dunedin at the week-end.

They are:-

New Zealand Gold Star Hill climbs: Auckland Car Club (November 11), Rotorua Car Club (November 17), Canterbury Car Club (November 24), Taranaki Car Club (December 1), Northern Sports Car Club (December 9), Eastern Southland Car Club (March 16), South Otago Car Club (March 17), Wellington Car Club (March 30).

New Zealand Gold Star trials Wellington area car clubs (March 1-2), North Otago Club (April 13-15), Northern Wairoa Car Club (April 27-28), Canterbury Car Club (May 18-19), Northern Sports Car Club (May 25-26), Otago Sports Car Club (June 29-30), Auckland Car Club (date to be arranged).

New Zealand Gold Star races: Marlborough Car Club, Renwick (November 10); Manawatu Car Club Ohakea (December 15); New Zealand International Grand Prix, Pukekohe (January 5); Levin Motor Racing Club (January 12); Motor Racing Club (Wigram), international meeting (January 19); Southland Sports Car Club (Heretaunga Park), international meeting (January 26); South Canterbury Car Club (Waimate) (February 2).

Other title meetings: New Zealand Championship standing start kilometre sprint Ashburton Car Club (March 23); South Island Championship standing start kilometre sprint. Southland Sports Car Club (December 1); New Zealand Championship beach race, Nelson Car Club (January 1); North Island championship beach race, Auckland Car Club (March); South Island championship beach race, Nelson Car Club (June 1).



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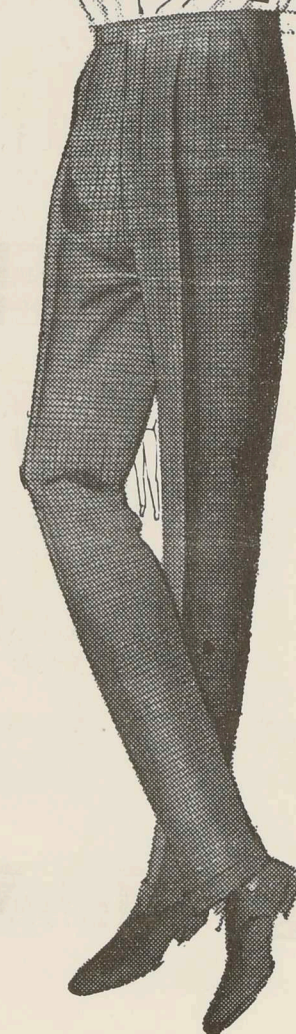


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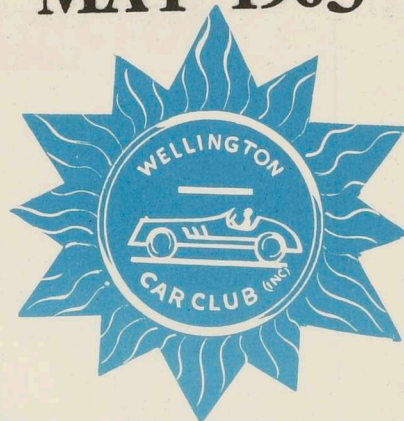
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CAR CLUB
(INC.)

Bulletin

APRIL MAY 1963



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-club-directory→

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Bulletin Editor:	-	Ian Shepherd, 101 Hataitai Road, Hataitai.	B.53-453 H.82-742

club calendar

JUNE:

Sat. 8th. Night Trial.
Sat. 15th. Palmer Head Hillclimb.
Sun. 30th. Map Reading Rally.

JULY:

Sat. 13th. Winter 100.
Sat. 27th. Levin Sprint.

AUGUST:

Sun. 11th. Photo Trial.
Sat. 24th. Treasure Hunt.

SEPTEMBER:

Sat. 7th. Gravel Hillclimb.
Sat. 22nd. Economy Run.

OCTOBER:

Sun. 6th. Gymkhana.
Sun. 20th. Honey Pot Trial.

NOVEMBER:

Sat. 2nd. Bar-B-Q.
Sat. 23rd. Levin Sprint.

DECEMBER:

Sat. 7th. Straight Sprint.
Sat. 14th. Christmas Party.

JANUARY:

Sat. 19th. Gymkhana.

FEBRUARY:

Sat. 8th. Levin Sprint.

APRIL:

Sat. 4th. Houghton Bay Hillclimb.



PRESIDENT'S PRE-AMBLE.

Yes, Leyland is bursting into print, at the request of the Bulletin Editor, to try and pass on the bits and pieces of news heard during the course of the current month.

There seems to be a trend in the Club, to produce a cheap "single-seater", using as a basis a twin motor-cycle engine and gearbox unit. This is certainly the way to go motor-racing in its cheapest possible form, and is, of course, a reversion to the original concept of the old 500 c.c. formula, as it was instituted after the war. I inspected the remains of a motor-cycle last Sunday morning which is now on the way to being transformed into one of the first of these specials. Watch out Peter Slocombe and Dick Butters, there may be something to oppose you in the not too distant future.

My hobby-horse this month is the Club "cow-boys". We have only one or two, and their chief occupation seems to be driving through town on Friday nights, two gears lower than necessary. This must stop FORTHWITH, otherwise the Committee will have no compunction in removing Competition license without warning, if it continues.

You will notice from the Club Calendar for the New Year elsewhere in the Bulletin another mixed bag of events for the coming year. The committee has several other events up its sleeve and will be pleased to hear from any Club Member with any new ideas.

Our greatest trouble is finding venues for the holding of Gymkhanas, Hill Climbs, etc. If anybody has any ideas of fresh venues, please let us know and we will carry out an investigation.

News of the Club-rooms, is that the Provisional Plan has been passed by the Director of Parks and Reserves, Mr. Hutt, and that, with a bit of luck, and subject to the Council lease, we will be able to start putting in the piles next month, i.e. June or possibly late this month.

Nearly everybody is "unfinancial", and obviously we need every penny we can get and quickly to proceed with the Club Rooms. How about paying your subscription now to John Swan at Quality Paints, Courteney Place. You should not compete in any event until your subscription is paid. Remind anybody you see to do the same.

Trialing down south is great fun. There seems to be lots more open country down there, and everybody is very friendly. The Otago dust has a high abrasive content, plays hell with disc-brake pads. Can highly recommend Don Agencies, Ltd., in Taranaki Street, who were the only people willing to help me out of a spot of bother.

No doubt you will hear through the "grape-vine" that I make as much noise when I am asleep as when I am awake. Ask any of the boys who were down south.

EDITORIAL



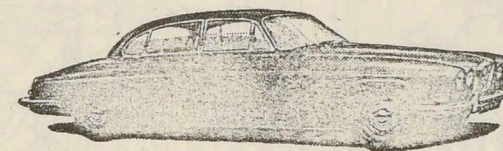
The Club is about to begin another year of its life and it is going to be an important one. The building has now been removed from its old site and as soon as the lease has been settled for the area at Houghton Bay Road plans will be put into action to rebuild the structure.

A new committee has been appointed, although it only contains two new members, and it will be working hard to try and make this year a success.

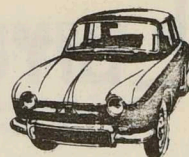
The bulletin is still under the management of Peter Martin and Ian Shepherd and we hope to keep it up to the standard of the last issue. However, the Club cannot be run by the committee alone. Nor can the bulletin. The help of the club members is needed in several ways. One is articles for publication. This state of affairs is not as bad as it used to be. When we first took over the magazine we had to write practically all the the articles but now, thanks to several "special correspondents" our task is reduced to writing this and the rest of the general columns and reports. The rest is either written by other members or "borrowed" from other magazines. If you have something you can write about or see something in a magazine, contact one of us and we will welcome you with open arms.

The other way you can help us is with advertisers. Those of you who were at the Annual General Meeting and read your Financial Report (printed elsewhere in this issue) will have noticed that the bulletin cost the club sixty pounds last year. This is an average of five pounds per issue so two new advertisers a month would cover that cost and any more advertisers after that would be a profit to the club. So no matter what they sell, if you know of someone who will advertise, ring Peter Martin (Advertising Editor) and he will be around to arrange everything.

Those are our two pleas for this month but you can be sure that we will think of some new ones for the next edition.



LETTERS TO THE EDITOR.



Dear Editor,

I would like to express my opinions about Lady members of the Club participating in Club events.

As you know, at most events, all the entrants are usually males, with occasionally a solitary female opposer. From what I hear, lady membership in the Club is gradually rising, which means that there should be more ladies in events. But where are they? Most of them, like a lot of male members, do not even turn up for events as spectators. Surely ladies, it is not too much to ask if you would compete sometimes.

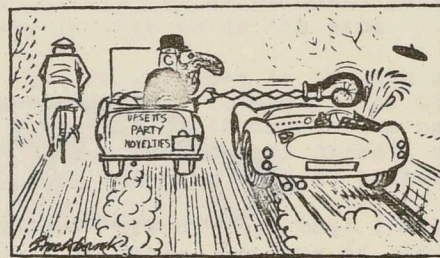
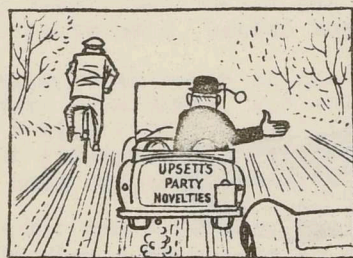
We may not, at first, attain fast times but with practice we can begin to challenge the male supremacy at such events as Gymkhanas or even Hill Climbs.

If you have not got a car of your own, would it not be possible to borrow your boyfriends, your husband's, your brother's or even your father's car. Probably if you asked nicely some of the male competitors would lend you theirs.

When more ladies are competing in events, and are showing everyone that they did not join the Club for the Social Life and the over-majority of men, may be we can ask for a Ladies' Prize for the best all round Lady driver in the Club.

I hope that I have stirred some ladies to take up courage and compete in the events. I am sure that the men will enjoy competing against us.

A Lady Member.



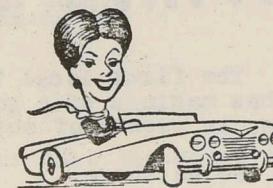
WOMEN AHEAD IN THEIR CARS

HAVING achieved equality with men in almost every other sphere of modern life, women are now showing that they are as good as, if not better than, men in many branches of motoring sport, and their challenge is growing.

Repeatedly, Sheila van Damm, Nancy Mitchell, Anne Hall, and especially Pat Moss and In Riley (nee Wisdom), with their recent Safari success, have revealed their skill in big-time rally driving.

It is in a B.M.C. "mini" that 23-year-old Christabel Carlisle, from Kensington, is enjoying an increasingly successful motor racing career. Her principal occupation is teaching children to play the piano at a school near Hyde Park, but after only one full season on the circuits she is now good enough in her "mini" for her opponents to stop giving her technique-improving tips in case she beats them.

—Sunday Times



Sleek-lined chariots for slim-lined charmers.

CAN YOU FIND YOUR WAY HOME?

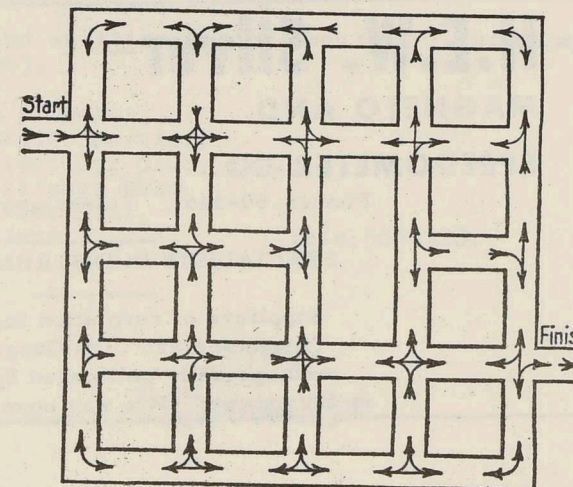
SOME overseas cities have painted roads indicating one-way streets so that traffic mazes face the motorist. These roads may have inspired the traffic maze presented here from a recent issue of the "Scientific American." It will provide at least a few minutes'

(or a few hours' relaxation for our readers.

Negotiation of any crossing is such that one leaves in the direction of an arrowhead and may turn only where turns are indicated. For example, starting at the first crossing, only a left-hand turn or straight ahead are indicated.



Crystal-ball models for far-sighted seers.



COMING EVENTS...

The first local Trial that we have seen for a long time, has makings of a good one. All that is needed to make it a success, is plenty of entrants.

So be there.

DATE: 8th June

PLACE: Bus Barns - Aotea Quay.

TIME: 8 p.m.

DISTANCE: Approx. 70 miles.

DURATION: 2½ hrs.

A map of Wellington would be a help. This is an Invitation Event.

Be in to win.

-H.E.W. Silver-

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for trials. Two way boxes to suit.

AUCKLAND CAR CLUB 1963 HEPOLITE RELIABILITY TRIAL.

To all Car Club Secretaries:

Please advise your members that the above trial is being held on July 6/7, 1963.

This is a New Zealand Gold Star Trial organised by the Auckland Car Club Inc., and sponsored by Motor Specialties Limited.

Prizes to the value of £500.

1st £200

2nd £100

3rd £25

Start - Auckland, 11 a.m. Saturday, July 6.

Entries close June 17, 1963. Entry fee £3.10.0.

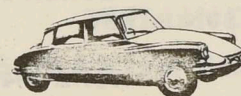
Late entries close June 28, 1963. Late entry fee £4.10.0.

Teams entry - any three cars from the same car club, 10/- extra per car.

Entry forms and additional supplementary regulations available from May 15th, 1963.

from: Miss J. Baker,
Hepolite Secretary,
Auckland Car Club, Inc.,
14 Irirangi Road,
One Tree Hill,
Auckland, S.E.4.

Tele: 564-328.



PALMER HEAD HILLCLIMB.

WORKING BEE

There will be a working bee on the Palmer Head Hillclimb at 10am on Sunday 9th. June. Bring shovels brooms scrub cutters etc.

It is in your interest to be there.

THE CLIMB

All entrants for the Hillclimb to be held on Saturday 15th June please report for scrutineering at the Gymkhana area at the top of the hill. Reporting time, 9am.

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MOTORING SUNDRIES

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PHONE 2940.

SUNDAY MAP READING RALLY.

Date: Sunday 30th. June.

Place: Car Park opposite Town Hall.

Time: Report 1pm. (+st Car away 1.30.)

Duration: 3 Hours.

This rally will be around Wellington and will be run on the lines of a Continental Rally where a car may arrive early at a check point and wait to clock in without penalty.

Lands and Survey map of Wellington will be required.

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SPARE PARTS!

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SALOONS up to 1000 c.c.

Car No.	Driver.	Car	Rating	Fastest time.
1	Dave King	Austin Mini	848cc.	1.02.94
25	Garry Voice	A40	948cc.	1.02.18
27	Alan Pratt	Mini Minor	848cc.	1.05.00
28	M.G. Frost	Mini Minor	848cc.	59.30
29	Niel Hawker	Anglia	997cc.	51.30
31	Niel McDougall	Mini Minor	848cc.	53.67
32	Stuart Bonner	Mini Minor	848c.c.	56.72
34	K.J.Foulkes	Mini Minor	962cc.	53.21
37	Roydon Head	Austin Mini	848cc.	55.09
39	Peter Bennett	A40	998cc.	49.48

SALOONS 1000cc to 3000

2	Graham Cowie	Morris Cooper	1122	49. 6
24	Keith Ward	Humber 80	1600cc.	52.92
26	C.J.Roberts	Anglia	1172	59.72
30	L.W.Fuller	Humber 80	1494	53.11
33	L.P.Harris	Humber 80	1494	57.16
36	D.R.Mackley	Humber 80	1300	59.87
38	Harvey Kibble	Morris Oxford	1489	1.02.59
41	Dave Mowat	Rapier	1494	56.40
43	Roger Staniforth	Herald Coupe	1147	56.41
23	John Shiner	Zodiac	2300	59.33
35	P.J.Blyth	Zephyr	2553	58.90

SALOONS over 3000cc.

40	Hamish Buchanan	Jaguar	3771	49.61
72	Alister McBeth	Jaguar	3781	No time
45	Tim Beatham	Jaguar	3781	49.92

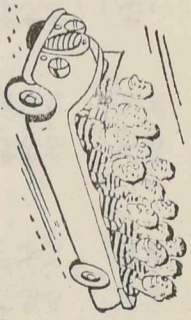
SPORTS CARS 1000cc to 2000cc.

Car No.	Driver.	Car	Rating	Fastest time.
8	Graham McKae	Masarrari	1750 cc.	45.25
9	Brian Harvey	MGA	1498 cc.	50.46
10	Russel Grace	MGA	1498	52.18
12	Ron Dowdall	Mistral	1494	-
15	David Walker	MGA	1500 cc.	53.41
17	Wilson Lattey	MGA	1500	57.60
18	Lance Crawford	M.G. TC	1250	57.16
19	K.P.McCorten	Lomac	1172	55.29
20	Peter Ransom	Lancer	1172	53.06
21	Paul Brackley	M.G.Miget	948	1.00.29
22	Geof Sands	MGA	1622	52.89
14	H.D.Field	Austin Healey	2660	50.38
42	R.Read	XK.120	3500	54.73
5	Colin Ngan	Cooper	1098	47.75

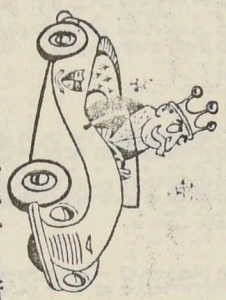
RACING CARS

6	Peter Slocombe	Cooper	498	45.72
7	Graham Harvey	Cooper	1098	44.64
11	Dick Butters	Liteweight Spl.	500	-
13	Bruce Abernethy	Cooper	1460	44.06

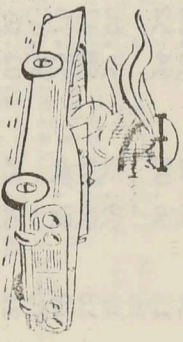
Fifteen-seaters for a rugby team.



Ermine-trimmed drophoods for portly peers.



Sand-mobiles for swarthy sheiks



1	1.06.32	1.08.15	1.04.86	1.02.94	-	1.02.94
2	51.47	50.42	50.58	50.58	49.60	49.60
3	-	-	-	-	-	-
4	-	-	-	-	-	-
5	48.32	48.52	47.75	48.12	49.32	47.75
6	-	46.03	45.99	46.00	45.72	45.72
7	48.06	45.90	45.60	45.94	44.64	44.64
8	47.13	47.26	45.60	45.25	45.25	45.25
9	51.82	50.46	50.69	50.75	-	50.46
10	53.71	52.83	52.18	52.42	52.64	52.18
11	-	-	-	-	-	-
12	-	-	-	-	-	-
13	45.93	44.06	46.23	44.15	-	44.06
14	52.48	50.68	51.04	50.38	50.74	50.38
15	56.03	54.52	53.83	53.41	-	53.41
16	-	-	-	-	-	-
17	59.32	57.60	57.75	-	-	57.60
18	54.62	58.47	58.43	57.16	57.92	57.16
19	57.96	55.76	55.39	55.53	55.29	55.29
20	-	53.63	1.18.48	53.65	53.06	53.06
21	1.01.21	1.01.07	1.01.04	1.00.29	-	1.00.29
22	56.48	54.80	53.12	52.89	53.25	52.89
23	1.00.82	1.00.23	59.52	59.33	-	59.33
24	52.12	52.92	53.03	MT	-	52.92
25	-	1.02.68	1.02.68	1.02.18	-	1.02.18
26	1.00.93	1.00.51	59.72	59.79	1.00.39	59.72
27	1.06.45	1.05.72	1.05.29	1.05.00	-	1.05.00
28	1.02.55	1.00.56	1.00.47	59.30	-	59.30
29	52.13	51.30	52.11	51.63	52.11	51.30
30	54.42	53.11	53.64	54.76	-	53.11
31	55.23	54.29	53.67	54.03	-	53.67
32	58.33	56.72	56.87	-	-	56.72
33	59.42	57.20	57.16	57.88	-	57.16
34	57.30	54.57	55.09	53.21	-	53.21
35	1.00.58	59.86	59.58	58.90	-	58.9
36	1.01.00	1.00.48	59.91	1.00.43	59.87	59.87
37	56.34	56.19	55.09	55.62	-	55.09
38	1.01.26	1.04.12	1.02.59	1.03.49	-	1.02.59
39	49.89	50.73	50.39	49.48	51.73	49.48
40	52.89	51.06	50.35	50.18	49.61	49.61
41	57.83	56.96	56.40	1.23.73	58.16	56.40
43	58.24	57.00	56.41	56.77	-	56.41
45	50.29	50.58	50.34	50.57	49.92	49.92
72	49.11	-	-	-	-	-
42	56.06	56.44	54.73	-	-	54.73

NORTHERN OTAGO FESTIVAL GOLD STAR TRIAL.

Early in February Brook Leyland, Colin Taylor and myself decided that at Easter we would go down to Otago for the Castrol North Otago Festival Gold Star Trial.

Ray Duffel and John Grey were Brooks crew, Ray Foulkes navigated for Colin and Bernie Russell and Dave King went with me. We went to Lyttleton on the Hinemoa on Thursday night, the 11th, and returned Tuesday the 16th. We took Brooks large tent and camping gear to have accommodation expenses.

We arrived in Lyttleton on Friday morning after a good trip down and drove to Oamaru, the starting point of the trial. Here we had lunch and then went to the organisers office to report. The cars were numbered, advertising placed on them etc. and we then went to the A.A. camp to settle in. We put up our tents and got generally organised. The camp site for the four days cost eight of us thirty oob, very reasonable. This camping ground is excellent with all facilities.

The first days run started from a ramp in Thames Street in Oamaru from where the competitors travelled out to the racecourse. From here the trial properly started. From Oamaru we headed north passed Brydone Monument and on to All Day Bay through loose gravel and very dusty roads. (which made passing hazardous). We then went on to Waianakarua before heading south through Horse Range Road to Palmerston. Here there was a short ten minute break.

After this short stop we went through Goodwood, Waikouaiti, Waitata to the race course at Forbury Park Dunedin, where the control and lunch were situated.

After this break we left Dunedin and travelled to Outram where a refuelling stop was made. We got lost getting out of Dunedin however, and ran a bit late. From Outram we travelled back to Oamaru via Leedale, Middleward, Dunback, Busheyard, Hampden. On this section quite a few people missed an average speed change at Lyndate gates. So ended the first days run.

On Sunday morning we left the Oamaru starting point at the race course again and drove north to Christchurch. We went through Waitake, Waiho Forks to Waimate, (stopping on the way to change a puncture) Hunter and to the control at Southdown. Here we had a ten minute break before starting a map-reading section around the Geraldine area. We took the wrong turning after the last check before the lunch control, arrived twenty minutes late, and consequently didn't have any time for lunch. We weren't impressed and started the afternoon on a lunch of cigarettes and barley sugar. This section led to Christchurch through pouring rain. The route led through Mayfield, Alford Forest, Coalgate, Greendale,

and to the control near Harewood Airport. During this section we had the only mechanical trouble we had with the car. A stone flew up at a water crossing and jammed the radiator shroud against the fan blades. This took twenty minutes to fix. We claimed this time however which was luckily allowed.

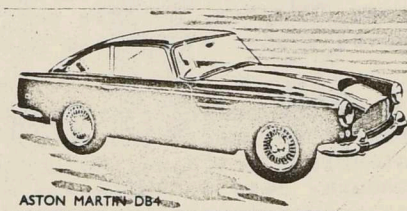
Just up the road Brook had trouble. He lost the drain plug from his petrol tank and had to make up a makeshift plug of wood. He was also running out of brakes. very badly scored discs and the pads were worn out. These he replaced at Christchurch with new ones made out of clutchlinings.

The third days run started at Christchurch, still in the pouring rain, in the early morning (we left at 3.24 a.m.) and went back to Oamaru via Lincoln, Springston, Leeston to Rakaia. Here there was a ten minute break. From here the route led us through Kyle, Seafield to Ashburton. From Ashburton we went west on to Timaru and breakfast via Hinds, Zarling, and Orton. During this section Brook and Colin got lost several times and were late for breakfast.

The final sections led through Fairview, Bluecliffs, and Hunter to Waimate. From Waimate there was an easy section along Highway I to Oamaru and the final control at the showgrounds.

At the showgrounds a grand parade of cars and driving tests were held. At the conclusion of these we headed back to camp and cleaned firstly the cars then ourselves. The next stop was at the "local". At 6.10 we adjourned to have dinner and then on to the social and results (ugh!). Our placings provisionally were myself 10th, Brook 27th and Colin 45th.

The next day we travelled back to Christchurch and then on to Wellington.



GYMKHANA AT PALMER HEAD - MAY 12th.

About 30 members and attachments turned out at Palmer Head for a Gymkhana. Of the 30, there were 16 entrants while the spectators sat and watched shivering in the strong cold northerly wind and later in the rain.

The first test a straight wiggle-wobble, proved rather tight for even the Minis. Peter Bennett, in the big Zephyr, found it so tight that he went through knocking over every second flag. Fastest time in this test was Graham McRae in the Masararri.

The next test, a circular wiggle-wobble, provided fun for the spectators in the form of a Commer Cob driven by Peter Martin and a Renault 750 driven by Alex Wilson. Both these drivers were practising three wheel motoring and were showing plenty of daylight under one rear wheel. The fastest time was again attained by Graham McRae with his lead foot.

Next event in the afternoon, was a garaging test where the entrants had to drive into six garages, three frontwards and three backwards. These garages were facing each other in groups of three and could be entered into in any order. The Morris 1100 showed the advantage of front disc brakes by gaining first and third places in the test at the capable hands of Brook Leyland and Kay Foulkes.

The fourth test was a serpentine, a double figure of eight. It started from the little road down the lower level and finished at the usual start. This test was very complicated and it was hard to remember which way to turn next, so that, a navigator with full route sheet would have been a welcome addition. Showing some of the advantages of the Morris 1100, Brook Leyland was first with Kay Foulkes third.

There was a fifth event which was a complicated test but rain set in and some entrants sought the comforts of home and so retired.

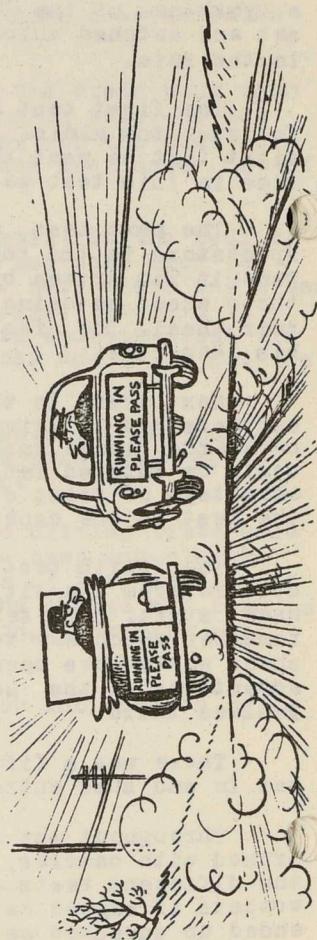
Throughout the afternoon there were various characters running around with cameras, tilted at curious angles, busily photographing the different feats of the cars participating in the events. One wonders if anyone managed to photo the culprits of many tins that ended up squashed as a result of car wheels on top of them.

Those who did turn up to this Club event, had an enjoyable time in which they saw several cars behave with a difference.

RESULTS

Entrants.	No.	Car	Test 1	2	2	3	4	5	5
Brook Layland	1	Morris 1100	23.91	15.40.	14.44	26.66	31.00	29.77	
G. Lang	2	Austin A40	26.85x	15.66x	16.30	32.80	38.04	43.33	32.61
Alex. Wilson	3	Renault	23.64	19.57	15.03	27.84	-	-	-
G. McRae	4	Masarrari	18.68	13.98	12.67	26.69	-	-	-
Dave King	5	Austin Mini	21.95xx	18.86	14.93	29.16	35.89	32.75	26.3
Alan Pratt	6	Mini Minor	21.22x	15.44	13.68	27.32	33.22	26.58	24.81
Hans Rose	7	Mistral	24.8	18.82	17.20	34.89	-	-	-
Graham Robson	8	Ford Anglia	26.92	18.29	15.77	31.31	54.82	-	-
I. Shepherd	9	Mini Minor	22.56	15.60	14.72	28.04	35.74	28.26	27.26
Ruth Shepherd	10	Commer Cob	34.26	20.05	18.91	31.99	45.46	-	-
P.C. Martin	11	Commer Cob	21.32	15.0	14.28	28.72	31.98	27.65	27.72
P. Bennett	12	Zephyr	15.7xx	23.6	20.40	46.69	31.51	-	-
C. Taylor	14	Mini Minor	16.40xx	15.05xx	13.95	28.36	32.36	x	24.35
R.H. Head	15	Austin	21.17	14.60	13.00	-	-	28.00	-
K. Porter	16	Morris Minor	-	15.88	16.14	30.60	34.56	35.54	26.45
K. Foulkes	17	Morris 1100	-	14.31	13.81	26.82	31.82	-	-

x - Knocked down a flag - loss of 3 seconds.



ANNUAL GENERAL MEETING - 18th APRIL 1963.

The twenty first Annual General Meeting of the Wellington Car Club Incorporated was held at the Kilmuirie R.S.A. Hall, Mahora Street, at 8 p.m. on Thursday and the 18th of April 1963.

An attendance of forty four sat down to a year under the chairmanship of last years President, Brook Layland. Minutes of the Twenty A.G.M. were read and passed as correct and apologies were read from members unable to attend. Brook left the chair in the hands of last years club captain, Ray Duffell while nominations were called for President and was then re-elected unopposed.

Nominations were then called for the positions of Captain and Vice Captain of the Club. After voting it was clear that Ray Duffell was promoted from Vice Captain to Captain and Peter Siocombe filled the vacant place.

Re-elected as Secretary was Kay Foulkes and "The Money Bags" John Swan is once again Treasurer. The rest of the committee, four in number, two were re-elected and two newcomers filled the places left by the retirement of Ian Watson and ex-club Captain Paul Martin. The committee now consists of Peter Martin, Dave Mowat, Alan Pratt and Colin Taylor.

The last official position, Bulletin Editor, was retained by Ian Shepherd but this publication is a joint effort by both Peter Martin and Ian Shepherd.

With the new committee in command, business turned to General business.

The Duncan Memorial Trophy came under fire once again and the President assured the Club that all was being done to speed up the work on this trophy. The man responsible for the job had been busy with other work at the expense of the trophy but has promised to get on with this work as soon as possible.

The other major business was concerned with the building. It has been completely removed from its site at Wellington Girls' College and is waiting in various storage places for re-building at Houghton Bay. Plans have been drawn up to enable a lease to be drawn up and as soon as the legal beagles have finished their job, work will commence on the new site.

With the serious business over for the night, the Club Members present took time out for a cup of tea then settled down to watch parts 3 and 4 of the "Golden Age of Motoring". These two parts, covering

from 1930 to 1939, showed the era of German Supremacy with the big Auto Unions and Mercedes Benz. The noise of the superchargers on these cars was amazing and its no wonder that the drivers wore ear plugs while driving these cars.

COMMITTEE MEETING 24th APRIL 1963.

This section is intended to give you club members some idea as to just what is being done in the club and to give you a chance of giving your opinions.

On the 24th of April 1963 a committee meeting of the new committee was held at Brook Leyland's in Miramar. Present were Brook Leyland, Ray Duffell, Peter Slcombe, Ray Fouikes, John Swan, Peter Martin, Colin Taylor, Alan Pratt and Ian Shepherd. An apology was received from Dave Mowat who could not make it.

The President welcomed the two new members to the committee and at 8 p.m. the meeting got underway. Routine business of reading last minutes, dealing with inward and outward and then the main discussions were started.

One was the coming season calendar. A calendar consisting of an event every two weeks was the aim of this discussion and the results can be seen on the coming events page. It has been intended to try and work in with other clubs on this calendar and therefore members should be able to compete in outside events as well. It has not been possible to avoid clashes altogether though. However, the calendar was drawn up until the beginning of next year and apart from some minor alterations should stand as is.

Present at the meeting was our honorary architect Bernard Russell. He produced the new plans of the building that will be presented to the City Council for a lease to the land at Houghton Bay. The means of covering the building were under discussion as it is hoped to cover the wall away from the road with corrugated iron to conserve funds. However, this is not favoured by the City Council and the whole building may have to be weatherboarded, raising the cost by about sixty pounds. A means of painting the woodwork outside was also talked about. The committee prefers creosote which has to be done every two years but once again the Council fears that this will not be done. We are hoping to manage the creosoting by assuring the Council that it will be done regularly at the proper intervals.

The size of the kitchen drew remarks from two committee members as it was much too small for the size of the hall but as the plans are subject to alteration this matter is not very important. I can assure the people who might have to work in it that your comfort is being attended to.

Fields Service Station Ltd

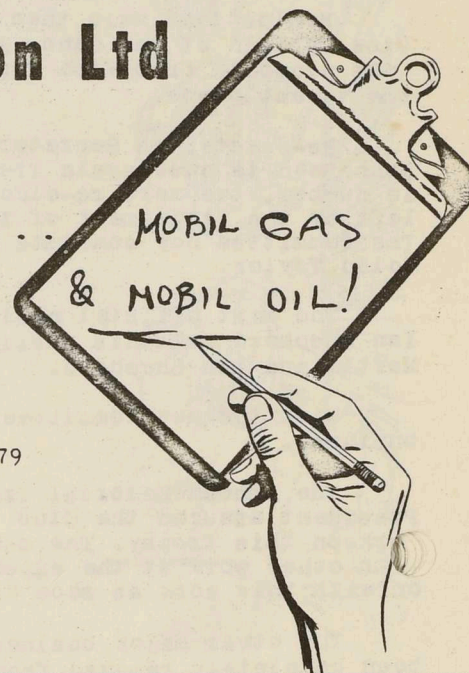
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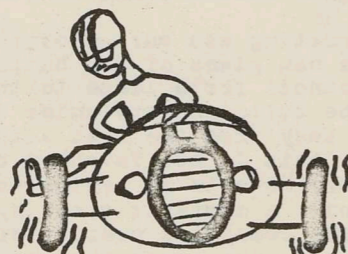


The last piece of business was concerned with the bulletin printing a list of working bees and materials needed for the building each month. The first of these can be found elsewhere.

The meeting broke up at 11.30 p.m.



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New tyres

Retreads

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CLUB NIGHT - MAY 18th

At this Club Night the members, about 60 or 70 of them, were very fortunate in seeing five new Castrol films.

The first one, a film on skid control, dealt with the factors causing skids and techniques of controlling their using the "shuffling" method as cross arm driving is frowned on in Britain. I think that most people present learnt something from the film, even those who think they know everything anyway. The film naturally was taken in Britain which, of course, has worse winter road hazards than us, but if we have a winter like Britain has just had, they may well apply here.

The next film was a very good account of last year's French Grand Prix, which changed from its usual circuit at Rheims to the wooded circuit at Rouen, with its many corners and hills. The film was quite long in length but you certainly could not become bored; for it was full of interesting dialogue and action. Right from the start of the race when the engine of Don Gurney's Porsche refused to start their was hardly a dull moment. Incidentally Don Gurney, although he started $\frac{1}{2}$ of a lap behind, managed to receive the chequered flag first. At one point during the race Bruce McLaren decided he preferred to take a trip into the country, instead of keeping strictly to the circuit. A dramatic finish provided by two cars, which collided at 130 m.p.h. on the finishing strait, made a real end to the race. By the way the crash was caused when one of the cars was busy dodging the "Long Arm of the Law", a gendarme who got in the way.

Another film "Six of the Best", proved to be the most entertaining film of the evening. It contained a collection of six short motor cycling events ranging from a 50 c.c. motor cycle race which was won by New Zealander, Hugh Anderson who races at Levin, to a motorcross (scramble), the Ilkney Grand National which routed over impossible country.

The audience was in fits of laughter over the antics of the riders trying to cope with riding through axle deep mud. On one section they had to ride along a knee deep stream then up a vertical bank onto dry land. One rider slid gracefully off the rear of his mount and disappeared into the water. Another had a very surprised look on his face when his front wheel sank from sight down a bog hole and he sailed over the handlebars to land on his face in the mud. All of this in the middle of winter with snow on the ground.

Supper was served and the raffle was drawn for a large pictorial volume titled the "Automobile" then the unlucky one's in the raffle washed the dishes while the rest sat down for the last two films. Both of these had been seen before but proved just as enjoyable.

"British Racing Green" is a visit to several of the racing circuits in England and shots of various races in progress were seen. Their saloon car racing makes Levin look like Sunday driving. The other film was the "Isle of Men Ti" and was a typical motor cycle film with some very good side-car racing.

At the end of the films the members quickly dispersed and was silent by 11:00 p.m.

Did You Know...

SUBS are now due!

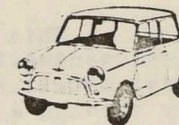
As of the 30th of MARCH 1963 all members who have not payed.....

30/-

are unfinancial.

PLEASE PAY YOUR SUBS.

MINI MOTORING IN MAORILAND.



Part One.

In New Zealand this season, Bruce McLaren has been raising eyebrows and tumbling reputations with the Mini Cooper he has been using to beat the cream of the saloon car entries.

The story of his remarkable 110 m.p.h. rocket began late last season (European) when the New Zealand No.1 at Coopers decided he would like to have another crack at saloon car racing in New Zealand. Last year McLaren raced a very mild Cooper Mini, which was headed on a few occasions and caused a few heads to swell, but with tweeking by both B.M.C.'s engine wizards and the competition department for minis at the Cooper works, this year's car was a race-winner in any company.

The engine was bored and then sleeved to 1,100 c.c. along with several internal mods. At Coopers the suspension was lowered nearly two inches, and the steering column dropped to a position which allows the wheel to adopt a more straight up and down stance, which is definitely "sporty" and makes for a more comfortable driving position. An oil cooler was fitted, and a manifold from one of the works Sprites helped the breathing considerably. This lacked a balance pipe, without which everyone swore the engine would not run evenly, but in practice it proved to be a big improvement.

Wally Willmott, McLaren's mechanic in New Zealand and Australia, spent a few days at Downton Engineering picking up "Mini-mod" tips, and was able to breathe successfully on the car when it arrived in New Zealand.

First race on the programme was the saloon event before the Grand Prix, on the new two-mile track at Pukekohe. There was a fair amount of confusion over which class the Mini should have been entered in. The organisers felt that it would be a good attraction if Bruce turned on a "David and Goliath", act by starting the little Mini against the Jaguars and Zephyrs and souped-up American coupes in the over 1,600 c.c. class, and Bruce was quite agreeable to this. However, there was a lot of muttering among drivers in both classes—those in the smaller class saying that he wasn't game to drive against them, and those in the bigger section saying that they weren't keen on the Mini scuttling around under their feet.

This confusion continued until the day of the race, and the Mini eventually started off the back of the grid, which was full of heavy metal. However, this did not deter McLaren and he had weaved his way through a fair weight of iron before they reached the tight left-hand elbow after the India Bridge. In a lap he was with Ernie Sprague's super-hot Zephyr Mk.III and Alister McBeath's 3.8 Jaguar, and in another lap he was leading them! He kept up this amazing performance for another couple of laps until the needle of the water temperature gauge started creeping into the red, and then he had to ease off, letting McBeath away a few feet into a lead which he held to the flag. The Mini finished second only inches in front of Sprague's Zephyr, which had also lost a few horses through valve troubles during the race.

Race regulations at several New Zealand meetings forbid saloons to be towed to races on trailers but this didn't apply to the McLaren Cooper-Mini - the poor little thing didn't have an option. It was used as a transport hack between races, and around town on the various garage errands before and after the races.

The Mini always carried the regulation muffler, and therefore sounded reasonably domestic, but running as it was on castor-based oil, it was always easy to pick up in traffic by the smell. It was quite amusing to drive down city streets and see noses twitching as motor enthusiasts picked out the castor smell from the various motor odours. Double-knocker Nortons and all that...

When it came to the 300 mile trip from Auckland down to Levin, I was nominated as passenger to Bruce. I'm not sure whether this honour was bestowed because everyone else was nicely fixed for transport, thank you, or whether I was regarded as expendable, but we set off on Tuesday afternoon for the 60 mile run through to Hamilton. We ran in convoy with Tony and Gail Maggs in their borrowed 220S Mercedes - or rather the Mercedes had to run to keep up with us., for at any velocity the nippy little Cooper Mini was hard to keep pace with. Gaps existed for it which weren't a feasible proposition for the Mercedes.

That afternoon Lenny Gilbert, an ex-250F Maserati pilot of some note, took us water skiing on Lake Karapiro.

This is Bruce's favourite recreation, and he had the time of his life on the glassy waters of the lake. I make a good spectator at anything remotely connected with work or danger, and water skiing happens to be one I class in the latter category. However, someone had produced a small toboggan which they assured Bruce was terrific fun when hooked on behind a peppy speedboat, and so he set off with the aforementioned gentlemen on the little toboggan. Their progress was quite

startling, especially the triple backward somersault which Bruce executed when he became unhorsed on a bumpy stretch.

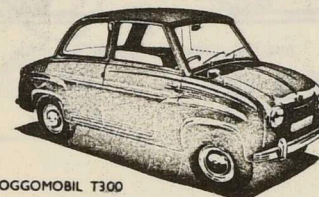
No one was keen to join Bruce on the toboggan for another run, so by using the "I want a volunteer, you'll do" method, I was selected.

Now, trailing behind a speedboat on a little sledge, hanging on behind one of the world's top racing drivers, beneath a blazing New Zealand sun, in clear warm water, may sound like some enthusiast's idea of heaven, but once the speedboat started to percolate, I gained an inkling of what was ticking over in the McLaren mind. We rocked the sled clear of the wake, and at the same time the sadistically minded gentleman in the boat hung on loads of left hand down, and we began to orbit the boat at a truly suicidal rate of knots. It was like trying to hang on to a jet-propelled hula hoop. Apparently our speed reached upwards of 60 m.p.h. with the little toboggan bouncing several feet in the air as it hit ripples sideways. When we hit the wake of another boat it was a different matter, and still travelling at a mile a minute, McLaren, myself and the toboggan were launched a couple of yards vertically and then catapulted off.

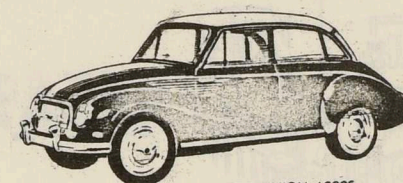
From the shore this manoeuvre was greeted with applause, but my brief experience of self-propelled flight and the resultant jackknife several feet into the green waters of the lake shattered any idea I might have entertained that water skiing was for anything but the birds. The feathered ones.

The following day, again in company with the Maggses, we visited Rotorua with its bubbling mud pools, spouting geysers and Maori villages.

Then on to Levin.....



GOGGOMOBIL T300



AUTO UNION 1000S

CLUES :- ACROSS.

1. Spanish sportscar.
6. German car and motorcycle maker. (I)
9. French sportscar of 1920's & 30's.
11. Italian sportscar made by Maserati Bros. (I)
14. U.S.marque absorbed into Willys.
16. MG powered British sportscar.
22. The best car in the world. (I)
23. New British fibreglass kitset car.
24. MG saloon model. (I)
26. Small Ford saloon.

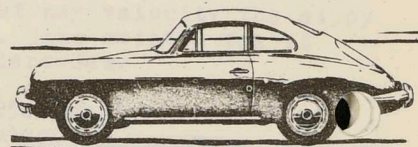
CLUES :- DOWN.

1. American supercharger.
2. East German sportscar. (I)
3. N.Z.Cooper-Bristol and Maserati driver now retired.
4. U.S.powered British sportscar of 1950's.
5. Franco-American driver killed at Silverstone in 1960.
7. Largest American sportscar club. (I)
8. American club controlling Indianapolis-type racing. (I)
10. Head of American Motors.
12. Successful Canadian specials builder.
13. Old M.G.model. (I)
15. French constructor of ugly vehicles during 1920's.
17. Italian gentleman-driver killed during 1948 Swiss G.P.
18. Their cars are yellow. (I)
19. Famous Siamese racing driver.
20. M.G.model. (I)
21. Manager of Centro Sud racing stable.
25. Popular 2 litre British sportscar. (I)

(I) = Initials.

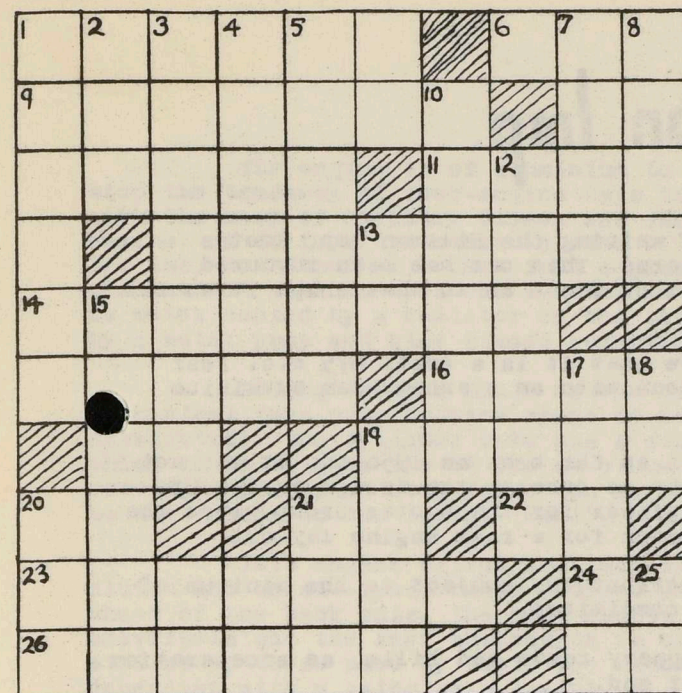


"I'm waiting, Trevor!
Which will it be --
Car Club or me ??"



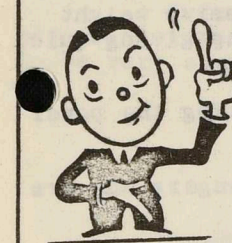
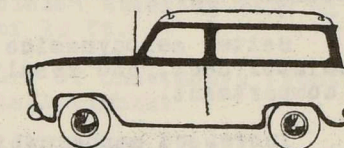
PORSCHE SUPER 90

MONTHLY CROSSWORD.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
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Hillman Imp.

After many months of waiting the Hillman Imp, Rootes answer to the "mini", has appeared. This car has been rumoured for quite a while and all sorts of ideas as to what shape it would take have been put forward.

You will already know that it is a small 875 c.c. rear engined, rear wheel drive, saloon with an overhead-cam aluminium engine.

Designing was started as far back as 1956 but it was not until 1958 before it was decided to develop the design fully. Mr. Peter Ware, Chief Executive Engineer for the Rootes Group gives the following reasons for the decision for a rear engine lay-out.

1. Near ideal weight distribution, subject to the minimum of variation under changing load conditions.
2. Good traction on slippery roads and hills, as acceleration and hill climbing load the rear end.
3. More even distribution of braking power between front and rear wheels, and better balance of tyre wear than with front engine, front wheel drive, where front wheels take all the power and most of the braking.
4. Better aerodynamics and cleaner line because of the absence of a radiator duct, and resulting drag when air is forced into a front engine compartment.
5. Increased manoeuvrability. The absence of excessive weight at the front wheels makes possible light precise steering giving quick car response.
6. Freedom from the drive-shaft problems when taking the power through the steering wheels.
7. Less noise for the driver and front seat passengers who are the people who spend the most time in the car.

Sounds like he's trying to convince us that his car is superior to a "mini".

The engine is of aluminium to keep the weight down to stop the tendency of rear-engine cars to oversteer and was designed with the help of Coventry Climax and should therefore be a good engine. It is four cylinders in line of 875 c.c. and weighs just 170 lbs, half that of a cast iron engine. It has a cast three bearing crank-shaft with the pistons running in cast iron liners and the unit is water cooled by a radiator on the left hand side. Circulation is by a water pump and nine bladed polypropylene fan.

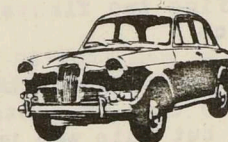
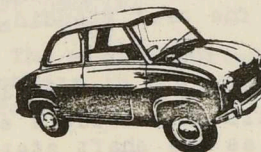
Timing is by a chain driven overhead camshaft with a mechanical fuel pump mounted above it near the single Solex carburettor. The cylinder head has a compression ratio of 10:1 which helps to give the 42 bhp at 5,000 rpm. Rootes have had it revving reliably at over 7,000 rpm so it looks as though the Imp could be the answer to the racing "mini".

This engine drives the rear wheels through a diaphragm clutch and an all-synchromesh 4 speed gearbox which is situated ahead of the back axle. The half shafts are fitted with rubber universals and the rear suspension is of trailing arms of pressed steel similar to those used by Fiat. The front suspension is also independent with a swing axle layout. All pivot points are rubber bushed and need no greasing, the only servicing needed is oil, changing every 5,000 miles.

The rest of the mechanical parts are fairly conventional with drum brakes all round and rack and pinion steering with 2½ turns from lock to lock give a turning circle of 30 ft.

The body seems a pleasing mixture of Chev, Monya front, A40 Farina rear window and Singer Vogue tail lights.

I feel that they took a good look at a Renault Dauphine before they decided on the layout because the general shape seems to be very similar.



COMPETITION SALOON CARS.

by Trevor James.

DENNIS MARWOOD AND THE HUMBER 80.

One of the most well known saloon cars at race meetings for the past three years would be Dennis Marwood's now red and white series IIIa Humber 80. Dennis first took up saloon racing at Ardmore in 1959. Out of a field of 40 cars for the Le Mans style start, he came home 4th in his class (1300-1500) and 12th overall over 10 laps. His car, a 1957 Hillman Minx series I was only fitted with 2 1½" SU carbs.

1960, and further modifications took place. Flat top pistons and a full flow exhaust system were fitted to the still 1390 c.c. motor. The car was used mainly in hillclimbs and sprints, the best standing ¼ mile then being 20.4 secs. The saloon race at Ardmore that year was run as two events, with handicap start, but with a speed section also. He finished 3rd on handicap and 3rd on speed behind Heasley and Phil Ornstien. Both these cars had the then new 1500 c.c. motors, and were the first of the really hot humbers, being very little slower than Dennis's Humber today.

For the 1960-61 season, Dennis lent his gear to Bryan Innes for his Humber 80, which was not entirely unsuccessful in its class. Modifications now were a full-race camshaft, larger valves and a higher compression. The head on this car is the one Dennis uses today. The best standing ¼ time was now 18.9 secs.

For the 1961-62 season Dennis really went to town. He purchased his present car and bored the motor .60 thou to give 1553 c.c. imported an Alexander road racing camshaft from England, fitted larger (¼ in.) valves, and fitted 1½" SU carbs, the latter being fitted at the last moment after hearing so many stories of how Bruce McLaren's Mini-Cooper was going to eat the Humbers, but at Ardmore he managed to run away from the field, and lowered the class record from 1.50.7 to 1.47.1 and at the same time beating the overall saloon record held by Ross Jensen in his 3.8 Jaguar. For that race Dennis used some old Dunlop racing tyres which made a great difference. He also raced at Ohakea and the three Levin meetings, having two firsts at Ohakea. The best standing ¼ that season was 17.6 secs.

For the 1962-63 season the motor was bored again to 84mm. which is nearly .200 thou over standard. Dennis also tried a stroked crank-shaft (3-16) but this was unsuccessful as the shaft started to crack. The capacity with this shaft was 1793 c.c. His first race for this season was Renwick, but the car failed in both races, due to overworked

brakes, and also the clutch was slipping badly, due to the extra urge from the bigger motor, Dennis learnt a lot from that meeting, mainly that on a circuit that places a premium on go and stop only, he had some work to do on the clutch and brakes. Heavy duty suspension kit and heavier shocks were also fitted. Before Renwick, Dennis had ordered 2 42DCOE8 Weber Carbs., which were due to arrive in December, but unfortunately did not come till March. He also ordered a set of D9 racing tyres (550 x 15) and to take advantage of these big tyres, Dennis widened the rims of the wheels by 1" which improved the handling a lot. However, this faster cornering resulted in extra strain being placed on the centres of the wheels. Three of these collapsed on him last season. After Renwick, Singer Gazelle brake drums were fitted, these being finned, and also air scoops for directing the air to the brakes.

Suspension modifications include a 7/16 in front anti-roll bar, heavy duty front coils cut down, heavy duty adjustable shocks allround, and the rear end lowered 1½ inches. In its latest form the Humber now did the standing ¼ mile in 17.1 secs (done in the wet) but Dennis approximates a 16.8 in fine conditions. The rev. limit is usually 6,400 in each gear, but if pressed he will use 6,800 revs. in each gear, and with Dunlop tyres this gives in 1st gear 35, in 2nd 52, and in 3rd gear 81 mph. The highest revs seen in top gear is 6,500 which is about 108 m.p.h. The standard gearing of 4.55 is ideal for most New Zealand circuits, but if there were longer straights of a mile or more a higher axle ratio, or overdrive, would enable a top speed of around 115 m.p.h.

Fuel used has been 100 octane aviation spirit, although 93 can be used without much harm. Approx. acceleration figures from rest are: 0-60, 8.2 secs., 0-70 12.8 secs., 0-80 17.0 secs., 0-90 22 secs., and 0 to 100 31 secs.

In the past two seasons, Dennis's Humber has not been beaten in its class, (eight hillclimbs and six sprints) Racing successes have been mostly at Levin. In six meetings in the last two seasons Dennis had 21 placings in 27 starts. 14 firsts, 5 seconds and 2 thirds. At Ohakea, two firsts, and one second. At Mt. Manganui, 1 first, 1 third and 1 fourth. At the last Pukekohe Meeting he had no luck at all, having throttle linkage trouble. This trouble caused missing at high revs which was hard to trace. At Wigram, the throttle linkage finally broke and he was able to fix it properly. However, at Teretonga Park, the rear axle snapped, and the car rolled, the South Island not being lucky for Dennis.

The most important modification that has helped Dennis beat other Humbers is the time and money that he has put into the handling of his car.

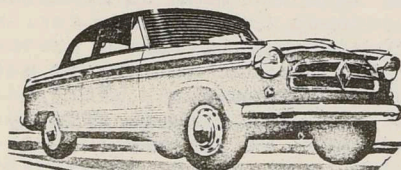
The following letter was received by a Christchurch Motor Firm - from a Client.

Dear Sirs,

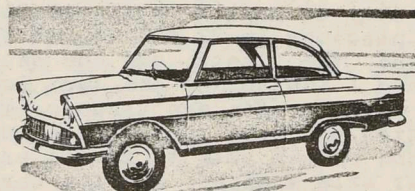
I would like to express my appreciation of the prompt and efficient service rendered by your staff in the matter of fixing seatbelts to my car yesterday. I had reason to be grateful for this extra safety device just a few minutes after taking delivery of the car and can testify to the belt's effectiveness as I was thereby saved from a severe buffeting when my car became out of control on a steep hill and rolled over several times before coming to a halt.

The traffic officer who assisted me after the accident, found that the mishap was due to brake failure. As this appears to be caused by leakage of the brake fluid from a hole drilled through the brake fluid pipe when the seat belts were fitted, I would be glad if you would have this attended to - promptly.

Yours faithfully.



BORGWARD ISABELLA

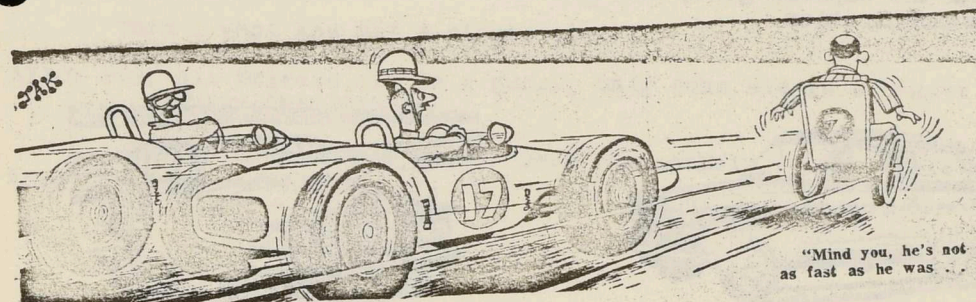


DKW JUNIOR

STIRLING Moss

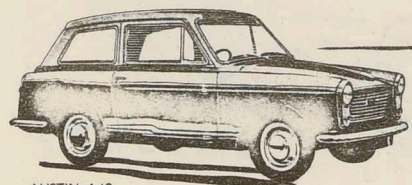


Moss's first overseas trip was to the Isle of Man for the Manx Cup organised by the B.R.D.C. Stiff opposition included 2 litre V12 Ferraris, V twin Coppers, 2 litre Altas, and various blown sports cars. The race itself demonstrated the speed of Moss's Cooper on a genuine road circuit. At the end of the first lap, he came past the pits with literally no-one else in sight, and at the end of the second he was half a minute ahead. But then, as so often happens in motor-racing, the fore-gone conclusion, Moss suddenly appeared into the pits with the mag drive gone. The mechanics worked furiously, but when the car was finally pushed out onto the track, it refused to start because of timing trouble. The Moss family philosophically packed up and came home. There was a newcomer also making his first appearance on different European Circuits at this time- Juan Manuel Fangio- winning race after race in a Maserati, But Moss was not to meet him till later. The next meeting was at Lake Garda in Italy, and he found it completely unlike anything he had raced on in England. On race day, when Moss bought his car out onto the line, the crowd was fascinated by it. It was the first one to be seen out side england, and frankly they considered it a joke. The Italian Press and Newsreel men came up and took a few photographs of it, calling it, as far as Moss could make out a " jukebox ", that being, presumably, the only word of English they knew. However, Moss won his class, coming in third overall. This time the photographers fought to take pictures of his car. The Moss team, were very concerned about the overheating of magnetos. With the main race coming up any minute, radical surgery was called for. They cut a hole in the under-shield, and bent the edges down into the airstream, forming scoops, and so invented under-body cooling for Coopers. Moss finished third again, also winning his class, and set a new class record. For this performance, he not only received the ovation of the crowd, but £200 in prize money. The all-round trip had been a first class success.

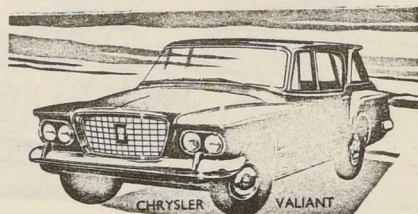


Moss was due back at Jersey for a Hill-climb meeting, so they drove quickly across France and loaded the car onto a plane for England. Again, he showed the fleetness of the 1000cc Cooper, tying for third fastest time of the day against a blown Alfa Romeo. Not even the specialist, Raymond Mays could equal Moss, although he had 2litres supercharged. Moss now rose to third position in the Hill Climb Champs., a position he was to hold until the season closed. Back to France, and to Rheims. The entries were headed by Ascari and Fangio in short chassis Ferraris. Moss found the circuit much too fast for the Cooper, and although he was timed at 140 mph down the main straight, the others were seconds ahead of him. Stirling suffered badly from the heat, being only a few inches from the baking, shimmering road for nearly an hour. Still, he was credited with finishing 8th. Moss was very interested in the thick-set driver, Fangio. He was a very fast, but very hard driver, braking two cars in two races. This was a very rewarding meeting for Moss, all things considered, for he had learned a lot about driving on fast circuits. The organisers at Rheims gave him £200 in starting money. From Rheims to Zandvoort, to race among the sand dunes, this time using the 500 cc engine, and won easily.

The year 1951 was one of the most hectic years in Stirling Moss's career. It had everything- from the excitement of his first record-breaking run at Le Mans, to the depression of his experiences with the BRM, but the year ended with his second Gold Star. During the first half of 1951, another young man about Moss's own age, was hurrying in his own way, around various English circuits. He was winning race after race, mainly in Club Meetings, in an old 1½ litre Riley. There was no indication, though, that he was to hit the news suddenly after his first day out in a racing car, even to steal the headlines from Moss. That clash had yet to come, however. It has been said that Moss was at the height of his career from the end of 1950 to the beginning of 1951. He admits himself that he may never again match the flair he displayed then. Moss was in perfect physical condition, and he kept himself that way. Also he had what most young drivers lack to keep them make them great-- the experience. He had the temperament. And above all he had the supreme gift, the secret of all outstanding success, which was concentration.



AUSTIN A40



CHRYSLER VALIANT

I Was a PEDESTRIAN

I used to be a pedestrian. But don't get the idea that because I use the past tense I am not a pedestrian still. It just so happens that I am not a pedestrian so often.

For the truth of the matter is - I have a car. Not just any sort of car, but a real one, with shiny paint, and a noisy horn, and lots and lots of horsepower. The business about horsepower is important, because unless you are a big car, none of the other motor cars take any notice of you.

I had to learn the rules the hard way, and I reckon you're entitled to some compensation for having to put up with people like me. So here are the rules of the road, stated as axioms. I thought they might interest you people who haven't got motor cars and who think just because you pay taxes and have a vote, that you are entitled to use the road like anyone else. If you don't believe me, find out for yourself.

AXIOM ONE: The Big Car Always has the Right of Way.

When I first drove a car, it was a small car, and rather old, and other drivers never paid any attention to it; they treated it rather as though it were an old lady with a lot of parcels. I soon learned that if I wanted to get anywhere in the world I should have to get a bigger car. I discovered this fact one day when I had to stand my car on its head to avoid a large vehicle which appeared loudly in my path.

As I reached shakily for a cigarette, a sign attached to a lamp-post caught my eye.

"Courtesy," it said, "is contagious"

"Yes," I thought bitterly, "but only when it's equipped with siren".

Then I went and got a bigger car.

AXIOM TWO: All Drivers are in a Hurry, Only Some are in a Bigger Hurry than Others.

Some of course have bigger cars than others, which entitles them to be in a bigger hurry.

The slow city driver gets bullied. If you go slow all the other cars in the city think they can treat you with impunity. They'll turn in front of you, stop in front of you, and even - if they feel like it - back in front of you. The lowly pedestrian will actually insist on his right of way on a pedestrian crossing. I know - I used to be one.

It is no use having a big car unless you go fast. I remember once how I veered gently in low gear to avoid a diagonal stroller, and all but collided with something else driving maniacally through the traffic at 28 miles per hour. Nowadays when I see something in my path, the commands go out: "Fasten Safety Belts. Full Speed Ahead. Stand By to Ram."

AXIOM THREE: Taxis sometimes Stop but They Never Look It.

Taxis are a perfect example of Axiom Two. You've probably seen them yourselves. They look fierce and determined, and go fast, and they generally get the right of way. The trick is, of course, that they are not going too fast to stop in time if they have to - they just look as if they are.

Ironically enough, taxis expect you to take it for granted that they will stop. A perfect stranger once poured out his woes in this regard into my sympathetic ear. It seems he was riding a bicycle and came to an intersection where he had the right of way. Approaching the corner on his left was a taxi travelling as described above, so my unknown friend got off his bike to let the car go past. Meantime, and at the last possible minute, the car had stopped to let the bike go past. Down shot the driver's window and an irate head popped out.

"You've got the right of way," it said, "so why don't you use it? It's -----s like you who cause accidents".

I felt sorry for my friend or the bicycle. Cyclists, in this respect, are like pedestrians, and I know how a pedestrian feels. I used to be one.

AXIOM FOUR: Lady Drivers are Lady Drivers, Believe Me.

I have had lady drivers make U turns in front of me without warning, stop without warning, and go without warning, but I have yet to see a lady travel at one o'clock in the morning at sixty miles an hour along the Hutt Road, on the wrong side of the road,

and without lights, as I once saw a man do.

I think the thing about lady drivers is that they can, as a rule, only think about one thing at a time. If they are going to make a right turn they concentrate so hard on turning the car that they often forget to give any warning of their intention, and, interestingly enough, vice versa.

A friend of mine once approached an intersection behind a car driven by a lady. Her left-hand trafficator was out, her arm shot out of the window on the right hand side, she slowed down and went straight ahead. Mind you, this is the only recorded occasion on which this actually happened.

AXIOM FIVE: Pedestrians Are.

But, as you can see, I have ignored them.

STOP PRESS:

WELLINGTON. 27th. May 1963. Tonight I sat in the most expensive car I would ever think to dream of. £8,500 of reality. The car, taken from its packing case only this afternoon, is a MASERATI 3500 G.T. I.

The "I." indicates "Injection". 3,500 litres of fuel injected beauty. Its 6 cylinders are fired from 12 sparking plugs which are run off a 12 point distributor.

Sitting in the drivers seat, one has everything at hand. The short stick, inclined slightly in your direction, provides 5 forward gears. In front of you on the panel are two large dials. A rev. counter, (up to 8000) and a speedo, (up to 160). Other dials, lights and switches surround these ~~xxxxxxxxxx~~ instruments. The hand-brake I found to get in the way of my left leg, but would be out of the way in the off position. Windows are wound electrically, a control button being on each door. The driver has an extra button for controlling the passengers window. (I hope I didn't flatten the battery to much).

Sorry no road test yet, but at this stage even the Press haven't permission to Photograph it. (Just wait till its owner takes delivery and it appears on Wellington streets)

P.M.

BRINGING UP FATHER.

" Now that you have had your licence for a year or two, son, I think you should know a bit more about what makes the wheels go around in case you are ever stuck at any time. "

" Generally speaking, faults in the internal combustion engine fall into two main categories, - is the engine getting the fuel, and if so, is the fuel being fired? Now this is the carburettor, Jack, which provides the petrol air mixture....."

" Yeah Dad I know. I've been going to speak to you for some time about hotting up this heap. This Marque is all right for drivers like you and aged spinsters, but it has no real drag about it."

" As I was saying, Jack...."

" Now look at that carbie. Bung in a coupla larger jets, and a new emulsion tube, and open up that venturi, or better still, stick on a couple of SUs. Fair cows to gang, though."

" But son, that would send up the gas consump...."

" Yeah, but you dont ask a labourer to work on an empty stomach. At present my alarm clock has more revs than this mill, and if you want to keep on being passed by milk delivery vehicles, alright. You should bore out those pots twenty thou, fit oversize pistons, a high lift cam, and whats-more, this engine isn't breathing properly. Look at that inlet manifold- all blocked up like a garden drain. And there could be more overlap in the valve timing- about 25 degrees before top dead centre on inlet, I should say. "

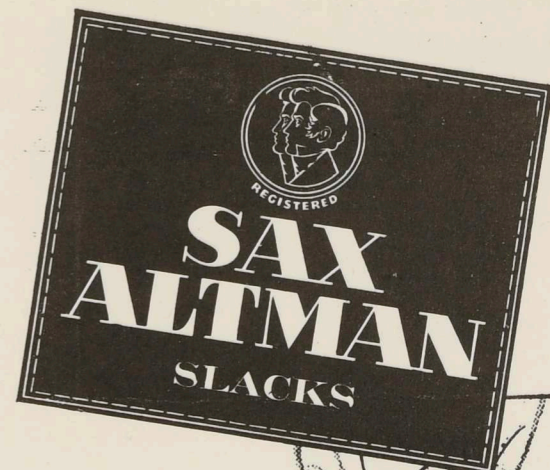
" That brings us to the distributor, son- so called because it distributes the high tension firing current to the plugs at the right time..."

" Yeah, Yeah, I know, Dad. Breaking the primary circuit at the points induces a high voltage surge in the secondary. Say, what about fitting a sports coil, and opening up the plug points? We could fit a super-charger to run off the fan-belt, and I know a chap who would let me have one for fifteen quid. Mum's cake mixer has more get up and go than this bomb, and you should see the Aston Martin in Le Mans Motors."

" You forget, son. Our name is Robertson, not Rockefeller...."

" Say, dad, Can I borrow the car and hop over and see Joe?"

" Alright, Jack, see you later. I've got a bit of a head-ache right now."



BRUCE McLAREN

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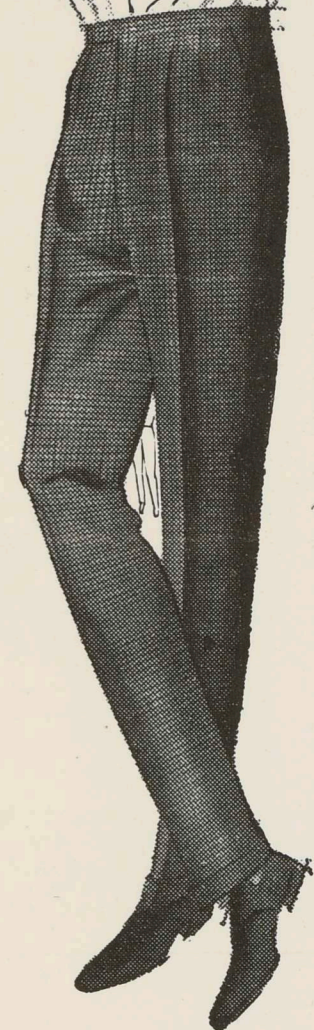


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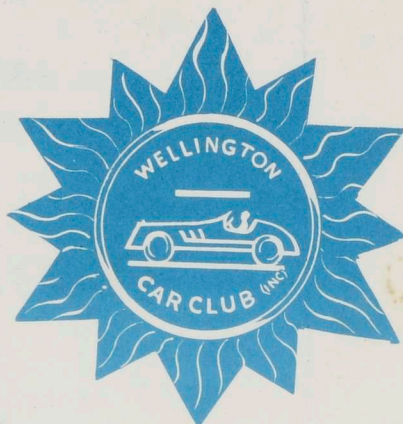
It has to be good to be



WELLINGTON
CAR CLUB
(INC.)

Bulletin

JUNE 1963



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T. & G. BUILDING

LAMBTON QUAY

(opposite Kelburn Cable Car Entrance)

WELLINGTON

WELLINGTON

CAR CLUB INC.

P.O. Box 5142 WELLINGTON.



Wellington Car Club Inc., Club Rooms. This is a view of the Building, bought by our Club, just prior to it being dismantled. Peices of the Building are being stored around the town, and on the future site at the Pit area on Houghton Bay Road. Re-erection will commence as soon as the lease has been drawn up.

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-club-directory→



President:	-Brook Leyland, 104 Darlington Rd., Miramara, E4.	B. 56-290 H. 19-900 7512-M
Secretary:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E5.	B. - H. 17-597
Treasurer:	-John Swan, Boxhill, Khandallah, N5.	B. 53-371 H. 36-658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W2.	B. 71-139 H. 28-479
Vice Captain:	-Peter Slocombe, 96 Khandallah Rd., Khandallah, N5.	B. 42-021 H. 36-207
Committee:	-Peter Martin, 17a Sutherland Cres., Melrose, E3.	B. 50-351 H. 88-261
	Dave Mowat, 10 Orleans St., Ngaio, N4.	B. - H. 36-981
	Alan Pratt, 35 Thompson St., Wellington.	B. 46-000 Ext.882 H. 51-287
	Colin Taylor, 14 Seine St., Island Bay, S2.	B. - H. 85-702
Bulletin Editor:	-Ian Shepherd, 101 Hataitai Rd., Hataitai, E2.	B. 53-453 H. 82-742

club calendar



JULY:

This Weekend - Winter 100, (see inside) Invitation.
Thur. 18th. Club Night.
Sat. 27th. Levin Sprint.

AUGUST:

Sun. 11th. Photo Trial.
Thur. 15th. Club Night.
Sat. 24th. Treasure Hunt.

SEPTEMBER:

Sat. 11th. Gravel Hillclimb.
Thur. 19th. Club Night.
Sun. 22nd. Economy Run.

OCTOBER:

1st. 2nd. & 3rd. Mobilgas Economy Run.
Sun. 6th. Gymkhana.
Thur. 17th. Club Night.
Sun. 20th. Honey Pot.

NOVEMBER:

Sat. 2nd. Bar-B-Q.
Thur. 21st. Club Night.
Sat. 23rd. Levin Sprint.

DECEMBER:

Sat. 7th. Straight Sprint.
Sat. 14th. Christmas Party.

January:

Sat. 18th. Gymkhana.
Thur. 16th. Club Night

FEBRUARY:

Sat. 8th. Levin Sprint.
Thur. 20th. Club Night.

MARCH:

Thur. 15th. Club Night.

APRIL:

Sat. 4th. Houghton Bay Hillclimb.
Thur. 19th. Annual General Meeting.



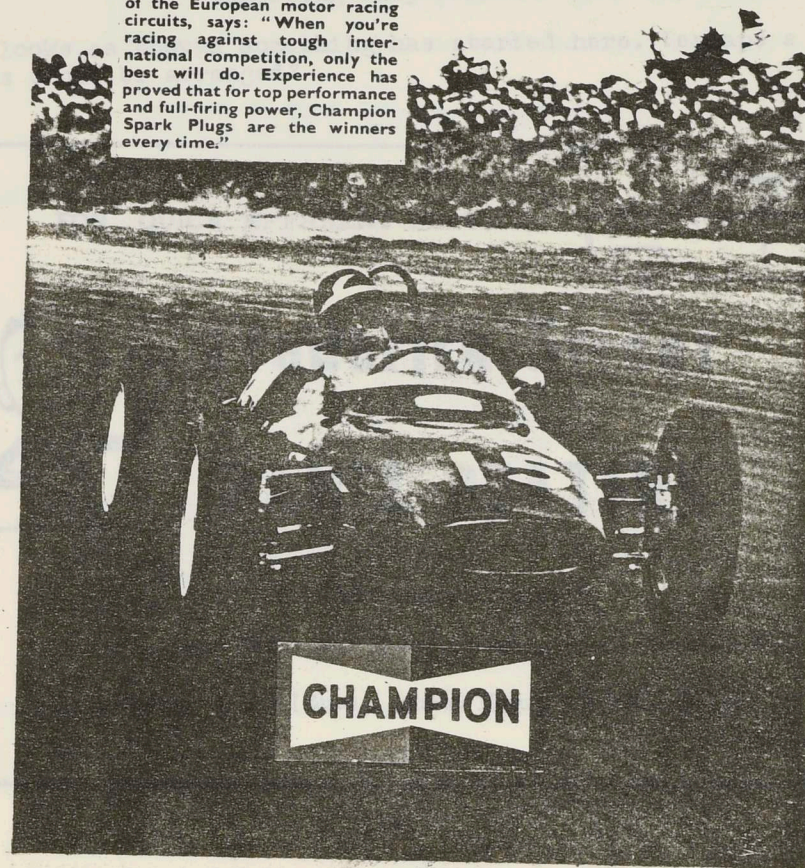
PRESIDENT'S PRE-AMBLE.

Owing to the fact that the President, Brook Leyland had gone to Auckland to compete in the Auckland Car Club's Hepolite Trial at the time the bulletin was compiled it was impossible to obtain the Presidents Pre-Ambles on time to make the presses.

This is also the reason why the results of the Plamer Head Hillclimb do not appear in this issue. They were in the keeping of the secretary Kay Foulkes who was also up north along with Colin Taylor, Ray Tuffell, Allen Pratt and John Gray. As it can be seen five out of nine of the committee were out of town at the moment.

CHAMPION WINS AGAIN

TONY SHELLY, ace New Zealand racing driver who has just returned from a successful tour of the European motor racing circuits, says: "When you're racing against tough international competition, only the best will do. Experience has proved that for top performance and full-firing power, Champion Spark Plugs are the winners every time."



LETTER'S TO THE EDITOR.

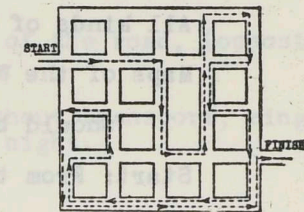
Could You Find Your Way Home?

Dear Sir,
Being a fellow(?) lady member of the Wellington Car Club I find "Lady Member's" letter in your last bulletin rather hard to take.

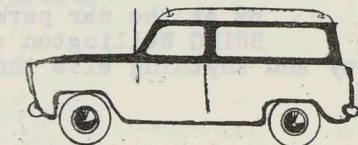
Couldn't the writer, instead of passing comments possibly compete in some events? There might then be a beginning to a competition within the club for our growing number of lady members.

Yours sincerely,
"Competing Lady Member"

It looks as though something has started here. Perhaps a cup for lady members could be arranged?



FOR QUICK EFFICIENT SERVICE



Frederick Street

PANEL BEATERS

34 Frederick Street

All Panel Work and Spray Painting At Reasonable Rates

Phone 53-376 (Bus). After Hours 19,900-7462M.

COMING EVENTS...



WINTER 100 TRIAL.....

Date: SUNDAY 14th. JULY.

Distance: 110-120 miles, Approx.

All kinds of Road surfaces. (Don't clean your car)

Maps of the Wellington area and Wellington City
should be carried.

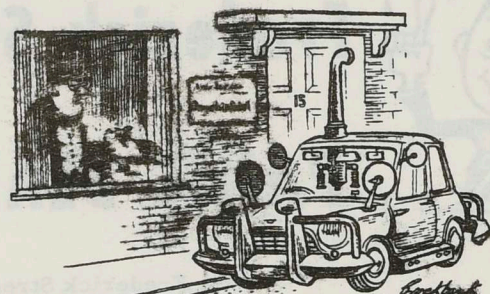
Start: From the car park opposite the Town Hall.

First car away at 1.00pm.

Roll up (sobber) for an enjoyable afternoons sport.

REMEMBER... IT'S THIS WEEKEND

BE at the car park opposite the town hall at 12.30pm.
BRING Wellington area Maps, Navigator (and/or girlfriend)
Money and anything else thought essential for your success.



"Tell me, do you ever get the feeling that things bigger than you are following you about, and that they bear you ill-will?"

LEVIN SPRINT

Date: Saturday 27th. July.

Place: Levin.

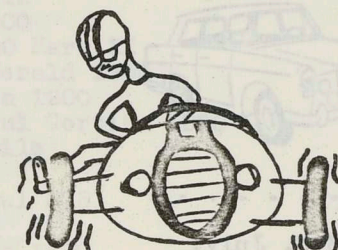
Times: Scrutineering will start outside the south gate
at 9am. (Please Note that ALL Saloon and Sports cars will be re-
quired to be fitted with silencers.)

Please park on the left hand side of the road, (opposite
the gate).

Marshalls will be required. If without transport, ring
one of the committee or see someone at club night.

.....which reminds me.....

WOBBLY WHEELS



Balance them at

RELIANCE TYRE & RUBBER CO.

8 Elizabeth Street off Kent Terrace

New tyres

Retreads

ON TIME PAYMENT

Punctures

Wheel Balancing

Fields Service Station Ltd

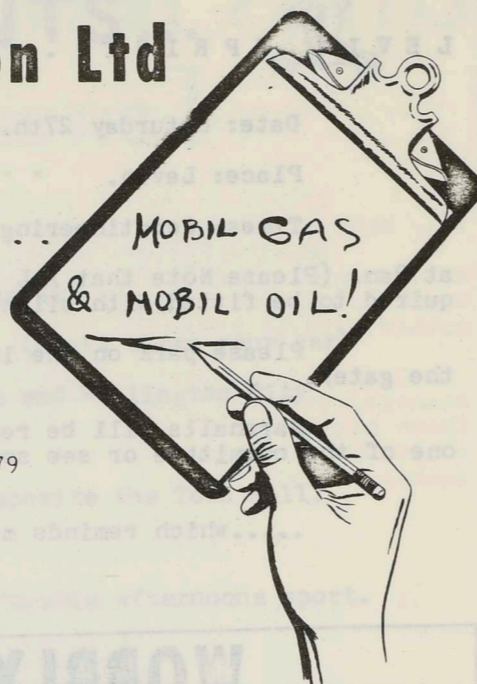
KILBIRNIE

For the PROVEN ECONOMY COMBINATION

Same day retread service -

Full range of Goodyear tyres

OPEN SEVEN DAYS A WEEK - PHONE 79-179



CLUB NIGHT

Thursday the 18th. July.
R.S.A. Hall, Mahora Street, Kilbirnie.
Films, raffles, and social gossip.
Bring a friend, met a friend.
Remember, the third Thursday in the Month.

This month it's Thursday the 18th.

New Zealand

Mobilgas Economy Run

The New Zealand Mobilgas Economy Run 1963 has been organised once again by the A.N.Z.C.C. and will take place on the 2nd, 3rd, and 4th of October 1963. and will be run over approx 735 miles of the North Island of New Zealand.

The first days run will commence from and conclude at Wanganui. The second days run will start and conclude at Wanganui and the third days run will commence at Wanganui and conclude at Masterton.

Competing cars will have to report to Wanganui at least three days before the start of the run to have a preliminary examination, fuel tanks drained and filled with Mobilgas Special, a complete Mobil lubrication, fitted with number plates, speedo checked by radar, and a wash and polish, all free.

There are four classes:-

Class A	Over 300cc	and up to including 900cc
Class B	" 900cc	" " " 1300cc
Class C	" 1300cc	" " " 1900cc
Class D	" 1900cc	" " " 3500cc.

Cars qualifying for these classes are as follows:-

Class A Renault Dauphine, Floride, or Caravelle (not the \$50cc model)

Austin Seven
Morris Mini Minor
Riley Elf
Wolseley Hornet
Hillman Imp

Class B Ford Anglia

Morris 1100
Austin A40 Mark II
Triumph Herald 1200
Volkswagen 1200
Ford Consul Cortina 1200
Simca Etoile

Class C Ford Consul 315

Fiat 1500
Volkswagen 1500
Vauxhall Victor or VX 4/90
Sunbeam Rapier
Hillman Super Minx
Humber 90 or Sceptre
Morris Oxford Series 6
Austin A60 Cambridge
Ford Zephyr 4
Prince Skyline

Class D Standard Vanguard Six

Holden
Humber Hawk
Austin or Morris Freeway
Ford Zephyr Six
or Zodiac
Vauxhall Velox or Cresta
Ford Falcon
Austin 110 Westminster
Jaguar 3.4 Mark II

1963

No sports cars or stationwagons are allowed and all cars must be registered 1962 or later.

Supplementary regulations and entry forms are available from the Secretary Kay Foulkes and entries are closing at 12 noon on the 21st of July

Dear Ser,

I want to protest to the makers of Nobilgas. I was riting a song 'bout a heckonomy run' whatever that is, but I have just been telled that it is not this year. Any I am sending you the song that I has wrote 'cos I might not feel like riting it all over again next year.

My name is
Hori.

PAKEHA CRAZY

Pakeha crazy
Run 'im big race
Big car an' small
All over de place.

Man measure petrol
Me think 'im queer
Fussin' about —
Worse than with beer.

Too many drivers
4 in a bomb
One bloke take girl
Nuther take Mom.

Silly men driving
— no starting gun
Man wave big flag
go one by one.

Cars go up hill
Too plurry slow
Hori he show 'em
Model T go.

Stop at the top
10 minute spell
Some driver pleased
One swear like hell.

His overdrive bust
— oil it spill
Maori way better
Neutral down hill.

P.S. You should hear me sing it. I play for myself on a trumpet.

Another car stop
Plenty much smoke
Driver he cuss
— oil line broke.

This fella hurry
after de stop
5 quid 'n costs
for passin a cop.

One car have blowout
Hub roll on ground
Far too much wind
92 lb.

Cars in a shed
Lock up at nite
Some fella drink
Horrible tight

Cars get to finish
5 or 6 day
Not quite as much
Some lost on way.

Fat man drive slide rule
Worser to worst
The' pakeha's nuts
Last man come first.

Pakeha crazy
Go back to whare
Hori no savvy
But Hori he sorry.

PAST EVENTS...

Map Reading Rally

Sunday June 30th.

Please accept the organisers
appologies for the difficulties
accountered. It was not meant
to be hard.

Checks were:-

Peter Martin
John Swan
Ray Duffell

No	Driver/Crew	1	2	3	4	5	6	7	8	Mileage	Total
1	G. Duffell/R. Chantres	20	60	70	75	35	10	40	70	100	480
2	Dave King/D. McInerney	15	75	75	75	35	30	40	55	40	440
3	Allen Pratt/Miss Dollimore	10	45	75	75	45	30	75	75	35	540
4	Dob Clover/N. Watson	75	75	75	75	45	35	5	25	10	420
5	Ray Duncan/C. Watters	75	75	75	75	45	35	5	25	10	420
6	C. Lawton/C. Adie	75	75	75	75	45	35	5	25	10	420
7	Graham Robson/Martin Booth	20	55	75	75	10	10	10	10	10	260
8	Dicky Duffers/C. Swan	30	50	70	25	5	25	0	45	10	260
Norwich St.		30	50	70	25	5	25	0	45	10	260
Birdwood Ave.		30	50	70	25	5	25	0	45	10	260
Chaytor St.		30	50	70	25	5	25	0	45	10	260
Houghton Bay Rd.		30	50	70	25	5	25	0	45	10	260
Monorgan Rd.		30	50	70	25	5	25	0	45	10	260
Otaki St.		30	50	70	25	5	25	0	45	10	260
Wexford St.		30	50	70	25	5	25	0	45	10	260
Finish.		30	50	70	25	5	25	0	45	10	260

NORTHERN SPORTS CAR CLUB CASTROL RALLY

MAY 25th - 26th

As navigator of car no.29, Brook Leyland's Morris 1100, I have been asked to write an article on this event. This is going to be difficult, I won't even attempt a mile by mile description, as I have only a vague idea of the way we went, and that, according to the result sheet was to a large extent wrong anyway. Anyone who has done one of these Auckland trials will know the meaning of that last statement, only too well, up there its not a question of staying on time, but on the right road.

Along with seven other car loads of hopeful Wellingtonians we set out from the local starting point on the rally section to the Chateau Tongariro, at 1-30 p.m. on the Saturday afternoon. This proved to be the only straightforward section of the event, we had 5 hrs. 10 minutes to reach the Chateau via Wanganui and Raetiki and they actually told us the roads to use.

From the front entrance of the Chateau all 97 starters were supposed to cover a common route to Auckland, nothing could be further from the truth, there can be very few back roads between there and the finish that did not at some time become part of a very uncommon route. Within the first 15 miles over half the competitors were successfully off-course, we experienced trialists managed to get to the second trap before getting bushed, and finished the first section in a frantic hurry, much to Brooks delight.

The second section was much like the first, most competitors, us included, managed to get to the second check before going off-course. From there, it was simply a question of accumulating points steadily to the control in Te Kuiti.

Section three gave us something new in the form of a straight line map, quite cunning once you got the hang of it, must keep it in mind for a local trial. Unfortunately the first turning indicated was very difficult to find, we went around in circles for an hour then managed to rejoin the route further on, and muddled our way on through the remainder of the section, and a similar section four, to the breakfast stop in Hamilton. At this stage our map reader John Gray had to leave us, he was feeling far from well and had a plane to catch back to Wellington at 1.30, the trial by the way, was a mere 2 hours behind schedule at this point.

Section five was a map section; its amazing how those blokes managed to make the shortest distance between map references, the longest way around. We can now puff ourselves up with pride, not a check missed on section five; but I see in the results a very dubious bit of trickery at the Huntly Railway Station has caused the removal of all points lost there, and at the control.

On the next section I must mention the fine job of road counting done by our stand-in map reader Jenny, Brooks wife, who until now had only cheered us with her presence and a few words of wisely wisdom when things went wrong; you know the type of instruction, "Two dozen signposts on the left plus one dozen roads on the left, a few more on the right then second left", after being guided past off-course checks by feminine intuition for half the section something went wrong, and very browned-off we decided to find the shortest route to the control, and start the final section into Auckland.

Now this final section is normally a straightforward run to the Railway Station, imagine our disgust on opening the results sheet to find somewhere along the way we either passed, or didn't pass a secret directional check, another 150 points.

After a short test at the Railway Station, we proceeded to final scrutineering, cleaned the mud off number plates and tail-lights to make ourselves legal, and started the long trip home.

Brook and I have both done several of these Auckland "puzzles" over the last 3 years, but he agrees with me that this was the Grand-daddy of them all for trickery, but I must be fair and say the majority of the traps were correct, but even so illegal, under the S.S.R's Appendix A 2(c).

Just as a summary, there were 40 checks and controls, 24 of these were straight time checks, 9 were control points, and the remaining 15 were there to penalise you for being off-course, and if necessary turn you round and put you back on it.

We shall see if we are any wiser on the "Hepolite" in July organised by the Auckland Car Club. Brook tells me the A.S.R's mention off-course checks again, but perhaps if we keep trying it might be possible for someone other than an experienced Auckland trialist, to win one of their trials. Its time Gold Star trials were organised on a National basis to get rid of the local flavour, or perhaps just a little wider experience among organisers is required.

Where did we come ? 36th, they didn't even give us a toothbrush.

NIGHT TRIAL . . . 8th. May

by G.Duff.

The second trial run by the Car Club was successful as far as I was concerned. In this one, car and occupants finished intact. In my last trial the car had clutch troubles and ran a main bearing and cosequently I had money troubles. However I like going on trials now.

Fifteen cars took part as competitors, although several well known faces and voices were recognised at check and control points. Our thanks are owing to the committee for organising the trial. Indeed playing football, drinking beer, competing in a trial and drinking more beer is a pleasant way to spend a Saturday.

After filling in andemnities and being given our number etc., we left and started along the Hutt Road to the first left past Ngaio gorge, then first left, left then right to find ourselves heading back to Wellington. Then two little words, "second right". You would not think two words could cost so much in tyres and petrol besides doing things to passengers nerves. Well of course we took third right, and proceeded to get ourselves lost, and how. Something should be done about the lighting in School Rd! The reference in the Bulletin to "a map of Wellington would be handy" was dead right, it was not only handy, but in our case an essential. With the aid of the map we found Barnard St. even though to do so we had to turn hard right, the instructions said hard left but still, and caught up to another trialist who hadn't been lost. After being waved on we motored onto the main trolley bus route. Things still kept going wrong, although it's amazing how you can make the instructions fit the circumstances for a little while anyway. After turning around within twenty yards of a check point and going in the opposite direction before seeing it, they didn't see us though, w finally clocked in twentytwo minutes late. After climbing round Khandallah, stopping for another check point, we went to Linden via the Old Main Road.

We stooged round Linden for a while and then to Pauatahanui and over the Old Paekakariki Road where the first control sat. Into Paekakariki and more "left, second rights, we all fall down etc.", and then back to Pauatahanui via Grays Rd. in Plimmerton after finding out "it's better if you don't know the area" by trying to find a non-exsistant bridge to cross after bearing right in our own home town, Pukerua Bay. Along the motorway to Khandallah, down Onslow Rd. into the path of the homecoming picture traffic and almost past an unobtrusive check-point sitting on the Hutt Rd. and so to Herd St. and Mr.Duffell. When we were placed seventh, provisionally, we all decided "Map Reading Trial, here we come."

Wadestown Road

Clark Street

Linden

Paekakariki Control

M.O.W.

Pauatahanui Bridge

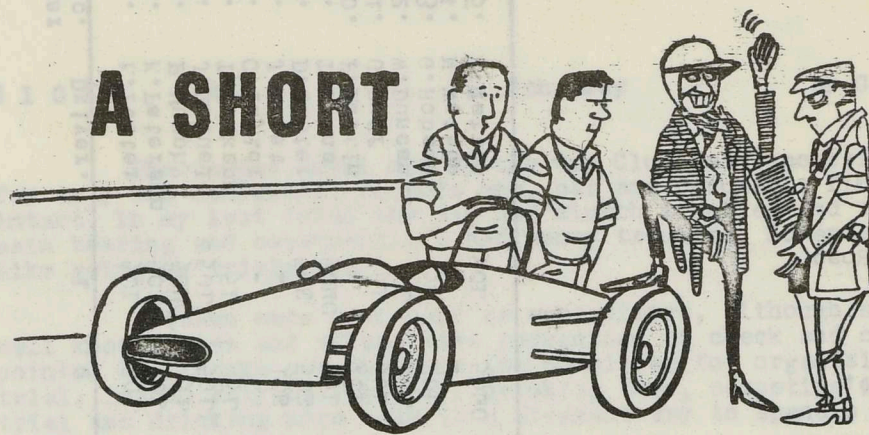
Porirua

Hutt Road

Herd Street

Car No.	Driver.	1	2	3	4	5	6	7	8	9	Total.	Place.
1.	K. Porter	50L	50L	50L	50L	5L	-	10E	50MC	20L	285	9th
2.	K. Peterson	50L	50L	40L	50L	40L	35L	20L	50MC	25L	360	11th
3.	P. Murphy	50MC	5L	10L	25L	50L	45L	30L	40L	40L	300	10th
4.	J. Manuel	50L	50L	50MC	50L	50L	45L	35L	40L	35L	405	13th
5.	T. Jackson	5L	5L	5L	10E	10E	-	20E	20E	50E	125	4th
6.	C. Taylor	-	-	20E	10E	-	-	10E	10L	-	40	2nd
7.	J. Mowat	-	-	5L	10E	10L	50MC	50E	50E	50E	235	8th
8.	D. Slater	50E	10E	40E	40E	10L	50MC	50E	50E	50E	390	12th
9.	T. Evans	50MC	50L	50L	50MC	50MC	50MC	50MC	50MC	50MC	450	15th
10.	P. Martin	-	50L	10E	5L	-	-	-	10E	-	20	1st
11.	G. Duff	45L	50L	50MC	5L	10E	-	20E	10E	15E	205	7th
12.	W. Duncan	5L	15L	15L	10L	15L	10L	10E	-	-	70	3rd
13.	G. Robson	15L	20L	15L	10L	30E	10L	20E	-	15E	130	6th
14.	N. Watson	-	-	-	20E	20L	10L	10E	35L	25L	125	4th
15.	W. Martin	50L	50MC	50MC	50MC	20L	50MC	50MC	50MC	50L	420	14th

A SHORT



NERVOUS DICE

You may deny it if you wish; but I am convinced that you and I, and hundreds of thousands of other motorists, believe that we have in us the very stuff from which racing drivers are made. We are sure, deep in our hearts that, given the breaks when younger, we too would be in there driving on the tracks of the world.

It is quite possible, of course, that you will deny this indignantly; you may even dismiss the imputation with what the Victorian novelists described as a "Pshaw" of disgust. If you do, then let's leave you and your Pshaws to one side, while I speak for myself. I freely admit that I have often, in a Walter Mitty-ish sort of way, pictured myself breezing home with the silverware while the rest of the field, including Stirling, Tony, Innes, Jimmy, Phil, Jack and Joakin trial disconsolately behind.

It is my photograph which festoons the dailies under such banner headlines as "O'Hagan Wins Again" or, if published on the Continent "O'Hagan Gagne Encore". It is I who appears on television, eye-sockets and teeth dazzlingly white, in an oil-stained, deeply sunburned face, laurel wreath round the shoulders and a glass of the old Veuve Cliquot in a gloved hand, while my mechanics club back the peasantry who are stampeding for my autograph or for the privilege of touching my overalls.

The TV interviewer bends over me supplicatingly. I give him the quizzical, beneath-the-eyebrow, stare over the flame of a cigarette lighter held out to me by a sycophantic pit marshal.

"Yes", I say casually, "I rather thought we'd had it when the gearbox went in the 12th lap. Fortunately, I know the old cogs fairly well --" (laugh lightly and inhale a quarter of the cigarette in one draw: tobacco shares move up 3s 7d) -- "So I pulled to the side and stripped it myself. Made a temporary repair with an old bottle opener I happened to have with me, re-built it and here we are".

"But surely you were very far behind the leaders by then?" the TV man asks anxiously.

"About 47 minutes" I reply with a reckless grin, "I knew I'd have to motor rather swiftly to catch the Ferraris but when I passed Phil three times in his 45th lap I knew I had it made."

"... a cigarette lighter held out to me by a sycophantic pit marshal"



"Did you take many chances?"

I look at him levelly and flick the cigarette butt away (off camera, a Ferrari bursts into flames) "My friend," I say quietly, "all life is a chance". I stare straight into the lens, eyes slitted and top lip slightly raised in the suspicion of a rakehell smile, as it tracks in for a closeup; all over England, elderly spinsters swoon in front of their television sets.

WELL CONDITIONED.

When, therefore, I was requested to present myself at Brands Hatch, in real life, and have a 12 lap bash in a formula 2 Cooper, my metabolism was fairly well conditioned in advance. True, the blood coursed a trifle faster through the varicose veins and I noticed, with that rather subjective objectivity peculiar to us literatti, how the mere thought of getting behind the wheel of a real car on a real track brought out the dare-devil in me. Here, after long years of dreaming, was my chance: could anyone doubt I would take it, fearlessly, with both hands?

On the morning in question, I awakened early and dressed with exquisite care. I wore a pair of suede boots, on which a pair of narrow buttoned whipcord slacks broke with the graceful perfection of an advertisement in the Tailor and Cutter. An open-necked sports shirt, with a carelessly knotted, old-school scarf, and a corduroy jacket, completed the ensemble. I moved my watch to the right wrist so that it showed in the space between my cuff and the string-back glove, and drove down to Brands Hatch. Occasionally, for some reason which now escapes me, I gave a reckless laugh.

By the time I reached the circuit I was so deeply into this part that Stanislavsky would have recognized me immediately as one of his own. I drove into the track with eyes slightly narrowed against the afternoon sun and a rebellious curl hanging over my brow. I dismounted slowly and deliberately and strolled off to find an official. There was not the slightest sign of vulgar haste.

After some explanations about the track and so forth, they led me to a car which was standing on the grid. By this time I had a crash helmet on and, with all modesty, I could not help but feel that I must be cutting a pretty dashing figure. I stood with one foot up on a back tyre while they droned on about the gear shift, the brakes, how to start it and how to stop it, and dull jazz of like nature. My attention wandered. Up in the stand sat a solitary girl looking down at us: I gave her a quick burst of the pearlies and a casual wave of a gloved hand.

"The pace car will lap slowly for a few circuits, Mr. O'Hagan," they were saying, "and then gradually speed up. Perhaps you would stay with it - if the driver sees you are closing the gap he will go faster, so that by the end of the 12 laps you should be motoring quite swiftly."

I nodded curtly and vaulted lithely into the cockpit. It is only fair to relate that one microsecond later I vaulted back out again with a scream of agony; some buffoon had left a screwdriver on the seat.

When all this had been sorted out I found myself encased in a coffin shaped aperture with the ground extremely close. In front of me the pace car lurched impatiently, its driver nunched and sinister over the wheel. Gingerly I started my engine and a mechanical eruption took place at the back of my neck; the noise was deafening when I pressed delicately on the gas pedal.

Inside the string-back gloves my palms were suddenly moist and sticky. What, I wondered wildly, was I doing in this mobile rat-trap from which I might well be extricated only by grim-faced men with acetylene torches? There was no time for vain regrets; the pace car moved off and, as though towed by some fiendish but invisible umbilical, I followed.

One leaves the starting point opposite the stands and moves to what resembles the brow of a precipice. This hides a turn known as Paddock Corner, and you fall off the edge with your lip caught pretty firmly between the old National Health snappers; it is, in fact, a 1-in-6 hill. You flee down this, as in a dive bomber, gripping the wheel until the string over your knuckles is strained to breaking point; I once thought racing drivers held the wheel in this fashion in order to steer the car. This, of course, is laughable nonsense - they hang on to it in order to stay in the car.

On reaching the bottom of this chasm the road ascends rapidly to a hairpin bend, the inside of which has been thoughtfully planted with trees so that you are prevented from seeing in advance the perils awaiting you on the other side. You proceed round this, taking both sides of the road to line you up for another bend, and yet another until finally you come into a long, gradually tightening turn called, with wry humour, Clearways. If you survive this, in front of you is the straight past the

DON'T FORGET "WINTER 100" YOU MUST NOT MISS IT.

stands, and then you plunge off the same precipice and have to do it all over again.

Had the car I was driving been fitted with a dictaphone, the exact shape of Brands could have been plotted from the pitch of the scream I would have recorded. This ranged from a high-pitched falsetto shriek as I fell off the edge to a pitiful beaten-cur whimpering as I roared up the straight.

Clearly, however, this would not do. Certainly I would have to pour more coal on or be disgraced for ever. I depressed the throttle another sixteenth of an inch and went round again; the index of hysterical terror was steadily rising. On my third lap, I was flagged in. Never in the history of the racing car did a driver see the flag with greater pleasure. Obviously something had gone wrong with the car - perhaps a spencil shaft had become a trifle crudged. My spirits rose, and I had the statement all prepared, "What bad luck," I was going to say, "I was just getting the feel of it, too. Tut, tut". Then I was going to give them back their crash helmet and get out quickly.

Alas, there was nothing wrong with the car. It was, in fact, the course photographer who had stopped us. He leant over to scream in my deafened ear, "Will you take Kidney Bend slower next time: I want to get a good picture." I remembered, then, noticing a crouching figure out of the corner of my eye as I had rounded that turn, certain that I was going on straight through a stately oak or oaks.

"My friend," I said, articulating as well as my chattering teeth would allow, "next time I go round it you will have time to draw me!"

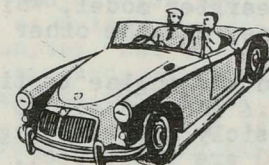
I was jerked off again by the demon pace driver, and the death circles began again. This time I got really angry with myself and bore down on the gas like a madman. "Was ever an O'Hagan a quitter?" I asked myself, thundering round Clearways on the limit of adhesion and about to be splattered all over an advertisement for Autocar. As I survived, braking hard, echo answered firmly "Yes," and I heartily agreed.

During all this, the chap in the pace car had become somewhat bored with the whole proceedings, and was cursing himself for not having brought a good book. He was no longer watching me in his rearview mirror - he could see me ahead.

I drew eventually to a thoughtful stop in front of the stand, and wondered how on earth Stirling, Phil, Tony, Jack etc., etc., do this for a living, on tracks thickly populated with other equally rapid machinery.

They are welcome to it and, as far as I am concerned, Walter Mitty can belt up.

Perhaps racing is not my true metier? Perhaps - yes, I can see myself in immaculately cut tails standing in front of a gleaming orchestra, languidly moving a little white stick while they make with the pulse-stirring rhythm. A B.B.C. announcer is saying, in cultured tones, "Music tonight is played by Don Ricardo O'Hagan and his Latin-American Degenerates....."



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A VISIT TO JAGUAR.

I recently had the opportunity to visit the Jaguar Motor Car Factory at Coventry. They run two tours of the factory per day at 10.30am and at 2.30pm. We all met in the main foyer of the factory, in which there is a glass case filled with the various cups that the Jaguar cars have won, including the 1951 Le Mans Trophy. Also in the foyer are two immaculate S.S. Jaguars, one is apparently of their earlier model, which I think was fitted with a standard engine, and the other of the 1940's vintage.

First we were shown the engine testing room, which vibrated with the roar of 3.4 and 3.8 motors being revved up. The Mk.10's and E types have basically the same engine, except that the exhaust headers of the Mk.10 are swept back, and the E type comes straight down. We then saw the engines being assembled from just the block at one end, to the finished engine plus gearbox coming off the other. Next came the Mk.10 and the 3.4 and 3.8 litre saloon assembly lines, which are side by side. It was interesting to watch just the bare body shell at one end of the line, being transformed into the finished car, which was filled with oil, water, and petrol, at the other end of the line, and are there ready for driving off. The cars are then road tested and then checked for faults in workmanship, and bodywork.

The main interest of course was the assembly line for the E types, of which 30 are assembled each day. These fabulous cars, even as just a bare shell, look ready for instant action, and are carefully checked over after being assembled and road tested.

After leaving the factory I mounted my noble B.S.A. Bantam, and imagined that I was behind the wheel of an E type, cruising along at 70 or 80 instead of a lowly 25mph.

Oh well, it costs nothing to dream.

by Laurie Watson.

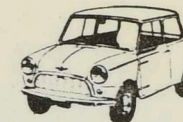
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-24-

WHATS SO UNUSUAL
ABOUT THUR.18 JULY?
IT'S CLUB NIGHT
OF COURSE

MINI MOTORING IN MAORILAND.



Part Two.

Then on to Levin. After being subjected to a series of Whitmore-type antics over twisty pieces of the local highway at speeds that would have turned the local constabulary grey - if not completely bald - I was delegated chauffeur.

I suppose driving a racing driver must be akin to partnering a pro tennis player. You feel that they are watching for your every mistake, and as a result you always seem to bumble around more than usual. I do, anyway. But to my surprise, the McLaren form began to repose itself, and dropped off to sleep. I wasn't sure whether this denoted complete confidence or paralytic fright, but I was able to screw the little Mini up as far as I was game, to see how it did perform in comparison with the other family chariots on the road.

If ever there was a car that called Dad a liar, it would be the Cooper Mini. Several times the blurred faces in the rear window of the leading car turned to announce the Mini's presence to Dad at the wheel, who immediately began to pour on more choke. - at least that's what the cloud of smoke from the exhaust seemed to indicate.

It would have been interesting to hear how Dad managed to explain to the kids why the Mini was able to change up twice before it went out of earshot.

On the frequent twisting sections of New Zealand highways, it was a honey. The lowered suspension meant that it cruised around suspension heelers and tyre screamers without any display of fuss or bother.

At Levin, Bruce was able to towel the local opposition again, although he had his work cut out in the opening race to beat Kerry Grant's phenomenally fast Doc Shepherd-type A40. His next brush with this little bombshell was at Wigram on the fast open circuit, which seemed to suit the A40, being slightly more streamlined. After all, a Mini isn't exactly aerodynamically superb. Bruce broke top gear in practice, and more midnight oil was spent getting the Cooper Mini raceworthy that night than on the formula car, which was fortunately in perfect shape - as Bruce proved the next day by winning the feature event.

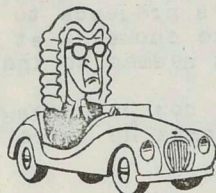
The 365 mile trip to Invercargill was made three-up and crammed with luggage in a commendably short time, but the passengers

-25-

on that trip were not at all amused when they heard that the centre had pulled out of the right front wheel after a few laps of the Teretonga circuit! Tony Maggs was a passenger in the Mini when this occurred, and from all accounts it took him a while to see the joke, too.

Once again the McLaren Mini came to grips with the Grant A40, and this time they came out even with a win each. McLaren's verdict after this last tussle was that Grant will be a force to be reckoned with if he can get himself into a faster car.

And after this race the Mini was pensioned off and de-tuned somewhat. Fitting soft plugs to go to the cinema and having to blip around town in a low little motor car smelling like a day at the I.O.M. isn't everyone's idea of motoring, but after my adventures with this particular Cooper Mini, it would suit me fine.



Bench-type buggies for bespectacled beaks

*In answer to the letters littering the office and comment in club bulletins re the McLaren Mini Cooper: "The removal of a complete leaf from the springing." — we were speaking figuratively, of course . . . Never again will be try to be smart. At least it proves that everyone is reading The Motorman thoroughly. It even drew comment from England — the man who drove the car. All correspondence on the subject is now closed.—Editor.

-H.E.W. Silver-

MAGNETO AND

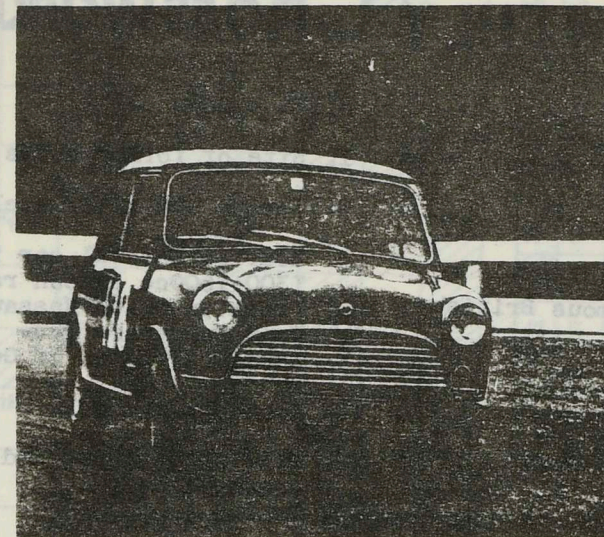
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Bruce McLaren corners hard in his potent Mini Cooper at Pukekohe last January. This very successful little car is probably the fastest Mini in New Zealand.

—Photo by Jack Inwood

The McLaren Mini-Cooper

BRUCE McLAREN'S Mini Cooper which he raced so successfully in New Zealand this season is probably the most powerful B.M.C. "roller-skate" in the country. The dark green car is owned by a British driver, Warwick Jessop, and features a Mini Cooper engine bored out from 998 to 1098 c.c. and full Formula Junior modifications. Running on a 12 to 1 compression ratio, the engine develops 83 b.h.p. as opposed to the normal Mini Cooper's 9 to 1 and 55 b.h.p. The car was prepared last year by the Cooper works with the assistance of Bruce McLaren and Wally Willmott.

There are a number of suspension modifications, including the removal of a complete leaf from the springing, considerably lowering the rear of the car. The Cooper has its problems, though. To change the fan belt involves a major operation. The engine has to be completely removed for the belts cannot be taken over the stabilising flywheel on the front of the V-belt crank pulleys.

The Motorman went for a run in the car with Eoin Young, Bruce's manager, who "hates driving

the Mini as he feels sure he will be arrested before long!" One would not call this car docile around town, as it is difficult to run smoothly below about 45 m.p.h. Once the boot is planted, however, the Mini really moves and reaches 60 m.p.h. from a standstill in only ten seconds. The Mini has topped 107 m.p.h. and can be summed up by saying "it is a very difficult car to drive slowly."

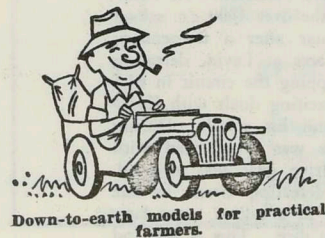
The Cooper-tuned Mini has gone well on local circuits in the hands of Bruce McLaren. At Pukekohe he finished second in the over 1600 c.c. saloon race to McBeath's 3.8 Jaguar after a tremendous duel. The car won two races at Levin, defeating McBeath and Grant, and lapping the circuit in 64.5 seconds. Bruce had some exciting duels with Kerry Grant's A40 where he found his equal. During practice at Wigram trouble was experienced with the Mini, and the main drive gear was stripped. Bruce won at Teretonga, defeating Grant in one race, but losing to the A40 in a saloon event later in the day after a first class dice. This is the 2nd Mini McLaren has raced in New Zealand.

MONTHLY CROSSWORD.



CLUES - ACROSS :

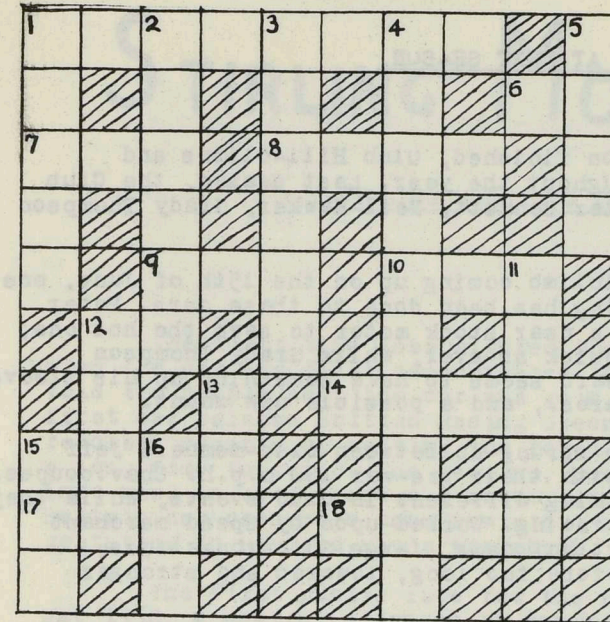
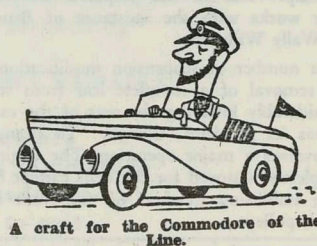
1. Finishing point of famous British veteran car rally.
6. Oil company. (I)
7. Italian racing colour.
8. Christian name of 1958 World Champion driver.
9. Open A.C. sportscar.
10. Site of Belgian Grand Prix.
12. Car built by A. Frazer-Nash and H.R. Godfrey. (I)
14. Motor from which Alta motor was derived.
15. Winner of 1955 N.Z.G.P.
17. Swedish front wheel drive car.
18. Motor used in many British racing cars during early 1950's.



CLUES - DOWN :

1. Site of former Swiss G.P.
2. Famous old motor cycle.
3. Most successful car in N.Z. 1300-1600cc saloon racing.
4. Track on which Nassau Speed Week races are run.
5. German division of General Motors.
11. Closed A.C. model.
12. Italian designer and coachbuilder.
13. Taxi.
15. Popular motor-cycle. (I)
16. Successful N.Z. Ford 10 special of a couple of years ago (I)

(I) = Initials.



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A LOOK AT NEXT SEASON.

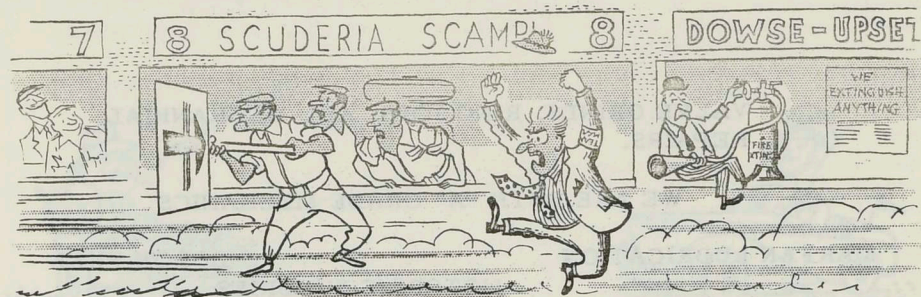
With the racing season finished, Club Hill-climbs and Sprints still continue throughout the year. Last season, the Club was well represented by, Peter Bennett, Neil Hawker, Grady Thompson and Keith Ward.

With Palmer Head Hillclimb coming up on the 15th of June, one wonders what further breathing has been done to these cars. Peter Bennett has been running on a near stock motor to save the hot one; Neil Hawker seems to be as quick as ever, while Grady Thompson remains dormant, and Keith Ward seems to have something up his sleeve in the form of dual weber carbs., and a possible new mount.

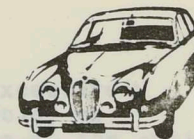
Rivalry seems to have sprung up between club-members Jeff Pickering and Trevor James with their pre-war 100 m.p.h. Chev.coupes. These cars should show something different in club events, while they would not be new in circuit racing. Worked upon by speed merchant Keith Ward, these Chevs.sport hot cams, large SU carburettors, extensive head mods., and before too long, lowered and stronger suspension.

An appearance was made at the last club sprint at Levin by the Pickering Chev., where it turned in a very modest 1 min.13 sec. lap. They have terrific acceleration, but the handling may leave a bit to be desired. Look out Jaguars at straight line races.

Looking elsewhere, will Kerry Grant drive a S type Mini-Cooper, or a Lotus-Cortina, and will Cortinas be a threat to the present masters of Levin.



STIRLING Moss



STIRLING MOSS AND THE B.R.M.

By P. L. J.

The first time Moss sighted the B.R.M. was in December, 1949, when the car was first demonstrated to the press. Raymond Mays had told the people what the car was going to do for Britain. It was the first car painted British Racing Green for 15 years, and it sounded remotely capable of beating the foreign cars. It had certainly taken a long time to build. The designs, under Peter Bertone, had been put into hand in 1947, before a resumption of proper motor racing in Britain had seen more than a wistful dream, and the car was slowly gestating in Raymond May's workshops.

The first public race for the B.R.M. was at Silverstone in May 1950, a meeting attended by the King and Queen, where it was cautiously conducted around the track by Mays, but the British public were patient in these matters. Still no thought of driving the B.R.M. crossed Stirling's mind, probably because of the sardonic remarks that passed from the lips of several prominent Motor Racing types that the B.R.M. was another of May's products, still remembering the E type E.R.A. The fact remained that the car was not ready to race, having persistent engine trouble, (a tendency to crack cylinder liners). But the B.R.M. trust was adamant. The car must appear.

However, during the middle of the 1951 racing season, having been prompted by Alfred Moss, Stirling decided to try the B.R.M. Upon first driving, Stirling admitted that there was a vast difference between it and any other car that he had driven, and the most noticeable difference was in power. When the throttle was pushed down, even at high speeds, and in top gear, the whole car shuddered with a frightening surge of power. It was enough to cause wheel-spin at speeds equal to most other car's top speed. And when he braked, he was pushed forward against the steering wheel.

This excessive speed, and the powerful brakes, Moss found un-familiar, but not unexceptionable. What did worry him was the seating position and the handling. He was too near the wheel to use his straight arm driving position, and the scream of the car he found tiring at first, but not as tiring as that the way the car had to be watched every second. It required steering all the time, and not even on the straights was there time for relaxation. A dab too much throttle coming out of a corner and the whole car snaked alarmingly with the wheelspin.

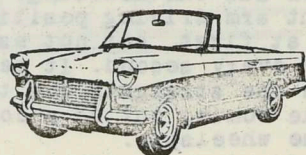
But Moss only wanted to drive British cars, and the B.R.M. seemed his only hope in competing on level terms in Formula I. A press release finally announced that Moss had agreed to drive the B.R.M. officially, in all races during the 1952 season. Moss had made it plain to Raymond Mays that he would like several things changed. The car had to be made safe, and he also stated that he would require hundreds of miles practice, before driving the car in a race. Late in 1951, a statement was released from the Owen Organisation saying that the car had already been tested at Monza, and it was found that it was already a match for the Ferraris and Alfa-romeos, and efforts were being concentrated on improving the general handling characteristics.

Two days later, Moss went out to Monza again; the car had been warmed up already, and Stirling took over. He did about 10 laps, keeping the revs down to 9,500, when suddenly there was a puff of blue smoke from the exhaust, and a piston had gone again. Four days later, Moss was again out in the car, but the engine started overheating, and the test was over for the day. The following day, the boiling continued until the radiator was changed during the lunch break. Then the engine began to run roughly over 9,500 and finally the supercharger broke down. Although the engine was designed to rev at over 13,500 it would not reach 10,500. Then the left hub began to give trouble, and Moss came in. On the fifth day of testing, these missing high revs. were finally found, and Moss got 11,400 on the straight, but finally the engine went again. That evening, he had to fly back to Scotland.

A telegram had arrived from Enzo Ferrari, asking him to sign up with him exclusively for the next season. It was a great honour for a British driver. Not since Dick Seaman, who had signed up with Mercedes, had a British driver driven, or been asked to drive for a European Team. But Stirling's mind was made up. He would stick to the B.R.M. A week later Moss put in a report to the B.R.M. people based on his findings of the car at the testing at Monza.

1. The real difficulty in handling this car springs from the fact that it becomes unbalanced very easily; i.e. when you put it into a drift or a slide. No sooner has this begun when the car gives a flick sideways, in a small but troublesome oversteer. This is made worse if the surface is bumpy.

subs are now due
subs are now due
SUBS ARE NOW DUE
SUBS ARE NOW DUE
SUBS ARE NOW DUE
SUBS ARE NOW DUE



2. The car has a dangerous trick of understeering excessively on a trailing throttle, which, although undesirable, is sometimes unavoidable. This was found to decrease if the anti-roll bar was made thinner, or completely done away with.
3. The car's handling definitely improved a lot in the wet if the anti-roll bar was removed, but when tried in this condition in the dry it was bad. When the very thin anti-roll bar was fitted, the cornering in the dry on slow (up to 70 m.p.h.) bends was improved over the thicker bar; but when it came to faster corners (up to 165 m.p.h.) a high pitch patter developed, and the other bar was found superior.
4. On the fast curves the front end of the car drifts out too far, showing that the tyres are not gripping sufficiently. This makes it hard to steer the car accurately while drifting.
5. On watching the front wheels closely while cornering, I found that they wobble sideways, as well as the usual up and down suspension movement. This wobbling was apparent on the track rods, as well as the wheels. Although considerable, no judder whatsoever was felt at the steering wheel, pointing to the fact that there must be considerable play there. I found that I could move the steering wheel 5 to 7 inches without any apparent movement in the front wheels.
6. Could a rack and pinion box be tried?
7. With the driving position as it is now, the steering ratio is too low, as proved by the fact that one's arms get tired before a correction can be affected. This fault may be corrected when the driver has more room between himself and the steering wheel.
8. The driving position is bad because: (a) The driver is much too close to the wheel. (b) The brake peddle and throttle are too far apart; this could be corrected by simply turning the brake peddle pad around. (c) The seat back is too erect, and I think it would be more comfortable and a better layout if the seat was leaned back 5 to 10 degrees more. The padding around the shoulders is very good, but I should like a little more in the small of my back, and also stronger sides to the seat. Pedal distance is excellent for myself.
9. I think the rear end of the car is good, also the brakes.

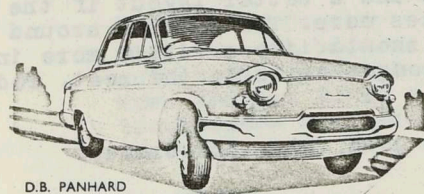


After this report had been digested by Owen's, further modifications were carried out. Most of them, however, concerned only Moss's comfort, driving seat, pedal positions, and driving position.

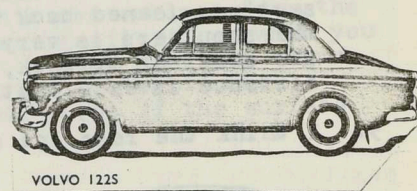
But it turned out that Moss really hadn't signed the B.R.M. contract and it lay on his desk back in his office. Raymond Mays had been in contact with World Champion Fangio to drive for B.R.M., pointing out that Fangio's experience would be indispensable to them, also the fact that Moss and Fangio would make an unbeatable team as long as the cars stuck together. They would be the strongest combination ever assembled in the history of Motor Sport. It was also admitted at the time that it depended on the success of the B.R.M. whether Moss signed the contract or not.

Next thing, news arrived from South America, that Fangio and Gonzales were arriving to test the car before they signed up. This news had so dazzled those at B.R.M. HQ that they decided to put the cars at the disposal of these two rather than race them, overlooking the fact that it had been the car not the driver that had let them down in the past. The result was that Moss was left out in the cold, and he was bitterly disappointed, and he returned home from Monza. Back in England he got over his disappointment and he told Mays later that he would still drive for B.R.M. Mays said that if the question of cars arose that Fangio should naturally have the better car, out of choice. At Dundrod, later, Fangio, much to the delight of Mays and Owen, took a B.R.M. out in practice, and in the first lap, lowered the record unofficially by 7 m.p.h.

continued next month...



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The car is a two-door sedan, and is a very good car for a motorist who wants a car that is not too expensive, and which is not too big. It is a very good car for a motorist who wants a car that is not too expensive, and which is not too big.

The seat is padded and welded to the floor, and is only suitable for a six foot four (or better) and seventeen stone pilot. The engine mountings have been replaced by solid alternatives, and every engine noise makes itself heard through the chassis.

The Hewland five speed gearbox has been designed for correct ratios and strength, and consequently emits a banshee wail and dispenses with the nonsense of synchromesh.

The ZF limited slip differential unit adds its quota via the stiffened back springs. Following the collapse of the trailer wheel, the subsequent over turning of the Ford and trailer, the repairs necessitated removing the interior trim, which was not replaced. The rush of air past the undamped panels can be heard vibrating in sympathy with everything else. Aforesaid accident, plus three seasons racing, have brought to light numerous rattles in the doors and rear quarter lights, which have remained unfixed. The megaphone cuts in at about 4,500 r.p.m. with a metallic resonant howl, leaving the passenger's side floor not enough to fry eggs on.

The motor will idle quite happily at 950 r.p.m., but requires soft plugs, which go all soppy when the loud pedal is operated, and fall into the cylinders. Normal diet is Lodge RL49'S. The pistons fit like a brick in a shirt sleeve when the motor is cold, and therefore warming up from cold generally makes bystanders turn white and retreat to a safe distance.

The clutch and brake pedals can only be operated by Superman as it firstly prevents clutch slip, and secondly prevents the expensive Dunlop racing tyres from becoming square from over braking with a seventeen stone pilot. The loud pedal, on the other hand, falls to the floor on the slightest touch, with beneficial effect on lap times.

The twin Webers emit a fantastic rattle from tuned trumpets. In spite of all this, it is enormous fun to drive, inherently safe up to 130 m.p.h., gives the paying customers their money's worth, and the Jaguar drivers sleepless nights.

Sincerely etc.

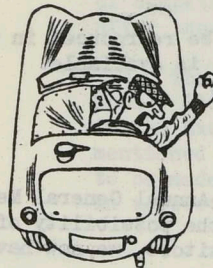
The Doc, we might add by way of explanation, is an Aussie.

.....

THE LEVIN SPRINT WILL BE THE LAST TIME YOU CAN USE THIS YEARS COMPETITION LICENCE. BE THERE AND GET YOUR MONIES WORTH OF IT.

the near thing

We only met for a moment,
Beside a lichened wall;
In fact, to be perfectly truthful,
We didn't met at all.



The road was a "B", and narrow,
The bend was a "S", and smart;
I was passing a grocer's van,
You a pony and cart.

I may have touched the grocer,
It's hard to be sure, of course;
At an average speed of a hundred,
We certainly scared the horse.

We almost met for a moment,
Instead we just passed by;
In short, we missed each other,
Though only God knows why.

I got half-a-thumb to the hooter,
Did you get a toe to the brake?
I reckon a mile between us,
Before we began to shake.

Did the landscape go pink at the edges,
For you as it did for me?
Did you drop to a thoughtful thirty,
For a mile or two or three?

We only met for a moment,
(As I think I must have said),
But another moment either way,
And we'd both of us be dead.

And the most alarming aspect,
Of having so nearly met,
Is that by this time tomorrow,
We'll both of us forget.

-- J.B.Boothroyd.



ANZCC COMPETITION LICENCES ARE DUE FOR RENEWAL
AT THE END OF JULY
WILL YOU REMEMBER?

THE ASSOCIATION OF NEW ZEALAND CAR CLUBS INCORPORATED

NEWSLETTER No: 61 & NEWSLETTER No: 62
5th April, 1963. 31st May, 1963.

P.O. Box 971,
DUNEDIN.

NOTE: Items marked with an asterisk (*) should be reproduced in Club Magazines and Bulletins - immediately space is available.

* 629. COMPETITORS LIFE INSURANCE:

Arising from a resolution of the 15th Annual General Meeting suggesting that the A.N.Z.C.C. investigate the possibility of arranging optional Life Insurance for competitors, we now have the following information :-

Life Insurance Companies are prepared to provide benefits for accident or death which would cover participation in Motor Sports.

* 633. BREACH OF N.C.R.'s BY COMPETITOR IN TRIAL:

A case was recently reported to the Executive Committee where a competitor in a Trial was convicted of a breach of the Traffic Regulations (excessive speed), thereby also committing a breach of the N.C.R.'s.

As a result, the offending competitor has been deprived of his Competition Licence for a period of one year.

The Executive Committee consider that cases such as this are of some gravity and will be dealt with accordingly.

* 639. NATIONAL COMPETITION LICENCE - SPEED EXTENSION:

To comply with the current regulations governing National Competition Licences and commencing with the 1963/64 Season, renewals of National Competition Licences, with Speed Extension, will be issued without restrictions (viz: restricted to Saloon Car or restricted to Sports Car).

* 635. COMPETITION NUMBERS ON VEHICLES:

It has been noted recently that N.C.R. Rule Number 130 referring to the display of competition numbers, has been grossly disregarded by competitors.

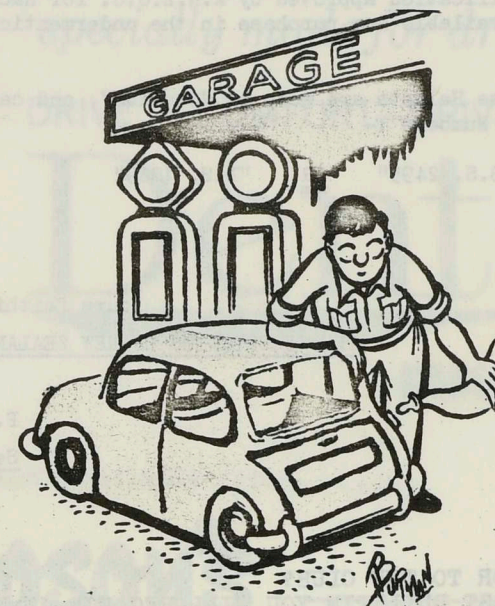
The provisions of that rule are not unreasonable in so far as it is permitted to display competition numbers immediately before and immediately after a competition, but it does not allow the display of competition numbers for an unreasonable period, either before or after those competitions.

The Executive Committee have resolved that in future N.C.R. Number 130 must be rigidly enforced and, in any case reported to the Executive Committee - being an alleged breach of the above-mentioned rule, the Executive Committee will cause an investigation to be made with a view to the application of disciplinary action in respect of proven offenders.

* 636. A.N.Z.C.C. GOLD STAR RACING POINTS 1962/63. (Final of 7 Meetings)

A.N. Hyslop	31 Points	K.J. Sager	6 Points
K.J. Palmer	25 "	B.J. Cottle	5 "
A.L. Shelly	25 "	R.H. Smith	4 "
B.L. McLaren	20 "	D. Young	4 "
C. Amon	17 "	I. Green	3 "
W.J. Thomasen	15 "	R.J. Flowers	2 "
R. Levis	15 "	L. Bulcraig	1 "
J.C.N. Histed	8 "	D. Lawrence	1 "

SEE
YOU
AT
THE
"WINTER
100"



SEE
YOU
AT
THE
WINTER
100.

* 641. INCORRECT IDENTIFICATION OF PROTECTIVE HELMETS:

It has been brought to our notice that there are some Protective Helmets currently being marketed, which Helmets are incorrectly identified. The details of these Helmets are :-

MAKE:

"CROMWELL"

Bearing

IDENTIFICATION
LABELS

N.Z.S.S. 1215

Licence No. 1166

B. S. 1869

From the N.Z. Standards Institute we have established that the Identification Label "N.Z.S.S. 1215 Licence No. 1166" is INCORRECT and should be removed from the Helmet.

Furthermore, we would be pleased to have information regarding any such Helmet being offered for sale (Please give name and address of shop concerned).

* 642. A.N.Z.C.C. APPROVED PROTECTIVE HELMETS:

We are pleased to be able to advise that Protective Helmets of the classification approved by A.N.Z.C.C. for Racing and Speed Events, are now available for purchase in the undermentioned Retail Houses.

These Helmets are made by "Stadium", and carry the Identification Marks and Numbers :-

"B.S. 2495" OR "B.S. 1869"

Yours faithfully,

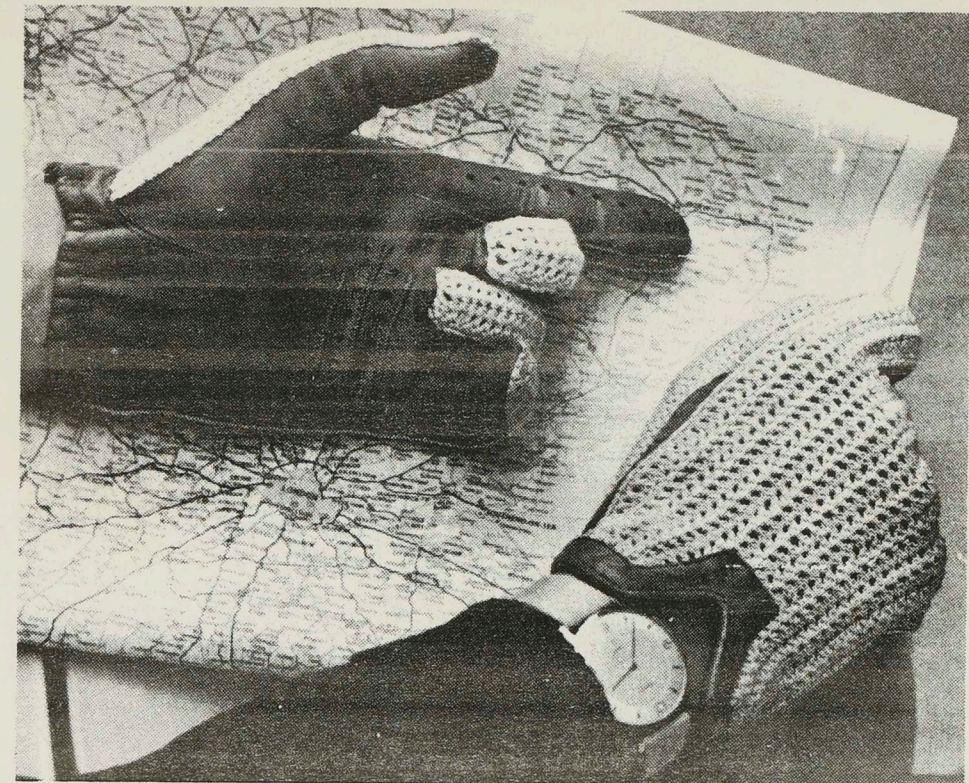
THE ASSOCIATION OF NEW ZEALAND CAR CLUBS INC.

P.L. Lupp

Secretary

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CLEARWAY by Dents—new gloves
specially made for driving

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Dents

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And available from.....

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ooson's
of Courtenay Place

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FORMULA SEVEN

the ***NEW*** SUPERSHELL

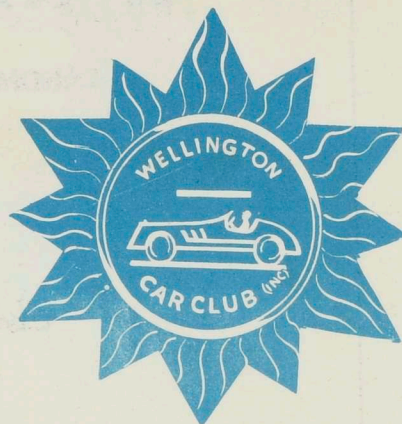
It has to be good to be



WELLINGTON
CAR CLUB
(INC.)

Bulletin

JULY 1963



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BY

David Ferguson

AT

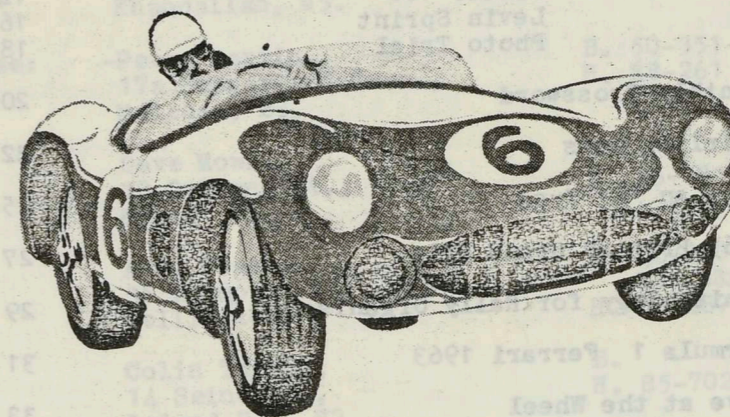
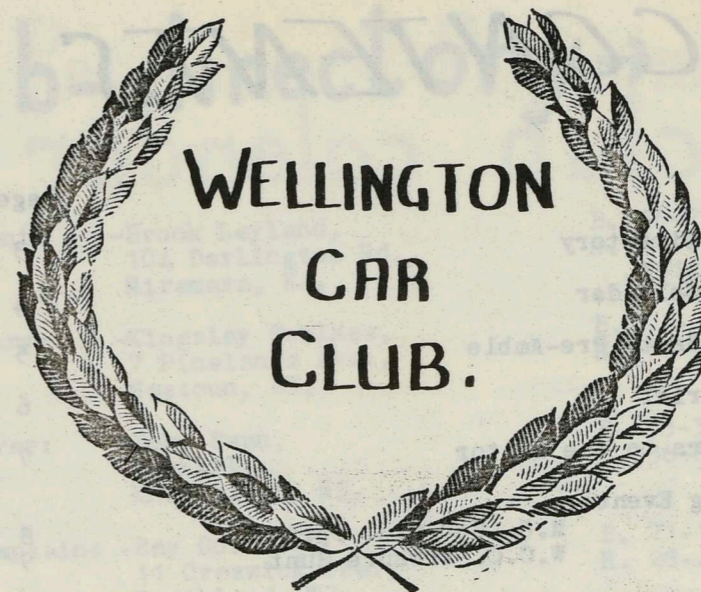
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WELLINGTON



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-club-directory→



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Secretary:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E5.	B. - H. 17-597
Treasurer:	-John Swan, Boxhill, Khandallah, N5.	B. 53-371 H. 36-658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W2.	B. 71-139 H. 28-479
Vice Captain:	-Peter Slocombe, 96 Khandallah Rd., Khandallah, N5.	B. 42-021 E. 36-207
Committee:	-Peter Martin, 17a Sutherland Cres., Melrose, E3.	B. 50-351 H. 88-261
	Dave Mowat, 10 Orleans St., Ngairo, N4.	B. - H. 36-981
	Alan Pratt, 35 Thompson St., Wellington.	B. 46-000 Ext.882 H. 51-287
	Colin Taylor, 14 Seine St., Island Bay, S2.	B. - H. 85-702
Bulletin Editor:	-Ian Shepherd, 101 Hataitai Rd., Hataitai, E2.	B. 53-453 H. 82-742

club calendar

AUGUST:

Sat. 24th. Treasure Hunt. Invitation

SEPTEMBER:

Sat. 11th. Gravel Hill Climb. Invitation

Thur. 19th. Club Night.

Sun. 22nd. Economy Run. Invitation

OCTOBER:

2nd, 3rd. & 4th. Mobilgas Economy Run.

Sun. 6th. Gymkhana.

Thur. 17th. Club Night.

Sun. 20th. Honey Pot Trial.

NOVEMBER:

Sat. 2nd. Bar-B-Q-.

Sat. 9th. Levin Sprint. (note date change)

Thur. 21st. Club Night.

DECEMBER:

Sat. 7th. Straight Sprint.

Sat. 14th. Christmas Party.

JANUARY:

Sat. 18th. Gymkhana.

Thur. 16th. Club Night.

FEBRUARY:

Sat. 8th. Levin Sprint.

Thur. 20th. Club Night.

MARCH:

Thur. 15th. Club Night.

APRIL:

Sat. 4th. Houghton Bay Hill Climb.

Thur. 19th. Annual General Meeting



PRESIDENT'S PRE-AMBLE.

The Joint Bulletin Compilers are going to be pleasantly surprised when they receive this epistle this evening.

"Due to circumstances beyond my control" is the normal phraesology for starting an excuse, when something is not completed on time, but I can truly claim extenuating circumstances this time.

The Red 1100 has been charging up and down the country with my indefatigable crew of Ray Duffel and John Gray.

Over eighteen hundred miles in one weekend recently, including participation in the Hepolite Trial. This was the better of the two Gold Star Trials held in Auckland this year in my opinion. A full report should appear elsewhere in this Bulletin so I will not try to steal the thunder of the contributor. May I recommend the "Echo Cliffs" Restaurant in Taupo situated just after you leave the Lakeside heading North on the right, for a good meal. Usual disclaimer applies.

It was most interesting to attend the A.G.M. of another Car Club recently of which I am a member. In this Club all work is carried out by a large Committee which covers 90% of the active members of the Club. Not a bad idea.....

I hear rumours of all sorts of interesting new machinery hitting these shores in the not too distant future, including an F.J.Brabham. Rumour has it that Tony Shelly has sold one of his cars, to a gentleman who is none too popular with this club.

Negotiations are being started by the Club Committee to acquire its own permanent Gravel (initially) Hill Climb. The thoughts are to run a number of events here, charge for admission and plough back the profits into sealing the Hill and improving it. This is another long-term project which could develop into a money-maker in time. Slowly, slowly catchee monkey.....

There is a 4½ g. laid on at 7 Marama Terrace, Eastbourne on Saturday the 7th. September, at the top of 83 steps from about 11am. onwards. You have to climb 83 steps, preferably carrying a large lump of furniture, to reach it, however.

We are going to be short of a typist for the next couple of months, pitter-patter of tiny feet and all that. Any volunteers.

EDITORIAL



After the hurry to get the Club Rooms demolished at the end of the last season, the begining of this season has been very quite. The Club has been running events at fortnightly intervals and although there has'nt been any great records broken with entries, there has been a steady attendance. There has been no further progress on the Club Rooms, as we are still waiting for the City Council to draw up the lease for the land at Houghton Bay Road.

I am hoping to see more members at the Treasure Hunt, which is being run by one of the editors, (not me; the other one) as this annual event is always good for a bit of fun as well as a mad dice around the town. These events are the ones that give the A.N.Z.C.C. Stewards, sleepless nights and many grey hairs.

A note from "the other" editor, there will be no mad dice around the City, (without a penalty being incurred)

WANTED TO BUY WANTED TO BUY WANTED TO BUY WANTED TO BUY

WANTED TO BUY WANTED TO BUY

J. 2. M.G. Motor

Any Condition

Must Have All Bits

or Good Ford 10 Motor.

Contact: Randal Howe,

Tel. 36-545.

LETTERS TO THE EDITOR.

Dear Sir,

I had much pleasure in trying to puzzle out the "street" puzzle you printed in the Bulletin recently. Hoping that I can provide the same enjoyment to others, I have enclosed a logic puzzle for other readers.

It came from an overseas magazine and I have altered its theme to make it more appropriate for solving the problem is 20 mins. but the average person should allow at least an hour.

LOGICAL LOGIC .

1. There are five cars at the start.
2. Fangio drives the blue car.
3. Hill is No.7.
4. The green car has 207 bhp.
5. McLaren is driving 220 bhp.
6. The green car is immediately to the right of the silver/
/car.
7. The Lotus is No.4.
8. The Ferrari is yellow.
9. The middle car has 213 bhp.
10. Moss has number one position.
11. The driver of the BRM is parked next to car No.31.
12. The driver of the Ferrari is in the position next to the/
/the driver of No.12.
13. The Cooper develops 189 bhp.
14. Moss is next to the red car on the grid.
15. Surtees is driving a Porsha.

The Question:- Who has 191 bhp.? and Who is driving No.17.?

There are one or two points that should be made clear. Each car has a different colour, horse-power, & number. The drivers are all driving a different make of G.P. car. Just to make it difficult, they are not the ones they normally drive. In statement No.6 'right' means your right. (You are facing the cars).

The best of luck, and many ours of enjoyment.
Keep up the good work on the Bulletin.

Yours,
"Complete Bulletin Reader"

I did it in 55 minutes, how about you? Results next month.

Editor.

COMING EVENTS...



M.G. Car Club (Wellington Centre)

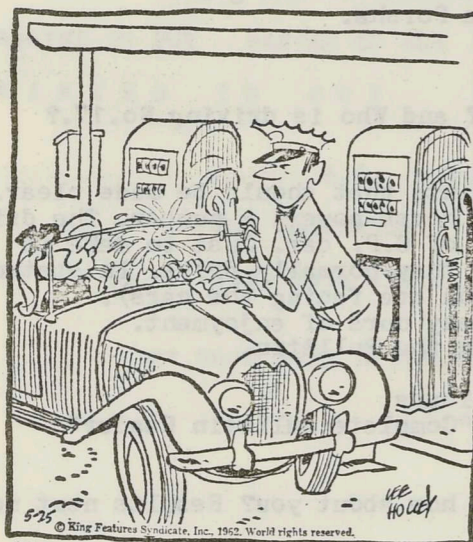
We wish to extend to Members of your Club an invitation to compete at our SPRINT on the Levin Circuit to be held on SATURDAY 24th August.

Entry fee 10/- per driver, crash helmet, drivers and competition licence, and if under 21 years of age Parents or Guardian consent in writing.

The Organiser of this event is Des Gibb who promises that this will be a SPRINT with a difference.

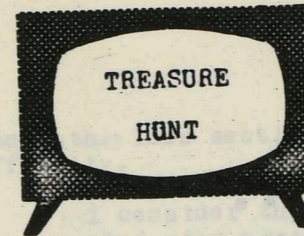
It will be a challenge to all Drivers from your Club, and the opportunity to prove (or otherwise) their ability to succeed at something different.

SCRUTINEERING TO COMMENCE AT 9.30 A.M.



"THERE I GO AGAIN... I WISH YOU'D PUT A GLASS IN THAT WINDSHIELD!"

PONYTAIL



TREASURE HUNT.....
THIS SATURDAY 24th.

An Invitation Event

All Wellington Area Car Clubs Invited

Starts at the Herd St. Post Office

Boat Harbour Side.

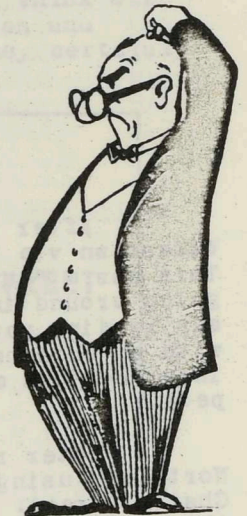
Time to be there; 7.30 pm.

The first car will be away before 8.00 pm.

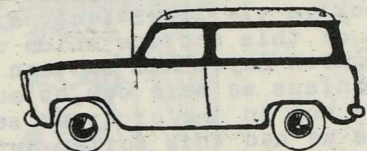
Bring pencils, paper, running shoes and all your "friends".

BE THERE THIS SATURDAY THE 24TH. AUGUSTTHE TREASURE HUNT.

P.S. A map of Wellington COULD be helpful.



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PAST EVENTS...

MAP READING RALLY

After leaving the start at the Town Hall Carpark went to Wadestown via Willis Street, Lambton Quay and Molesworth Street. This was a "tulip section" and the cars were soon mixed up and going around in circles as crews missed turns etc. In this type of map reading you are given diagrams of crossroad, roadjunctions etc. with an arrowhead on the one you must take. These diagrams and the intersections must agree and this caused most of the trouble to most people.

After running around the Wadestown area we had a section around Northland using six figure map references. This section finished at Chator Street. From here we had a further new type of route sheet; this all the streets not to take were given on the left and right and the first unnamed street had to be taken. Once one had got "the hang" of this, this proved fairly easy and this section took us all around Karori.

Another tulip section followed this and this took us to Brooklyn via Aro Street. From Brooklyn we went to the control at the end of this section which was at the site for the new club rooms at Houghton Bay. This section caused a lot of trouble to most people and I confess we were caught out until we realized that the instructions were not in the order as set out but numbered and scrambled. However once we had this sorted out it was fairly straightforward.

From Houghton Bay we went by probably the most indirect route to Miramar by map references. At Miramar-Seatoun we received another new type of directions (new to us anyway). This was an exact map of the route to be followed and looked like a section of an A.A. touring map. We had quite a bit of trouble during this section and had to travel very rapidly to be roughly on time at the end of this section.

The second to last section was a straight line map. This lost most people as few had struck this before. However once one had the hang of this it wasn't too bad and consisted in travelling around Miramar-Seatoun area's in ever increasing circles.

From the control at the Miramar gasworks (end of this section) we went back to Townhall car park via Cobham Drive and Mt. Victoria

Roseneath. This section was purely on Street names and provided no difficulty.

I consider this was a good afternoons sport and I think all who competed will agreed that a big thank you is due to Ian and Laraine for the time and effort (?) they put into it. They certainly found some new methods of taking you from A to B.!

-H.E.W. Silver-

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70b. DIXON STREET

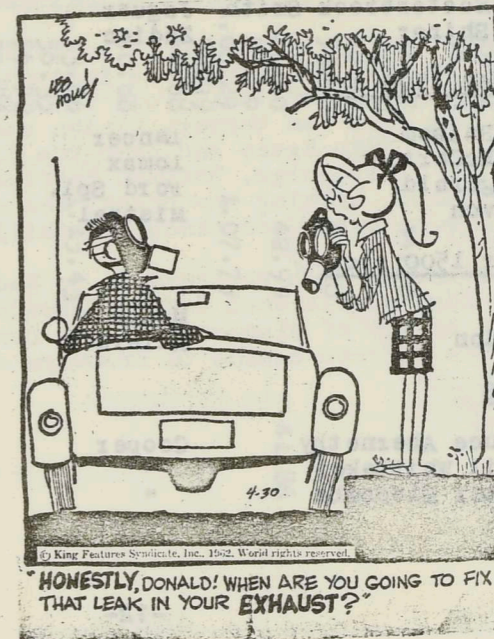
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● PONYTAIL



PALMER HEAD HILLCLIMB

Saloons under 1000 c.c.'s

				Car No.
1st	Peter Bennett	A.40	43.46 sec.	10
2nd	Bill Bryce	Mini Cooper	53.22 "	29
3rd	P.G. Wyness	A.35	54.41 "	5
4th	M.R. Wyness	Mini Minor	58.19 "	3
5th	M.G. Frost	"	58.50 "	17
6th	Graham Robson	Anglia	1.07.79	15
7th	L. Riske	Morris Minor	1.13.75	21

Saloons 1000-2000 c.c.

1st	Bruce Cook	Porsche	52.48 sec.	25
2nd	Dave Mowat	Sunbeam Rapier	53.81 "	11
3rd	Roger Staniforth	Herald	55.60 "	23
4th	Dennis Mackley	Humber 80	55.76 "	14
5th	E.J. Fulton	M.G. 1100	58.19 "	4
6th	J.R. Chrystall	A.40 Devon	58.99 "	16
7th	I.R. Meldrum	Prefect	59.10 "	18

Saloons over 2000 c.c.

1st	Keith Ward	Chev.	50.64 "	19
2nd	Geof. Pickering	"	51.65 "	20
3rd	G. Easterbrook-Smith	Jaguar	53.04 "	26
4th	T. Shirer	Zodiac	56.35 "	22

Sports under 1500 c.c.

1st	Peter Raison	Lancer	52.83 "	28
2nd	Kevin McCarton	Lomax	53.35 "	27
3rd	B. Fitzgerald	Ford Spl.	55.70 "	24
4th	T. Donavon	Mistral	57.37 "	1

Sports over 1500 c.c.

T. Wyness	M.G.B.	50.96 "	7
John McLillon	Allard	52.30 "	12

RACING CARS

1st	Bruce Abernethy	Cooper	41.86	13
2nd	Neil Whittaker	"	42.27	2
3rd	Peter Slocombe	"	44.07	6

1.	58.66	57.86	59.12	59.42	59.50	57.37	41.86
2.	46.18	43.73	42.84	42.78	42.27	44.85	
3.	58.07	58.19	58.48	58.44	58.84		
4.	56.60	58.42	58.19	58.40	58.43		
5.	56.94	54.41	55.15	44.35	44.07	44.30	
6.	45.74	45.16	45.06	50.96	51.40		
7.	51.75	49.86	51.16	50.33	48.90	54.28	
10.	51.74	54.96	48.46	53.81	53.98		
11.	54.26	54.31	1-32-89	52.30			
12.	54.20	44.28		44.09	42.80	42.99	
13.	58.24	56.85	56.73	56.41	55.76		
14.	1.10.83	1.09.48	1.08.07	1.08.29	1.03.29	1.07.79	
15.	1.01.78	59.97	58.74	1.00.04	58.99		
16.	1.00.04	59.32	58.50	58.99	58.88		
17.	1.00.4	59.10	1.03.11	1.00.03	58.88		
18.	51.72	52.40	50.64	51.02			
19.	51.90	52.32	51.65	52.67			
20.	1.14.46	58.25	1.14.28	58.07	1.13.86	1.13.43	
21.	57.45	56.31	56.33	55.60	56.35		
22.	57.42	55.70	56.37	55.75	55.84		
23.	56.55	54.99	52.50	52.48	53.04		
24.		56.18	54.81	53.84	53.73		
25.		56.07	53.57	53.68	53.35	52.83	
26.		56.05	54.56	54.72	53.73	53.22	



VAUXHALL VELOX



HILLMAN MINX



FORD ANGLIA

PALMER HEAD

15th June 1963

WINTER 100.

On Sunday the 14th. July, the Clubs Winter 100 trial was held, and attracted a field of fifteen starters. For a club with the strength (member-wise) of ours, these trials are poorly attended although fifteen is a few more than usual.

However, to return to this particular event, the first car left the start opposite the town hall shortly after 1pm. in weather which was quite mild and clear after the rain of previous days. The first instructions took us down past the station and up Bowen St. following the main route through Karori in to Makara Rd. where we encountered the first check. A feature of this section was the rather slow average speeds which caused cars to bunch up and which also applied throughout most of the trial. Unfortunately we did not have any rally tables or calculators and in view of the fact that the checks were relatively easy to find, timing was all important. After the first check we continued on to Johnsonville via Ohariu Rd. Ohariu Valley and then down the Ngauranga Gorge to the second check. Continuing along the Hutt and Western Hutt Rds brought us to the Haywards Rd. A short unsealed road links this with the Western Hutt Rd. and down here the third check was located.

A fairly long run followed this, going through Silverstream, Trentham and Moonshine Rd. to the next check. After leaving this we drove around the north end of Paremata Harbour and came upon the fifth check just north of Plimmerton.

The next stretch took us a little way north and then over a secondary road which brought us into the middle of Plimmerton and from there along the main road to Porirua and the next check. The route from here ran through Linden and Tawa onto the Motorway along Burma Rd. into Ngaio and down the Old Porirua Rd. to the bottom of the Ngaio Gorge. Between Porirua and here, two more checks were encountered. Leaving the check, the next section wound its way up the Gorge to Ngaio and along Churchill drive to check No. 9.

Following this we drove up to Wadestown and through to Northland. When we finished dodging around here, we dropped down to the Terrace by way of Glenmore St. and Bowen St. up to Weslry Rd. and along the Terrace again to Brooklyn and Bell St. with the tenth check.

Then followed a fairly lazy run down Happy Valley Rd., over Robertson St. and around to Island Bay. Here one of the few tricky pieces of navigation was experienced. A 'bear left' which most people made to early saw a group of cars circling in confusion by the Island Bay Surf club rooms. However everybody seemed to find the correct route eventually and went around to Houghton Bay where the second to last check was up the rubbish tip road. Rather a sneaky place to put a check we thought, but organiser Alan Pratt who manned the check assured us it was quite legal so I guess we'll have to take his word for it.

This was followed by a run down Houghton Bay Rd., Riddiford St., and Cambridge Tce to the final check at Chaffer St.

Thus ended quite an enjoyable Winter 100 for which we tender our thanks to the organisers, Alan Pratt and Collin Taylor.

Bob Clover.

Fields Service Station Ltd

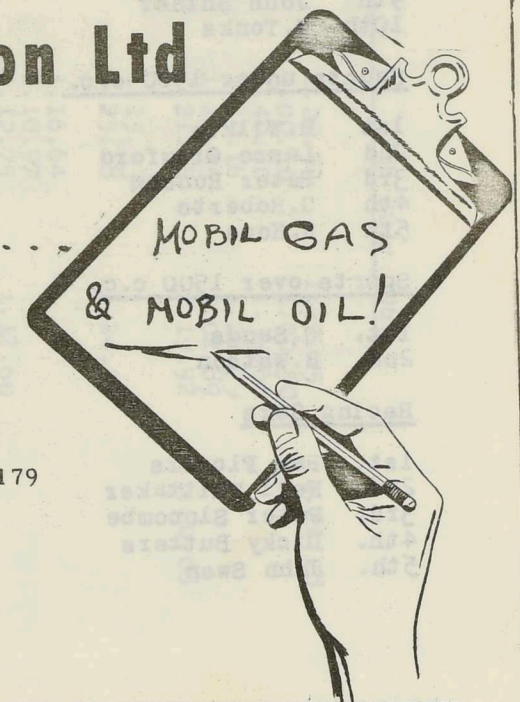
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LEVIN

Saloons under 1000 c.c.

			Car No.
1st.	Bill Bryce	Mini Cooper	32
2nd.	Mike Frost	Mini	17
3rd.	Bob Gibbons	"	31
4th.	J.R. Parker	A35	21
5th.	Harvie Kibble	A40	27
6th.	Gary Huxford	A40	10
7th.	Ian Shepherd	Renault Gordini	1
8th.	Tim Beetham	Anglia	29
9th.	Dave King	Mini Austin	23
10th.	Bob Clover	Morris	14
11th.	M.A. Charman	" Minor	4

Saloons over 1000.

1st	Keith Ward	Humber 80	26
2nd	R.W. Fuller	" 80	25
3rd	E. Fulton	M.G. 1100 c.c.	38
4th	Bruce Cook	Porsche	15
5th	Dennis Mackley	Humber 80	20
6th	Brook Leyland	Morris 1100 c.c.	37
7th	Barrie Holland	Anglia	24
8th	Dave McDougall	Cortina	11
9th	John Shiner	Zodiac	22
10th	G. Tonks	V.W.	36

Sports under 1500 c.c.

1st	B. Wilkis	Ibex	18
2nd	Lance Crawford	Massarrari	34
3rd	Peter Ronson	Lancer	28
4th	G. Roberts	M.G. 1500	35
5th	R. Howe	Austin 7	3

Sports over 1500 c.c.

1st.	G. Sands	M.G.A.	33
2nd	B. Watson	Bognall Jaguar	30

Racing Cars

1st.	Rex Flowers	Lotus	19
2nd.	Neil Whittaker	Cooper	2
3rd.	Peter Slocombe	Cooper	6
4th.	Dicky Butters	Lightweight spec.	12
5th.	John Swan	"	16

Car No.	Standing.	Flying.
1.	1.33.47	1.25.41
2.	1.10.15	1.05.32
3.	1.52.02	1.42.14
4.	1.38.79	1.29.58
6.	1.15.80	1.07.25
10.	1.31.96	1.21.20
11.	1.34.85	1.22.23
12.	1.19.20	1.11.48
14.	1.34.42	1.24.03
15.	1.22.81	1.17.54
16.	1.23.48	1.16.43
17.	1.25.48	1.15.65
18.	1.13.21	1.08.17
19.	1.15.29	1.08.76
20.	1.36.21	1.20.54
21.	1.21.77	1.15.27
22.	1.30.87	1.23.53
23.	1.34.82	1.23.68
24.	1.31.77	1.27.16
25.	1.24.15	1.15.51
26.	1.16.65	1.10.69
27.	1.37.65	1.19.79
28.	1.24.79	1.18.10
29.	1.35.71	1.23.78

Car No.	Standing	Flying
1.	1.24.68	1.25.52
2.	1.03.96	1.00.30
3.	1.41.22	1.40.20
4.	1.31.70	1.29.16
6.	1.09.30	1.10.45
10.	1.22.16	1.21.45
11.	1.09.67	1.15.33
12.	1.26.04	1.25.18
14.	Standing	1.24.27
15.	1.22.49	1.16.64
16.	1.12.60	1.10.97
17.	1.13.52	1.12.75
18.	1.06.05	1.05.84
19.	1.03.12	1.01.74
20.	1.17.66	1.16.66
21.	1.15.46	1.16.57
22.	1.25.14	1.23.06
23.	1.24.12	1.24.00
24.	1.15.39	1.16.92
25.	1.10.85	1.09.36
26.	1.19.26	1.16.79
27.	1.13.19	1.12.54
28.	1.22.31	1.21.50
29.	1.15.76	1.12.46
30.	1.15.35	1.14.59
31.	1.12.40	1.11.29
32.	1.11.29	1.10.55
33.	1.11.24	1.09.60
34.	1.15.04	1.17.39
35.	1.24.16	1.24.26
36.	1.18.61	1.18.75
37.	1.12.88	1.12.36

1.	1.22.45
2.	1.00.50
3.	1.39.66
4.	1.26.77
6.	1.02.89
10.	1.19.92
11.	1.24.27
12.	1.12.60
14.	1.04.31
15.	59.60
16.	1.14.13
17.	1.21.59
18.	1.21.44
19.	1.12.16
20.	1.17.15
21.	1.12.18
22.	1.11.74
23.	1.13.59
24.	1.11.20
25.	1.11.44
26.	1.07.42
27.	1.12.77
28.	1.25.63
29.	1.17.93
30.	1.06.44
31.	1.15.67
32.	1.21.28
33.	1.20.08

PHOTO TRIAL

Sunday 11th August

No.	Diver	Navigator	Car	1.	2.
1.	W.A.Duncan	G.R.Watters	Austin A40	60e	80e
2.	I.S.Shepherd	L.B.eagley	Renault Gordini	20e	0
3.	G.Robson	R.Ching	Anglia	00	20e
4.	B.B.arker	B.Lister	Chevrolet /	40e	150L
5.	G.H.Slocombe	A.C.Slocombe	Austin Mini	40e	20e
6.	D.King	B.J.Russell	Mini Minor	20e	00
7.	D.Dawson-Taylor	R.W.Poole	Mini Minor	200mc	80e
8.	R.A.Gibbons	R.D.Elder	Mini Cooper	40e	40e
9.	M.A.F.Smith	P.Pierce	Mini Minor	80e	20e
10.	R.Clover	N.Watson	Minor 1000	60e	40L
11.	E.J.King	D.McKinney	Humber 80	80e	120e
12.	R.Bright	A.Storey	Austin A30	40e	80e
14.	C.Taylor	G.K.Foulkes	Mini Minor	60e	20e

l=late e=early

mc=missed check

wd=wrong direction

Organiser: John Swan.

Marshals: Peter Slocombe
Allan Pratt
Dick Butters
Ray Duffell
Chris Swan

Melling Bridge

Silverstream

3	4	5	6	7	8	9	10	Total	Place
20E	0	30L	20e	60L	10L	10L	30L	320	4=
20E	0	20e	40e	0	0	10L	10L	120	1
200mc	20e/ /100wd	40e	40e	40L	20L	20e	40e	540	6
20e	0	30L	20e	200mc	120e	80L	110L	770	12
0	20e	20e	100e	20e	0	0	10L	230	3
0	30L	20L	60e	40e	20e	0	0	190	2
200mc	60e	40L	20e	20e	40L	50L	80L	790	13
200mc	60e	0	80e	200mc	40e	20L	20e	700	10
30L	80L	200mc	20L	200mc	40L	0	0	670	8
200mc	100e	0	60e	200mc	10L	0	20L	690	9
200mc	0	20L	40e	40e	30L	30L	60L	620	7
60e	20e/ /100wd	40e	100e	200mc	80e	20e	20L	760	11
20e	0	40e	100e	20e	20e	20e	20e	320	4=

Durham Cres.

Buick St.

Fraser Ave.

Wilton

Sar St.

Sturdee St.

Athletic Park.

Finish.

MONTHLY CROSSWORD.



CLUES - ACROSS :-

1. Site of famous 24 hour race.
5. Bonneville Salt Flats are in this U.S. state.
6. Club controlling U.S. stock car racing. (I)
8. Part of car's cooling system.
9. Australian racing and sports car constructor.
10. Small French racing car of 1920's. (I)
11. 1954-5 M.G. sports car. (I)
12. Current model small French sports car. (I)
13. Triumph sports car. (I)
15. Popular low-priced American car.



Brazen buggies for bristling brass-hats.

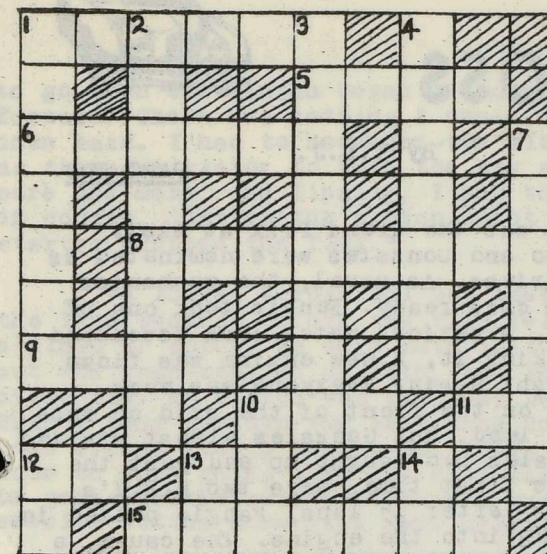
CLUES - DOWN :-

1. American luxury car.
2. Makers of 'Birdcage' sports-racing car.
3. Cooper racing cars are built in this English town.
4. Name of John Cobb's land speed record holding car.
7. Winning driver of last ever Mille Miglia.
10. Champion Grand Prix car of 1962. (I)
12. Citroen model. (I)
13. First of the M.G. 'T' series. (I)
14. Holden model produced after 'FJ' series. (I)

(I) = Initials.

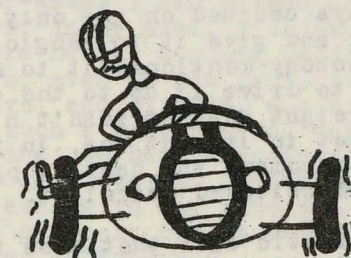


Twisting versions for hip-swinging hep-cats.



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

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STIRLING MOSS



STIRLING MOSS AND THE B.R.M.

By T.L.J.

PART TWO

The next race for the B.R.M.'s was the Grand Prix at Albi. Moss was engaged at Monaco, so Fangio and Gonzales were nominated as drivers, with Ken Wharton as spare driver. As usual, the mechanics had to work day and night to get the cars ready. Fangio took one of the cars out, and almost immediately, a serious water leak developed in the engine, almost completely wrecking it. A new engine was flown out and fitted, after working all night again. Everyone was very surprised to see two B.R.M.'s sitting on the front of the grid on race day. The start, Fangio shot into the lead, but Gonzales almost stalled on the line. Within three laps, Gonzales had caught up and past the rest of the field, and there, for the first time, were two B.R.M.'s leading a Formula One field. But alas, after 15 laps, Fangio pulled in, with a recurrence of the water leaking into the engine. The cause, a broken head stud. And so to Dundrod. As anticipated, both cars needed extensive engine overhauls, and arrived in Belfast very late, by air, and not really in condition for a hard race.

At Dundrod the car wouldn't handle any better, in fact it seemed more dangerous. Moss was once more at the wheel, and he put it down to the difference in circuits. Monza was 100 feet wide, but Dundrod is a narrow country road. Furthermore, the car would not run properly. It was overheating, and the mechanics could not make it fire on all 16 cylinders. The evening before the race Fangio's car was found to be even worse. That night Mays decided on the only possible course of action; to fix Moss's car and give it to Fangio. The only remarkable thing about it was that nobody mentioned it to Moss. He went to collect his car the next morning to drive it up to the circuit, and when he hopped in it, he knew straight away it wasn't his. It had his number on it, and his driving seat in it, but was, in fact, Fangio's car with a new radiator, to try and combat the heating problems. A mechanic admitted the cars had been switched overnight.

So it was with fantastic calm that Moss took his place alongside Fangio in the customary starting place for the B.R.M. - the back row. In the front row were Taruffi in the Thin Wall Special, Mike Hawthorne in the 2 litre Cooper-Bristol, and Rossier, in a 4½ litre Ferrari. It was raining heavily as the cars were pushed up to the line with only one or two minutes to go. Moss's engine stopped after a few seconds, and upon restarting, Mays told him to keep the revs well up. (the clutch couldn't be let in under 8,000 revs because of the lack of power at low engine speeds). The story of this extraordinary race - Moss's first and last with the B.R.M. - is told in his own words, "When the starter held up the 30 sec. board, I put the clutch in and selected first gear, a thing I always do earlier than strictly necessary, to make sure the car is in first gear when the flag drops. There was about 10 secs.

to go when the clutch began to take up and the car began to creep forward. There was nothing I could do about it as the clutch was right down hard. I had to heel-and-toe with my right foot on the brake as well as the accelerator to hold the car still. The clutch was taking up more and more, and finally, I had to put the brakes on quite hard, and of course, just as the clutch burnt out and the engine stalled, the starter dropped the flag."

"I looked across and saw that Fangio had also stalled his car on the line seconds before the flag fell, so when the field roared away in a cloud of spray, we were both left sitting there. Mechanics rushed out and push-started us both, and Fangio screamed off first, then me after him. My clutch was slipping badly, and he quickly lost me. When I came through the left hand corner before the hair-pin bend, I came across Fangio facing me, going backwards, so there was two B.R.M.'s nose to nose going down the hill towards the hairpin. He appeared to be going faster backwards than I was forwards. He had had to take evasive action when Bira went through a hedge."

"Fangio went backwards past the hairpin and stopped. I crawled around the hairpin and found myself in front of him as he came on again behind me. By the end of the first lap, I still hadn't got full revs., and the engine was boiling again.

(The consternation can be imagined, when Moss, in the presumably inferior car, came into view on the first lap ahead of Fangio.)

"On the second lap, after I had passed a few of the slower cars, the gearlever knob came off in my hand. I think I slung it out. By this time both Fangio and I were having trouble getting around the hairpin. It meant dropping the revs, even in low gear, to below the minimum running speed of 8,500 revs, and slipping out clutches, what clutch mine had. The B.R.M. was such a high revving engine, yet it had such poor torque at low revs, that we had an incredible high and yet narrow rev ranges to maintain to get results. Somewhere between 10,000 and 12,000. This was tricky, even with our five-speed gearboxes. It would be like trying to keep an ordinary car at between four and five thousand revs while driving in London."

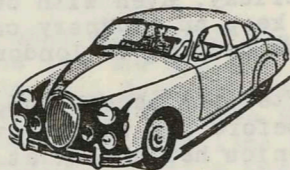
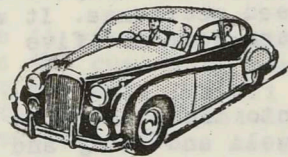
"Anyhow, after the second lap, I came into the pits with seconds to spare before the engine overheated well and truly and blew up. The mechanics had a look at it and told me to continue. Frankly, I wouldn't have minded if they had called me off there and then. As it was, I crawled around a bit more, and finally they pushed the car away. Just at that moment, Taruffi, who had lost three minutes through stalling his car on the line, finished catching the field, and passed Fangio into second place behind Mike, who was going like mad in his Cooper-Bristol. Then Taruffi passed Mike, and by the 17th lap was 67 secs ahead of him."

"Fangio wasn't getting enough power, we could see that. Next lap he came in and complained. It was found to be fuel starvation, but it couldn't be fixed, so he went out again. Hawthorne got into the lead again when Taruffi called in for fuel and change of rear wheels. Taruffi got the lead back again when Mike called in for fuel, water and oil, and kept it to the end. Fangio kept stopping at the pits, and finally after a 15 minute workover, his car was pushed into the paddock too. We had both had it. "

Fangio flung his crash helmet away. Moss looked disconsolate. Many people left the stands. After the race, Raymond Mays made a statement.

"We are ashamed. But we had extremely bad luck. If the race had been a day or two later, there would have been a different result."

Moss went home and thought about it. Later he wrote to Mays, saying that he just wasn't keen on driving the B.R.M. He never mentioned the secret swapping of cars. Mays never persuaded him to drive the car again. He was scared of it, and he didn't mind admitting it. Some people, of course considered him unable to drive the car with all its power and speed. They did not include the Team Managers of Ferrari, Mercedes, or Alfa-romeo. It might be pointed out, for what it is worth, that Moss never spun the B.R.M. The B.R.M. had real potentials, he had said. It was a pity it was built in the 1940's and not in the 1960's. How right he was.



JUST AN 'E' TYPE

We reprint a delightful analysis of the inner feelings of a Jaguar owner entitled "Its No Fun Having A Jaguar!" This is taken from the "Jaguar Driver" and we suspect is written by a Christchurch owner.

Most Jaguar owners are, I suppose, accustomed to that particular brand of comment reserved only for Jaguar drivers. The idea is to cut you down to size. If you drive a Rolls Royce or a Bentley you will be treated with respect. If you drive an Austin A.40, Morris Minor or a Vauxhall, you are left alone, in peace. But when you appear with a Jaguar you can expect to break off diplomatic relations with the human race.

Since taking delivery of my E type I have begun to wonder whether maybe I would be better off in the seclusion of a monastery; or better still, if I remain in circulation I should be well advised to get rid of it and replace it with a pre-dented, primer-paint daubed E type Morris "8". At least I should get some peace of mind. As it is, I have to run the gamut of "a Bloody Jag...." "... What'll she do mister?..." "... Had her flat out yet..." "... Spiv..." And then the snickerers, the schoolboys scrabbling the cellulose with their grubby hands and leaning their bicycles against the door panels, the mischievous type who deliberately organises a campaign of intimidation. He parks just close enough to scratch or dent the front or rear ends. And, of course, the "chicken" player who relishes your capitulation in the gravel and pot-holes, as well as the gleeful type who will thrash his car practically to the point of blowing a gasket in order to pass you, however modest your cruising speed may be. "I fixed that Jag..." with a triumphant gale of laughter to his pals, endorsed by their smirk at you through the rear window.

No! It's little fun having a Jaguar. What little pleasure I have had so far from its use has been confined to furtive trips undertaken at the crack of dawn when few people are about.

And the humiliation that goes with it! Sneaking up on it just recently, mainly with the hopeful idea of becoming invisible for just long enough to sidle past an "interested" knot of bystanders, I was boldly intercepted by a knowing character -

"An E-Type, eh?"

"Yes"

"They're two-a-penny in Wellington".

"Really"

"Four double-throat Weber carburettors fitted?"

"No, only three S.U.'s"

"Supercharger fitted?"

"No"

"Fuel injection?"

"No" I again replied, with a mounting sense of guilt, beginning to feel like an imposter.

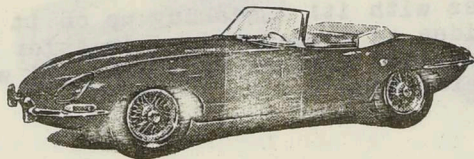
"Hmmm - just an ordinary Jag. eh?"

"Yes", I said, apologetically.

"Hummmph!" he sniffed, dismissing me "two-a-penny in Wellington".

The small audience melted away, disappointed - I had been exposed. I was a fraud. It was, after all, just an ordinary Jaguar. Shaken, but relieved, I crouched surreptitiously just as two women passed, stared at it, then at me, nudged each other giggling audibly - "Heavens! what sort of mentality would own a ghastly contraption like that?"....

My psychiatrist who is endeavouring to rehabilitate my broken spirit urges me not to fight this thing. He says I should swim with the tide. Short of taking a long holiday, preferably indefinitely, he advises me to wear mechanics' overalls. That way I can disown it and slip through the cordon unscathed.



1963 BRITISH GRAND PRIX

by L. Watson.

Jim Clark drove to his fourth Grand Prix in a row, by winning at Silverstone in the British Grand Prix. Apart from the first two or three laps in which Jack Brabham led, Jim Clark led all the way to finish over 30 seconds in front of second man John Surtees Ferrari. Graham Hill was second right up to the last lap and had closed from over 40 seconds to just on 30 seconds behind the leader, and then ran out of fuel, but still managed to get across the line into third place. Graham was driving the 1962 B.R.M. as the latest one was giving trouble. For over half the race Dan Gurney was lying second in his Brabham about 15 seconds behind Clark and after an excellent drive had to retire midway through the race with engine trouble. Jack Brabham was also out with engine trouble when he was lying third behind Gurney, and Bruce McLaren only lasted a couple of laps when he had the same trouble. Bruce's team mate Tony Maggs had trouble when his Cooper failed to start on the line and joined the race about 3 or 4 laps down but still managed to finish in 8th place. Though the B.R.M.'s failed to win they all finished and got third, G. Hill, fourth, R. Ginther and a privately entered one driven by L. Bandini was fifth. C. Amon drove very well I thought, he never put a foot wrong and finished a very good 7th, though it would have been 6th, but he had to make a hurried visit to his pits for fuel and so lost a place to Jim Hall. Mike Hailwood driving in his first Grand Prix finished 9th which was very good for first time out.

After the weather of the last month or so the day was really great, though cloudy it was sunny most of the day and pretty hot, real motor racing weather. The programme got off to a good start with a Formula Junior race, which developed into a ding dong battle between P. Arundel Lotus and D. Hulme Brabham. On the last lap but one, Dennis spun the Brabham out when in second place after leading for most of the race which was bad luck as it seemed likely he may have won.

This was followed by a demonstration by the 4 Gas Turbine Rover cars including the Rover B.R.M. driven by G. Hill. The case were very quite which surprised me very much in fact they made less noise than Mum's vacuum cleaner at full bore. When Gas Turbine racing is the order of the day, much of the appeal will be lost to motor racing, after all who wants to watch a lot of vacuum cleaners racing each other.

After this was a Saloon car race won in convincing style by J. Sears, 7 litre Ford Galaxie and followed by Sis Gawaine Baillie also Galaxie mounted. After the G.P. was a Sports car and G.T. Race which was won by R. Salvadori 2.7 litre Cooper who led all the way and won easily. The main threat to the leader M. Park -es in a 4 litre Prototype Ferrari which incidentally was timed at 192 m.p.h. down the fast Rheims straight, got off to a bad start and after getting into third place dropped out with exhaust trouble.

In all an excellent days racing, great weather and a crowd, I would think of well over 100,000 people, a perfect day.

R & W BUTTERS LINDEN GARAGE

VALVE GRINDS, RING JOBS, ALL MECHANICAL
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WE ARE BOTH "A" GRADE MECHANICS

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ORNITHOLOGY FOR RALLY ORGANISERS.

RALLY ORGANISERS lead a sorry life. It doesn't matter what they do, someone will abuse them for it. If this goes on for too long they become gun shy, and one small backfire will cause them to dive under the nearest control board. They are now living the life of an insect, which can be a definite liability to anyone with a sense of dignity.

It is therefore advisable for organisers to recognise some of the queer birds who drive in trials, because once you recognise one of these predatory animals you will know how to defeat it. To this end we publish the "Organisers Guide to Feathered Fiends", with apologies to nobody.

The Deep-Chested Ironfist:

Drives small car, looks below average size to person standing beside. Has meek face and unruffled feathers up to a certain point., but one ill-chosen word too many-causes Ironfist to climb out of minicar and kill organiser with one huge blow. Requiescat in Pace.

The C.A.M.S. Crested Nutsquabbler:

Never satisfied. Flies around with bundle of Protest forms under one wing and copy of N.C.R.'s under other. Knows every rule ever invented, and exhibits pathological desire to argue and get excited about any one of them. Can be overcome by organiser changing rules every two minutes, when Nutsquabbler becomes excited, frantic, blasphemous and exhausted in that order. Results are finally published over his dead body.

The Brown Necked Gurgler:

Perhaps the most dangerous bird on the road. Has exceptional physical power, and often flies as high as a kite. Not really a danger to organisers, unless of the sub-species Red-faced Gurgler, but a definite hazard to other trial birds. Exhibits suicidal tendencies. Prefers cool weather, is therefore often found near ice chests and drink coolers. Can often be shot down with a glass loaded with raw, undiluted water.

The Honey-Tongued Love Bird:

Always in company of opposite sex of species. Is therefore so dazed that instructions, regulations and prohibited area notes do not register. Consequently gets badly stuck in mud miles away from correct migration path, and has lack of muscle power to take off again. Settles down to steady courtship and mating dance while organiser goes mad flying all over country trying to find him. No real solution to this problem, unless director takes Love Bird's mate into own flock and clips her wings badly.

The Spotted-Face Youngchick:

The Fungio of the block. Drives enormously powerful vehicle that fond parents have given him when leaving nest to face wide world. Has exceptionally loud squawk, and is characterised by excessive wing movements when in motion. Selective breeding has resulted in one leg being for balance only, the other and accelerator leg being very stocky and built of pure lead. Navigator birds take one flight only with the Youngchick, and organizers are advised to give the species maximum air space.

The White Breasted Slick Chick:

Absolutely fatal. This bird charms the organiser into taking her along when he plans and vets the trial. Very little attention is given to anything but the white breasted bird beside him, and the trial turns out to be a complete shambles. Organiser is usually torn to pieces at the lunch break, and the chick flies home with some other rooster.

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FORMULA 1

FERRARI 1963

The latest Formula 1 Ferrari, which made its first public appearance at Silverstone, on May 11, is a highly refined version of the prototype seen late last season.

Traditionally, the Grand Prix Ferraris have been the heavy-weights of Formula 1 racing, but with the new car the Maranello engineers have made a great effort to produce a lighter machine, without in any way sacrificing the marque's reputation for ruggedness and reliability. The result is a sleeker car, the slim new body (in aluminium) having a single front air intake in place of the 'twin nostrils' which immediately identified the 1962 works Ferraris from their rivals. Identification of the cars carrying the Prancing Horse emblem is now a little more difficult, but an interesting distinction is the new magnesium wheels which, like the wire spoke wheels used previously, have centre-lock fixing.

The body encloses a tubular chassis frame which is both stronger and lighter than that used in 1962. In particular, great pains have been taken to ensure the rigidity of the centre cockpit section, where the main tubes have been liberally cross-braced.

Twin pannier-type fuel tanks straddle the diaphragm-type cockpit bulkhead on either side of the driver, and a third tank forms a backrest for his seat; a neat oil tank sits immediately behind the radiator in the nose of the car.

The instrument layout is unusual - the three main dials are mounted high up on a small aluminium panel immediately under the steeply raked and tapered windscreen. Although Ferrari are relying once again on the 120-degree V6 engine, which was first seen two seasons ago, considerable changes have been made to this unit (the only 'six' currently in use by a works GP team).

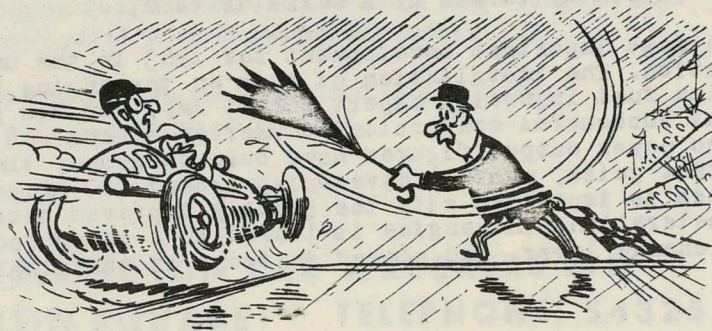
The most important development for 1963 is the use of Bosch fuel injection. The installation of this on the engine has been the work of the Swiss fuel injection expert Michel May, who has previously tried out successful conversions on Mercedes Benz and Porsche engines. Although no power output figures have been released, the Ferrari V6, in its latest guise, must be developing around 200 horsepower, and John Surtees is impressed with the greatly improved smoothness during acceleration. The engine is linked to a six-speed gear box, with left-hand change lever, and placed in front of the final-drive unit.

The rear disc brakes flank the final-drive gears, and the clutch is mounted at the extreme rear.

A great deal of suspension development has taken place during the past few months, and the latest Ferrari shows a significant improvement in cornering power. The front suspension is by coil-spring-damper units and double wishbones, the lower wishbones being particularly wide-based. At the rear, the magnesium hub carriers are coupled to braced lower wishbones, with single inboard pivots close to the centre line of the car, and single top transverse links. The coil-spring-damper units are mounted just ahead of the wishbones, and acceleration and braking stresses are handled by twin trailing radius arms on each side of the car. Anti-sway bars are attached to both front and rear suspensions.

John Surtees and Willy Mairesse, the two team drivers, should be able to extract every ounce of the New Ferrari's potential. Already, by his performance at Silverstone, and at Monaco (where he finished fourth despite being half-blinded by oil spray from another car) Surtees has proved that the latest cars from Maranello are fully competitive, and surely due for an early success in a grande epreuve. Meanwhile, further behind-the-scenes development is taking place, and it is almost certain that we will see a V8 engine in this robust chassis later in the season.

Article from; "Shell Reveiw".



Love at The Wheel

The women you manage to attract with a high-powered car are just not worthwhile. Girls who thumb a lift only want a lift. They have had plenty of lifts in the past and they usually look that way. At the seaside you may always run across one of those more refined ladies neglected by their husbands; but all too often they will have quite legitimate children who afterwards hop on the back seat and ask: "Mummy, what's the gentlemen doing?"

You can take your wife along-sometimes it's unavoidable - but there's no point in making love, in the car of all places! She'd only say: "Do look where you're going," or: "Think of the children!" meaning the ones she has already.

It's better to drive with a companion. That way you're not just a motorist but a Knight of the Road, and two really belong to each other. Together you feel the throb of the engine and live through every curve of the road and there, in front together, as the miles flash past you both, the windscreen and the rush of the car seem to separate you from the world outside. You two are really on your own.

After holding hands quietly for an hour you feel still nearer to each other and your hands are rather at a loss. By then the girl has become a lot more beautiful and you can put your arm around her. This is very pleasant, but the other road users may not be so pleased and your reaction time - purely from a motoring point of view - is slowed down.

Love is never satisfied. A kiss is now inevitable, but it takes two to kiss and has to be carried out mutually from the front, so it's bound to spoil your view through the windscreen and I don't know of any gadget which might help here.

There's no simple solution. You can try leaning your head sideways and squinting forwards with your free eye. Goodness knows what you look like while you are doing this and it should only be attempted with a woman who keeps her eyes closed.

Now for a few practical points: (1) Take your foot off the accelerator if your car has a lively pickup. (2) Keep the clutch hard down with your left foot, especially with a central, easy gear change. (3) If it's a long kiss, and if you're approaching a bend in the road, it's a good idea to keep hooting at intervals. (4) Kissing while you're driving can be awkward from a police point of view and they will

never accept the excuse that it was an Act of God! It is not forbidden by the Highway Code; in fact it isn't even considered!

All in all it can be a dangerous luxury, and it's really better to stop the car in a safe place. However, you will then be subject to the usual parking regulations, and since you don't know how long you will be there it's a good idea to switch on the lights, even in the afternoon.

Shut the windows even if they do mist up on the inside, and make it impossible to see into the car. If there's a pedal starter in an exposed position, it's better to put on the hand brake rather than leave the car in gear.

However, good the music, switch off the radio. Sports news or fat stock prices will come on too soon and completely ruin your mood. "Have you loved me for long, darling?" "Fat lambs at the Lorneville sale reached an all time high at the sale this morning".

When you've finished it's a good idea to get out of the car and have a little walk by yourself. Light a cigarette or smoke your pipe and enjoy the fresh air. It's the tactful thing to do. Those kisses were wonderful but she will need a little time to rearrange her hair and maybe one or two other things.

Then, when everything has been nicely tidied-up, do give her one more kiss before you drive on, or she'll think the whole thing was only a fleeting impulse.

CHOOSING A WIFE

This is really written for those enthusiasts who have dirty cuffs and rather grubby fingernails - the ones who stop a car on a pouring night and jump out to reach for the tools because one of the valves is sticking a little noisily. Yet even people like that are sometimes tempted to get married and, even on the honeymoon, the problem may occur: clean the slow running jet or spend the evening with her? The right woman will at least go along to inspect the jet herself, or at the very least ask later on if you took enough time to do the job properly. Next day she'll say: "Isn't the slow running jet running good now, dear?"

There are no reliable guides to the problem of acquiring something, which after all, should last a lifetime, but here are a few hints:

You might try arriving a bit late one day and saying airily "Only something wrong with the distributor, darling". If she answers, all too casually herself: "The tea's cold," she's the wrong one for you and the car. If she says: "Are you sure you're all right dear?" she's the right one for you but not quite the right one for the car. If she immediately answers "Why now, what can have been the matter with it?" she's the one you should marry. Be careful if she asks whether it costs much. Later on that sort will make you pay the telephone bill before you buy a new reversing light.

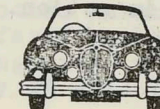
Or, take the girl home with you one day, and tell her in the greatest possible detail why the tread on your front off-side tyre is wearing unevenly and then go on to explain why your car has toe-in, camber and castor. However interested you are, don't forget to stroke her hand. It's better if she doesn't say: "How interesting", or pretend to be interested if she isn't, although it does add charm to a woman if she tells a few untruths occasionally, but there's no harm in her saying: "Darling, I know so little about cars, do go and explain." If she starts to contradict you she's certainly interesting herself, but a bit dangerous. Women should not know more than men, especially about cars.

Or you might ask her round one Sunday morning, have some coffee together, and then look at her and say, rather apologetically: "Darling do you mind if I leave you for half an hour? The car's simply filthy." Stride purposefully outside and get the nose out. If she looks out the window she is in love with you. If she comes out and watches, she certainly cares for your car too, but if she asks for the vacuum cleaner and the dusting pan and starts cleaning inside of your car, I can only congratulate you - you've found one of the best women in the world!

Don't blame me if it doesn't last forever and a day comes when she only half-closes the door when she gets into the passenger seat so that you have to lean over and shut it properly. Women can pretend a lot beforehand - but they're worth it, all the same.



MINI-MINOR



JAGUAR 3.8



TRIUMPH 1200

Driving

a Turbine Car

Five years ago I drove a gas turbine car. During this time Rover engineers have made enormous progress, but it is only by driving a modern gas turbine vehicle on the road that one can realise just how much development has taken place.

Recently I have been driving Rover's gas turbine coupe, T3, in its final stages of development. It is this car that has served as the guinea pig for the new front wheel drive Rover turbo family saloon T.4.

The T.3. coupe was first displayed in London's Motor Show at Earls Court a few years ago. But in the light of new knowledge it has been considerably modified and altered under the bonnet since those days.

Now it has a new type heat exchanger that has made a very big reduction in fuel consumption, whilst a number of turbine modifications help to bring in the power more quickly. Old Jet 1, the first Rover gas turbine car I drove, provided fierce, exhilarating motoring; it was noisy, open two-seater developing 250 b.h.p. and had no heat exchanger, so its fuel consumption was only 5 to 6 m.p.g. but, like all turbo cars, it ran on kerosene.

But JET 1, the world's first gas turbine car, is now a museum piece in honourable retirement at South Kensington.

By comparison T3 is a much more refined vehicle, although its 110 h.p. engine provides a quicker acceleration than most 100 m.p.h. plus saloons. Fuel consumption has improved to between 17 and 20 m.p.g. so that it is no more thirsty than other big fast saloons of similar performance, running on more expensive fuels.

But no reciprocating engine can compare with the smooth, vibrationless running of a turbine.

Starting is simplicity itself, simply turn an ignition key as on your present car. A faint "plop", the same as when lighting a modern gas fire, tells you the "torch" is alight, a continual jet of hot air then sets the turbine in motion. And starting is instantaneous, even on the coldest mornings.

No warming up is necessary, to move off, push a lever forward to engage drive, as in a ordinary automatic transmission, release the handbrake and glide smoothly away. There are no gears or clutch to worry about.

Modern sound damping technique effectively seals off engine room noise, stifling turbo whine at its source. So quiet was the coupe interior that when cruising comfortably along twin-track roads at 110 m.p.h. (max.revs.allow 115 mph.) it suddenly dawned on us we were talking in normal tones.

Move off on full throttle when the lights go free and acceleration is gentle at first, rather like a cat playing with a mouse. After 30 m.p.h. it really comes to life, leaping away more in the manner of a high power sports car whilst other drivers are still fumbling with gears.

At 60 m.p.h. T3 would be 5 seconds ahead of the heavier 3 litre Rover. Like a rocket the gas turbine shoots on to 80 m.p.h. within 10 seconds and the Rover would dwindle to a mere speck in the mirror, 14 seconds behind.

This is the kind of performance that makes turbo motoring so fascinating, and it is all so unbelievably smooth.

Driving in the conventional manner I found no difficulty in safely and rapidly overtaking ordinary family saloons, particularly at speeds upwards of 40 m.p.h. The higher the speed the more power is available for quicker overtaking.

There is no need to worry about lack of engine assistance when braking. Modern, self-adjusting disc brakes with servo assistance are powerful enough to stop quickly without needing any help from the nearest brick wall. We made emergency stops from 100 m.p.h. in very short distances without turning a hair. Naturally it pays to have the brakes maintained in tip-top condition, as they are your only means of stopping.

But it has many other advantages to the ordinary motorist. The more simple engine has far fewer moving parts, there is nothing that needs frequent adjusting as in a piston engine, and there is very little wear. Consequently it will cover a very big mileage before servicing becomes necessary.

How much will the family turbo saloon cost ?

Very little more than one of the better class 100 m.p.h. family saloons. But, disc brakes, as production goes up prices will come down.

Both Rover in Britain and Chrysler in America have reached the stage where the gas turbine car is a practical reality. Each firm is busy gauging public reaction before going into production, but I am certain that once the ordinary motorist appreciates the advantages of the turbo car he will not be satisfied until he gets one.

WORLD CHAMPIONSHIP PLACINGS

	Monaco G.P.	Belgian G.P.	Dutch G.P.	French G.P.	British G.P.	Total Points after British G.P.
J. Clark	—	9	9	9	9	36
G. Hill	9	—	—	4*	4	17
R. Githier	6	3	2	—	3	14
J. Surtees	3	—	4	—	6	13
D. Gurney	—	4	6	2	—	12
B. McLaren	4	6	—	—	—	10
A. Maggs	2	—	—	6	—	8
J. Brabham	—	—	—	3	—	3
I. Ireland	—	—	3	—	—	3
J. Bonnier	—	2	—	—	—	2
L. Bandini	N.S.	N.S.	N.S.	—	2	2
T. Taylor	1	—	—	—	—	1
J. Hall	—	—	—	—	1	1
L. Scarfotti	N.S.	N.S.	1	N.S.	N.S.	1
J. Siffert	—	—	—	1	—	1
G. de Beaufort	N.S.	1	—	N.S.	—	1
A. Settember	N.S.	—	N.S.	—	—	—
I. Burgess	N.S.	N.S.	N.S.	N.S.	—	—
G. Baghetti	N.S.	—	—	N.S.	N.S.	—
P. Hill	N.S.	—	—	—	N.S.	—
C. Amon	N.S.	—	—	—	—	—
M. Hailwood	N.S.	N.S.	N.S.	N.S.	—	—
M. Gregory	N.S.	N.S.	N.S.	—	—	—
B. Anderson	N.S.	N.S.	N.S.	N.S.	—	—
J. Campbell-Jones	N.S.	N.S.	N.S.	N.S.	—	—
I. Raby	N.S.	N.S.	N.S.	N.S.	—	—
W. Mairesse	—	—	N.S.	N.S.	N.S.	—
M. Trinsignant	—	N.S.	N.S.	—	N.S.	—
L. Bianchi	N.S.	—	N.S.	N.S.	N.S.	—
G. Mitter	N.S.	N.S.	—	N.S.	N.S.	—

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

* G. Hill's third place at the French G.P. has still not been confirmed as protests are now being considered by the C.S.I.

26th July, 1963.

* 646. COMPETITION LICENCES 1963/1964:

Please note that the issue of Competition Licences for the 1963/1964 Season is being delayed, in view of the fact that a proposed modification of the Competition Licence system is to be placed before the 16th Annual General Council Meeting, for adoption.

To offset the interim period during which Club Members may require Licences, the Executive Committee have now declared that ALL 1962/1963 SEASON COMPETITION LICENCES WILL BE HELD VALID UNTIL 30TH SEPTEMBER, 1963.

All Applications for the issue of Competition Licences as already deposited with A.N.Z.C.C. Office will be deferred, pending determination of the policy to be introduced for the coming year.

PLEASE PUBLICISE THE ABOVE INFORMATION TO YOUR MEMBERS,

AS SOON AS POSSIBLE.

* 647. INCORRECT IDENTIFICATION OF PROTECTIVE HELMETS:

Information has come to our hands of a further case of incorrect identification of Protective Helmets being currently offered for sale.

The New Zealand Standards Institute have provided the following correct information:

Make of Helmet:

"STADIUM"

Identification Marks:

"B. S. 200/56" (incorrect)

Correct Identification should be:

"B. S. 2001/56" (note: this number refers to Protective Helmets for Motor Cyclists, and these are N O T approved by A.N.Z.C.C. for use by Drivers in Auto-mobile Events).

Please publicise the above information to your Members.

Yours faithfully,

P.L. Lupp
Secretary

Coming Events of Other Clubs

Several members have been after news of other Clubs events, so here they are.

August 24th. M.G. Car Club, Levin Sprint. See details in 'Coming events' on page 8 of this issue.

31st. Hutt Valley Motoring Club, Foote Cup Day and Night trial. Starts at Belmont Hall at 4pm. Easy averages of 10, 20, 30 & 40 mph only. Tea break at the Centennial Inn about 5.30pm. and finishes at about 9.30-10.00pm. Entry is only 5/- and a large crowd is expected.

September 8th. M.G. Car Club, All day trial. Starts at No.9 platform of the Railway Station at 9.45pm. Bring your lunch.

14th. Te Marie Road Sprint. Scrutineering at 9.00am.

15th. Manawatu Car Club Cockburn Cup. All day trial.

28th. Inter-Club Gymkhana, Wanganui.

October 5th. Speed Week-End, Taumaranui.

25th.-27th. North Island Motor Rally.

This consists of:-

1. Rally road section, approx. 500 miles, half of which is strictly time controled.
2. Standing 1/4 mile, Glen Oroua
3. Flying 1/4 mile, Glen Oroua
4. Flying lap, Levin.
5. Wiggle Woggle, The square, Palmerston Nth.
6. Inter-Club Gymkhana, Probably at Ohakea. Non-Rally entrants are invited to this, on Sunday 27th.
7. Social and Prizegiving, Club Rooms, Sun. 27th.



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Bulletin

AUGUST 1963



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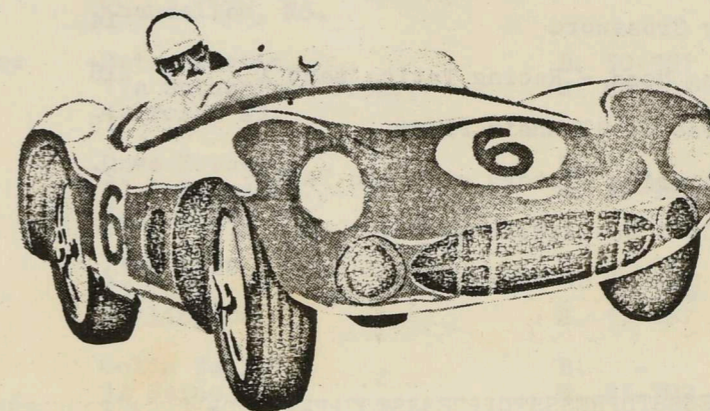
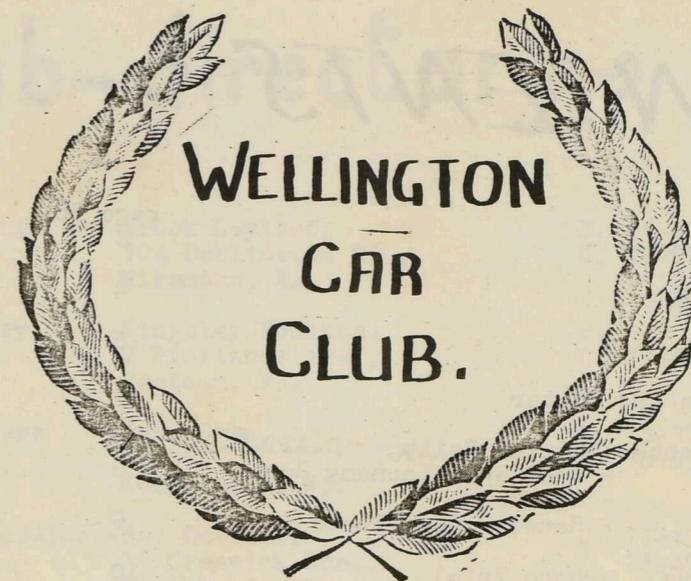
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STOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESS

BUILDING NEWS FLASH

There is arumour that the club will be very busy soon.

-club-directory→



President:	-Brook Leyland, 104 Darlington Rd., Miramara, E4.	B. 56-290 H. 19-900 7512-M
Secretary:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E5.	B. - H. 17-597
Treasurer:	-John Swan, Boxhill, Khandallah, N5.	B. 53-371 H. 36-658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W2.	B. 71-139 H. 28-479
Vice Captain:	-Peter Slocombe, 96 Khandallah Rd., Khandallah, N5.	B. 42-021 H. 36-207
Committee:	-Peter Martin, 17a Sutherland Cres., Melrose, E3.	B. 50-351 H. 88-261
	Dave Mowat, 10 Orleans St., Ngalo, N4.	B. - H. 36-981
	Alan Pratt, 35 Thompson St., Wellington.	B. 46-000 Ext. 882 H. 51-287
	Colin Taylor, 14 Seine St., Island Bay, S2.	B. - H. 85-702
Bulletin Editor:	-Ian Shepherd, 101 Hataitai Rd., Hataitai, E2.	B. 53-453 H. 82-742

club calendar

SEPTEMBER:

Thur. 19th. Club Night.
 29th. Sun. ~~22nd.~~ Economy Run. Invitation

OCTOBER:

2nd, 3rd, & 4th. Mobilgas Economy Run.
 Sun. 6th. Gymkhana. Closed
 Thur. 17th. Club Night.
 Sun. 20th. Honey Pot Trial. Invitation

NOVEMBER:

Sat. 2nd. Bar-B-Q-
 Sat. 9th. Levin Sprint. (note date change)
 Thur. 21st. Club Night.

DECEMBER:

Sat. 7th. Straight Sprint.
 Sat. 14th. Christmas Party.

JANUARY:

Sat. 18th. Gymkhana.
 Thur. 16th. Club Night.

FEBRUARY:

Sat. 8th. Levin Sprint.
 Thur. 20th. Club Night.

MARCH:

Thur. 15th. Club Night.

APRIL:

Sat. 4th. Houghton Bay Hill Climb.
 Thur. 19th. Annual General Meeting.

EDITORIAL



The policy of the club bulletin has been changed. The committee has decided that instead of waiting until plenty of material is on hand and then bringing out a large sized bulletin, we are to print the bulletin regularly even though it may only be a small one with only advertisements and coming events.

The bulletin editors will endeavor to carry out this policy therefore the closing date for articles for printing will be the 20th of each month.

Up to now the printing of the bulletin has been anything but regular but it has been one of the largest bulletins of all the car clubs.

Once again we need more advertisers.

The bulletin is not paying for its self and as we need all our money for the clubrooms when the lease is signed the club cannot afford to spend money on the bulletin.

Will you please try and help by finding us some more likely prospects.

If you can find any, it doesn't matter what they want to advertise, ring Peter Martin and he will meet the persons concerned and arrange the whole matter.

This needs the whole clubs support.

Eds.

H.E.W. Silver-

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The Editor,
Wellington Car Club Bulletin,
Wellington.

Dear Sir,

One recent Saturday morning I saw a well known bread and butter saloon car that I thought I recognised. Closer inspection revealed that it was not only buttered, but also battered. It had in fact been butted into a stationary lamppost, apparently while the driver? shut a weary eye.

Result: 1. A dizzy head becomes a little dizzier and the neighbours remove a little Triplex from the thinning - (and how!) - curly locks.

2. The butcher's van may be used a little more for the time being.

3. King Richard has firmly resolved to give up lamppost eating.

Yours faithfully,
" ETC. "

P.S. No permanent damage done to his majesty as far as I know.

Dear Sir,

I sent you a letter for publication in the last month's bulletin. You can imagine my horror when I received the July issue in the post and found the mess you made of the job of coping the clear and simple letter I sent.

If I did not already get this bulletin free I would cancell it immediatly.

Yours irratly
"Complete Bulletin Reader"

We wish to apologise for the "mess" we made of your letter. I am afraid we left out part of one line and tacked another on to the end.

Eds. We have got as far as finding that Moss drives No 17.

LETTER'S TO THE EDITOR.

COMING EVENTS...



30 August 1963.

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

Dear Sir,

I am enclosing a number of circulars concerning the 1963 Alpine Rally organised by this Club for the next Labour Weekend from the 25th to the 28th October, 1963. I would appreciate it if you could arrange to distribute these amongst your club members as early as possible.

This year, the organisers have made a few changes from previous years, to the Rally itself in an effort to make it an interesting and stimulating event. The Rally will start about 10 p.m. on the Friday evening with starts from Oamaru, Christchurch and Nelson, and finish early the following afternoon at the Fox Glacier. As in past years, the remainder of the weekend will be a social gathering with driving tests, if possible, on the Sunday morning. Competitors will be re-turning homewards on the Monday in their own time.

It is hoped that a number of your members will be interested in participating in this years Alpine and I think we can promise those who do, an interesting Rally and a thoroughly enjoyable weekend all round. Accommodation at the Glaciers is arranged by this Club.

Copies of the A.S.R.'s will be available on application.

Yours faithfully,

Address
R.A.T.E.C.
P.O.Box 2673
Christchurch.

ENCL:

(D.F. PARRIS)
Secretary of the Meeting:

GOBBLEGAS ECONOMY RUN.....

THIS SUNDAY " " 22nd SEPTEMBER 1963.

THE EVENT? Economy Run
THE PLACE? Field's Service Station, Kilbirnie.
THE TIME ? 10 am to 4pm.
THE ORGANISOR? Iaraine Beagley

Thats right.

A LADY organisor for the first time for many years.

This run is an allday event of 140 miles about the Wellington-Otaki area with a lunch break of an hour and the first car back at 4pm.

The start is at Field's Service Station Kilbirnie, at 10am. with the first car leaving at 10:30am. Sorry but no entries can be accepted after 11:15 am. The first car arrives back at the start at 4pm.

A complete route sheet is provided with worked out at regular intervals to enable competatōrs to stay on time without calculations.

Bring a watch and a pencil, thats all. (that is besides, you, your car, your girlfriend or wife, lunch and of course money)

PLEASE do not fill up your car with petrol before you arrive at the start. Give your custom to the station that is willing to go out of it's way to help us.

A large turn out is expected to sample this run, the first by a lady organisor, so make sure that you are there for this very popular social run. It will give you a chance to prove thar you ~~sh~~ should have entered for the Mobilgas Economy Run.

GYMKHANA

October Sunday 6th.

No venue has been decided but it WILL be held.
Listen at Club Night and it will be published in the
EVENING POST Club Notices on Friday and Saturday The 4th and 5th

SUPPORT YOUR CLUB EVENTS.



FLIGHT TO RENWICK

RENWICK RACE MEETING
NOVEMBER 16th. 1963.

Once again the WELLINGTON CAR CLUB is running the popular N.A.C. Charter Flight to the National Road Racing meeting at Renwick.

Last year two D.C.3. aircraft were chartered for the trip carrying a total of 54 bōds across the straits and there was a waiting list of at least a dozen.

This year a Fokker Friendship has been chartered which will carry 40 persons. When, or if, demand justifies it, another aircraft will be chartered.

The price, I am sorry to say, has risen slightly above last years cost. This move was made nessersary by the fact that N.A.C. are charging more for the aircraft this year.

The PRICE	£3:10:0	This includes the
The PRICE	£3:10:0	two way flight and
The PRICE	£3:10:0	any bus travel to and
The PRICE	£3:10:0	from the Renwick Circuit.

Bookings may be made with the Sectretary, John Swan, at Quality Paints in Courtney Place (if he's not At M.E.P. reading a book).

All bookings must be covered by a £ 1:0:0 deposit and please leave your name and telephone Number.

PAST EVENTS...

PHOTO TRIAL

Twelve cars enjoyed the Photographic Trial on Sunday 11th. Overall the trial was interesting and well worth competing in.

Having studied the first photo at the bus barns, we were given our Supplementary Regulations and average speeds and were off along the Hutt Road, passing under the overhead bridge at Petone. We continued along the Western Hutt Road, passing through the first check, till we came to a Highway '2' sign on the Silverstream Bridge, which incidentally was the sign in the first photo. Here we turned acute right to meet the second check.

The photo displayed here puzzled us as to its whereabouts. However, after many trying minutes motoring around the state housing area, trying to keep as close as possible to Cambridge Tce., and coming across another check, we took a chance and turned into Elizabeth Street and then into Buick Street, and found the next check and the gun as photographed.

At this check there were two photos to recognize and remember. One was the bridge over the railway in Khandallah and the other the Wilton-Otari Reserve notice at the entrance of Wilton's Bush.

After coming back along the Hutt Road and up Ngauranga Gorge we found another check in Fraser Ave. Then we motored on to the bridge over the railway line at the bottom of Boxhill. From here we kept to the main road and using Churchill Drive found the Wilton-Otari sign and a check which displayed three photos.

Leaving here we went on to Northland, through the tunnel and on down Glenmore St., passing under the viaduct in photo no. 5. We continued on down Glenmore St. to Tinakori Rd. till we came to the statue in the gardens at the bottom of Wadestown Rd. This was the location of photo no. 6.

From here we went on up Wadestown Rd. to the corner of Sefton St. and Lancel Rd., where we encountered several other cars all consulting maps and trying to work out whether to go straight ahead or turn left. We eventually decided to go straight on to Sar St. and down to Thorndon Quay, passing through another check.

Having motored along Thorndon Quay, passing by the Railway Station, we went on up Bowen St. passed the Lions at the Cenotaph as photographed. We continued up Glenmore and once again went under the viaduct. Next we went across the viaduct to Upland Rd., Raroa Rd. and finally down Aro St. to Sturdee St. Here we found a check and the parking meters in photo no. 8.

From Sturdee

-10-

From Sturdee St. we again went up Willis St., Brooklyn Rd., Washington Ave., to Mornington Rd., Farnham St., and McColl St. Then we went on down Hutchison Rd. to Adelaide Rd. and found the Milliard Stand as photographed and a check.

Leaving this check we had a fairly straightforward run to Island Bay and then motored back around the Bays. A very brief stop at the Wishing Well in Oriental Bay proved to be rather frightening for two dear old ladies as pennies rained from Heaven. (Why! Two navigators sprung out of cars, sprinted halfway to the well and threw in their pennies.)

From here it was straight back to Chaffer St. where the trial finished.

So ended the Photographic Trial which I am sure everyone who competed enjoyed. I know I did.

Laraine Beagley

Fields Service Station Ltd

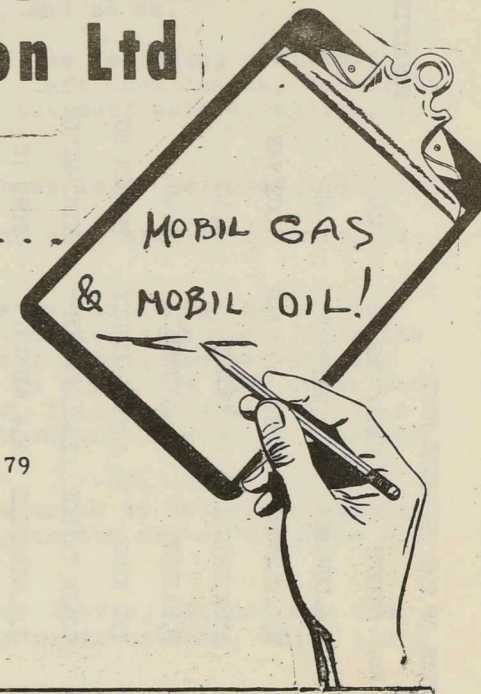
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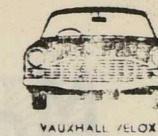
-11-

RESULTS OF THE TREASURE HUNT.

CAR No.	DRIVER	PASSENGER	CAR	PENALTIES - SECTIONS		MILEAGE	TOTAL PLACE
				ONE.	TWO.		
1	W.A.DUNCAN	C.R.WATERS	A.40	18	1	1	20 3
2	W.J.MARTIN	R.S.MacDONALD	100E VAN	20	1	3	24 5=
3	DICK.BRIGHT	AL STOREY	A.30	20	6	1	27 9=
4	P.BAILEY	G.A.JENNINGS	A.40	15	11	0	26 7=
5	TED KING	DAVE MCKINNEY	HUMBER 80	46	18	0	64 17
6	COLIN TAYLOR	PAUL TAYLOR	MINI-MINOR	28	5	3	36 14
7	J.A.GLADHILL	M.K.NICOIL	FORD 10	25	12	0	37 15
8	T.B.JACKSON	JAN MCABE	A.40	27	4	2	33 13
9	G.A.SLOCOMBE	S.C.SLOCOMBE	AUSTIN 850	21	5	0	26 7=
10	R.S.RIMMER	A.P.ANDERSEN	VAUXHALL	25	1	5	31 12
11	GRAHAM ROBSON	DON ROBSON	ANGILA	18	1	5	24 5=
12	J.D.MOWAT	H.GOODACRE	RAPIER	11	0	0	11 1
13	I.R.McKAY	W.N.NICHOLSON	VICTOR	13	8	1	22 4
14	DAVE KING	BERNARD RUSSELL	AUSTIN-MINI	21	2	4	27 9=
15	G.I.LANG	MRS B.LANG	A.40	32	8	5	45 16
16	N. WATSON	BOB CLOVER	FORD	16	0	0	16 2
17	IAN SHEPHERD	LARAIN BEACLEY	GORDINI	22	6	1	29 11
18	J.D.MANUEL	A SMITH	VELOX	22			RETIRED.....

Full report next month.

RULES FOR CAR PUSHING



VAUXHALL VELOX

High on our list of winter games is the exciting sport of car pushing. Up and down the snowy highways players of this game ---their happy faces aglow with thrombosis and hoarfrost---gaily shove heavy automobiles and cry out cheerfully to the spectators "Hey bud, how about a push?" To which the spectators reply, "Cut your wheels, Mac; cut your wheels!"

Considering its popularity, this game deserves an official set of rules. And here they are, if you will kindly stop grinding that starter and pay attention.

1. Play is between an offensive platoon and a defense man.
2. The defense man -- sometimes called the Dope -- must remain seated in his car. His object is to outwit the offensive platoon, or pushers, by such means as leaving hand brake on, leaving ignition off, steering into snowdrifts, and so on.
3. An offensive platoon consists of the following positions: right fender, left fender, rear bumper, left door handle, taillight and flanker. The flanker may not push, but must walk alongside, calling out the plays.
4. Any pusher caught wearing overshoes is to be ruled ineligible.
5. Rear bumper alone is permitted to push with both hands. He may not wear gloves, however.
6. Under very icy conditions, an extra player may be called into the game. This player is known as the traction man. It is the duty of the traction man to ring doorbells along the way and ask for a bucket of ashes. If he gets any, he may throw them under the car wheels, shouting as he does, "There, that oughta do it". In a neighbourhood where everybody has oil burners, however, a traction man is of little or no use.
7. No one but left-door handle is allowed to interfere with the defense man. He may do this by reaching in the driver's window and jiggling the steering wheel.
8. Game is over when pushers retire, leaving defense man and car blocking a main intersection. Or if motor catches, which isn't likely.
9. A shove by another car is considered foul. The penalty for this is 100 points above the line or locked bumpers.

MONTHLY CROSSWORD.

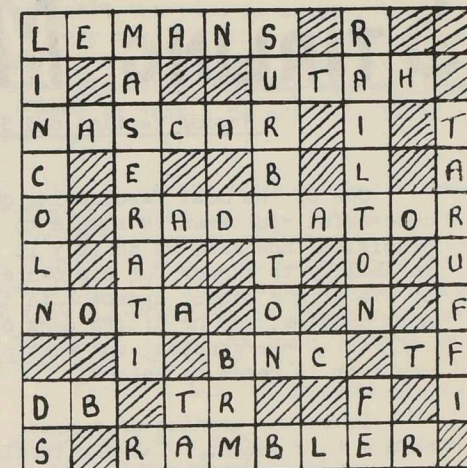
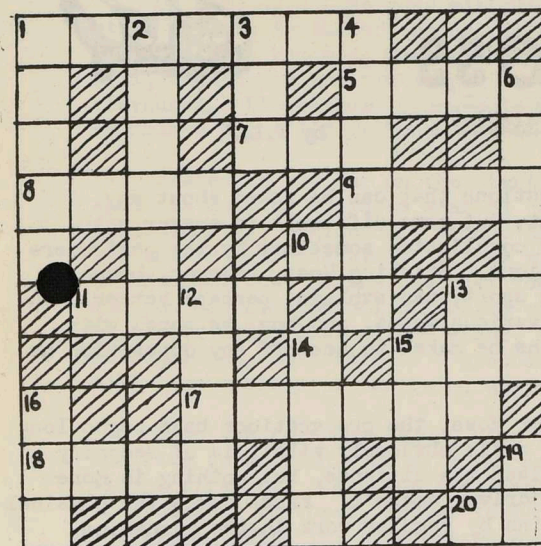
CLUES - ACROSS :-

1. British luxury car now built by David Brown.
5. Famous 'Blitzen' racing car.
7. Country holding 2nd to last G.P. in World Championship. (I)
8. The race starts here.
9. Grand Prix in South African series.
10. Class name for closed sports car. (I)
11. 1962 World Champion.
13. 1958 - 62 Vauxhall model. (I)
15. Governing body of motor sport in U.K. (I)
17. An open carriage.
18. Small capacity motor cycle.
20. Gearbox and differential manufacturer. (I)

CLUES- DOWN :-

1. American spark plug.
2. British Formula Junior car.
3. German motor cycle. (I)
4. Italian Fiat-based sports car.
6. De-luxe Zephyr.
12. Last successful front-engined 1100cc sports-racing car.
13. French racing circuit.
14. American abbreviation of Indianapolis.
15. 'Sting ---' Latest Corvette.
16. British motor cycle. (I)
19. First post-war 1500cc M.G. sports car. (I)

(I) = Initials.



Gary Lang.

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STIRLING MOSS

Racing Tactics and Strategies

by T.L.J.



One of the most fascinating questions that can be asked about any successful sportsman is simple to put, but more difficult to answer with precision: How does he do it? It is complicated sometimes by the performers in-ability to answer for his own actions. Stirling Moss, however, because of his single minded approach to the sport, can explain, perhaps better than most drivers, how he drives cars of various types, and how he copes with different emergencies, and what plans he makes to see off any opposition he may meet in races he enters.

It is the morning of a race. For Moss, the preparations have begun long before this moment. The car itself, while obviously vital, is of secondary importance to himself. The car may last the distance, but nothing is more certain that it will not last if the driver doesn't. First comes the physical fitness programme, which Moss maintains by regular work in the gymnasium, swimming or table-tennis. This programme he supports by smoking only lightly, not drinking at all, and going to bed early the night before the race. This point may be worth mentioning - several British drivers have been seen celebrating long after midnight on the eve of the Le Mans 24 hour race - the most arduous event of the racing year.

As far as the car itself, is concerned, Stirling takes a great personal interest in its preparation, although in this he is probably no more conscientious than most drivers with any pretensions to technical knowledge. In practice he will have found the best back axle ratio, or the nearest compromise available.

Ideally, he considers that this should be as low as will enable maximum revs. in top gear to be reached as quickly as possible on the fast straights. Stirling will usually top speed for acceleration, relying on faster cornering and his ability to get a 'tow' from another car along the straights.

The practice session will also have told him the most suitable size of wheels, type of plug, and adjustment of brake and tyre pressures, as between front and rear wheels, both of great effect upon handling. He will also have observed the opposing drivers, noted their braking points, their lines through the curves, and naturally, their lap times. As far as learning from other drivers was concerned, Moss found this more difficult than it sounds. "When I first went abroad," he stated, "I was told to watch this and that driver. But I was so busy trying to keep up with them that I didn't have time to watch how they drove. I think I learnt more from their mistakes than from their successes."

On race days Moss goes without food until the race is over... but if the start is late in the afternoon, he has a very small breakfast, just enough to stop him from becoming disturbingly hungry. During a long race like a Grand Prix, when there are pit stops, he drinks only water, nothing sweetened or flavoured. His beloved Cocoa-cola will have to wait. He has calculated that he drinks about 150 gallons of this stuff each year.

Seated in the car on the starting grid, in normal motor-racing weather, which is hot, he would be wearing jockey pants, nylon socks, boxing shoes, thin overalls, a wide belt around his middle to support his stomach muscles, and that's all. He always drives with gloves, however, no matter how hot the weather may be. He insists that you cannot hold a wheel with slippery hands, and you cannot wipe oil off glass with bare hands but as to goggles and visors, he cannot drive fast with a visor, he maintains. Goggles feel part of you, like glasses, but there is a psychological angle to this. The only time he will wear a visor is the rain, and then he feels it has its disadvantages.

Once the race has begun, Moss is easily picked out by his attitude of complete relaxation. He sits far enough away from the wheel to have his arms almost straight. He holds the wheel, depending on the gearing of the steering, at a quarter to three, or ten to two. He does not move his hands from these positions. With the high geared steering fitted to most cars, it is possible to correct most skids or slides without crossing hands. This arms length position gives you a greater working radius before your arms get tangled up.

Cornering is the key to success in motor-racing and it is at this that Moss excels. The proof of this is that once he has selected his line through the curve, his car follows it with the steering wheel dead still except for reactions against road shocks. The taking of a corner begins, however, before the car begins to turn, with the braking point. Here, everything depends upon striking a balance between braking too soon, and being past into the bend, or leaving the braking too late, thus having to over-exert them. Sudden brake fade can be one of the most frightening things a driver can experience. Stirling has not often gone off the road at a corner because of a mis-judgement, but he has often had to take to the grass with brake fade, as have most leading drivers.

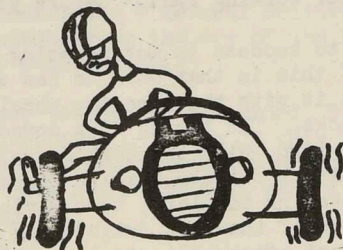
The selection of braking points is made in practise, and will vary according to the road conditions. The points are recognised either by landmarks beside the road, or by judging the distance from the apex of the bend. This is the more dicy way, but one which is sometimes inevitable on featureless circuits such as Silverstone. One's natural tendency is to brake too soon, rather than too late. But if braking is left too late you can usually scramble the car around the corner by broadsiding a bit into the bend, which uses up the tyres, but is a useful safety valve when you have got too much speed on.

Some drivers habitually corner in this spectacular fashion, coming out of the bends almost sideways; it pleases the onlookers and feels exciting, but it is using a lot of rubber, and straining the hubs and chassis and suspension to the utmost. These drivers are certainly cornering on the limit of tyre adhesion, but with tyres going sideways, it must slow them.

Here is Stirling Moss's comment on the most argued of all motor-racing techniques, the drift, "The fastest line through a bend must be the one which can be taken at the limit of tyre adhesion, but with all wheels pointing along the longitudinal line of the car, which is itself aimed slightly inwards in the curve. In other words in a proper drift, as opposed to a slide. A drift becomes a slide when the driver has to turn the front wheels to correct it."

Trevor James

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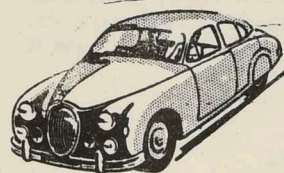
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Concourse at Blenheim Palace

by L. Watson.

Though the weather has not been too good over here this summer, there has been a certain amount of fine weather, of which this day was one. The temperature must have been in the eighties and with about 6 or 7,000 people and only one ice cream and soft drink stand, there were queues all afternoon waiting to be served. The Concourse was in aid of the Freedom from Hunger Campaign, and I think they did very well out of it. There was a raffle for 1/- with the first prize a 1937 Sedan de Ville Rolls Royce, 25/30 h.p. H.J. Mulliner body, some prize!

There were over 100 entries ranging from an 1899 Beeston 2½ h.p. Quadsicycle Forecar to modern cars, such as the latest M.G. Midget and B.A. Works Austin Healy complete with Stirling Moss Steering Wheel, developing close on 200 h.p. and I believe good for 130 m.p.h. plus was also on display.

Blenheim Palace, which is at Woodstock a few miles out of Oxford and the birth place of Winston Churchill is situated in very pleasant surroundings. The Concourse was divided into various classes, Veteran, Edwardian, Vintage open and closed cars, post vintage Thoroughbreds and then a display of more modern machinery. There were some great cars on display, all in immaculate condition, with paint and brasswork gleaming in the sun, a truly magnificent sight.

Amongst cars on display were the First M.G., the Original Rolls Royce Silver Ghost, and those who saw "Genevieve" will remember the rival car driven by Kenneth More a 1905 Spyker 14-18 h.p. tourer which was also there. Also an immaculate 1934 Riley M.P.H. 2 Seater amongst whose previous owners were Mike Hawthorn and Ron Flockhart. Of course no Concourse would be the same without some Bentlys, of which there were a lot of 3 litre with a couple of 4½ and 8 litres all with various bodywork and all in magnificent condition with those massive Radiators and huge headlights, what motoring?

Cars on display were Rolls Royces, Lagondas and Aston Martins, Jaguar SS100, Sunbeams, Alvises, Austin 7's (not minis) Rileys, Lanchesters A.C. Standard, Talbot, Bentlys, Daimler, Mercedes Benz Rovers, Vauxhall, Morris, a lone Alfa and many others. Among the older cars, names which are now just legend, De Dion Bouton, Dassacq, Beeston, F.N., Hispano-Suiza, Unic, Clement Bayard, Calcott, Autocrat, Beans, Clyro, Marmon, Railton, Leon Boiee, Spykes, Deasy, Ford Model T,

Le Zebre, Invicta, Vulcan and last but not least B.S.A. The trophies were presented by a Lady Sarah-Russell, very proper, and so ended a very enjoyable day, plenty of cars, plenty people and fine weather, what more could you want ?.

Laurie Watson

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MORE MOTORING HISTORY WITH BEN TAXLE

Now, it is well known that a certain Mr. James Watt was very active during the reign of King George IV with building steam engines for railways and coalmines, etc. What is not so well known is that old Sir Ben of those days, had a flourishing horse coach business.

Well, of course, there was great rivalry between Watt's railways and Ben's road coaches, and old King George rather favoured the road travel because he was able to stop at a friendly booser en route and indulge in light banter with the buxom barmaids whenever he felt like it. Whereas on the railway, he had to stay put until he reached where he was going. So you can see this made railway travel rather bore making.

His Royal Nibs thought he could get the best of both modes of travel if he could talk Jimmy and Ben into making a nifty steam carriage for use on the roads. With this end in view he invited them both to a few friendly noggins in the back parlour of the palace, and informed them that he would give a prize of 1000 golden guineas and a few choice "phone numbers to the one who could produce the fastest steam powered road coach by next pancake day or sooner. Watt and Taxle glared at each other over their pewter pots.

"The prize is as good as won, George me old flower! Chortled Ben.

"Yeah, by me. You haven't got a steam engine, Ha.Ha." Warbles Watt. Which was only too true; so the crafty George got over that difficulty by making Ben give Jimmy a coach in exchange for a steam engine and boiler.

So away they went to their respective factories where they did burn much midnight oil. Well, Pancake day that year (1821) fell on a Toosday, so King George declared it a public holiday and even closed the A.B., and postponed the All Blacks vs Lions test. He ordered both coaches to be steamed up at London, from where they would set sail, or rather steam, to Brighton. The winner of the race to have the prize.

When the two coaches were unveiled, gasps of admiration went up from the crowds; there before their very eyes, or bleary eyes, were the first two mechanically driven road vehicles.

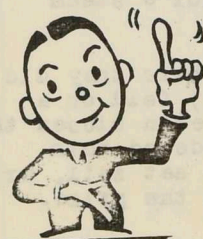
Jimmy Watt's equipage, painted fire-engine red, was an orthodox coach (minus horses) with the engine mounted on the rear and driving the rear wheels and steered by a dirty big ship's wheel. On the side was painted in large letters - "Victory to Watt's Combination of Cogs and Knowhow". Which of course, was soon shortened to V.W. Combie. by the mob.

Ben's coach (painted British Racing Green) was his best sprint model (ball bearings and all). But he had put his steam engine cross-ways over the front wheels, and drove them direct, and painted boldly on the sides was the legend - "Ben's Motivated Carriage, Minimum of 7 passengers. Which of course, was soon shortened to B.M.C. Mini 7.

It's hardly necessary to relate that Ben won the race by a handsome margin and collected the golden guineas (phone numbers and all) to the delight of the local yokels.

So that's how V.W., B.M.C and the London to Brighton Old Cocks race started. At least, that's my story, and I'm sticking to it.

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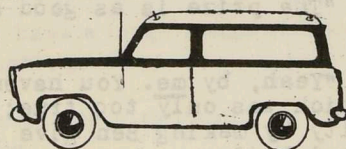
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THE ASSOCIATION OF NEW ZEALAND CAR CLUBS INCORPORATED
NEWSLETTER No. 65. P.O. Box 971,
DUNEDIN.

15th August, 1963.

* 643. MOBILGAS ECONOMY RUN 1963:

For the information of your Members, entries are still light for the following makes of cars:

Riley Elf, Wolseley Hornet, Hillman Imp, Ford Consul 315, Fiat 1500, Volkswagen 1500, Wolseley 1500, Sunbeam Rapier, Hillman Super Minx; Morris Oxford Series 6, Austin A60, Prince Skyline, Ford Consul Cortina, Holden, Humber Hawk Series 3, Austin or Morris Freeway, Ford Falcon, Austin A110, Jaguar 3.4 Mk.2.

Entries (which close at Noon, 21st August, 1963) for the abovenamed Meeting, should be addressed to:-

The Secretary of the Meeting,
Mobilgas Economy Run 1963,
P.O. Box 2497,
WELLINGTON.

OFFICIAL OBSERVERS:

Applications are now open for positions as Official Observers, and these will close on the 14th September, 1963.

Applications should be made by Members of Member Clubs, using one of the official Application Forms enclosed.

PLEASE NOTE THAT MEMBERS OF ALL MEMBER CLUBS OF THE
A.N.Z.C.C. (both North and South Island) ARE ENTITLED TO
APPLY FOR OBSERVER POSITIONS FOR THE 1963 MOBILGAS
ECONOMY RUN.

Application Forms for Observer Positions should be forwarded to:

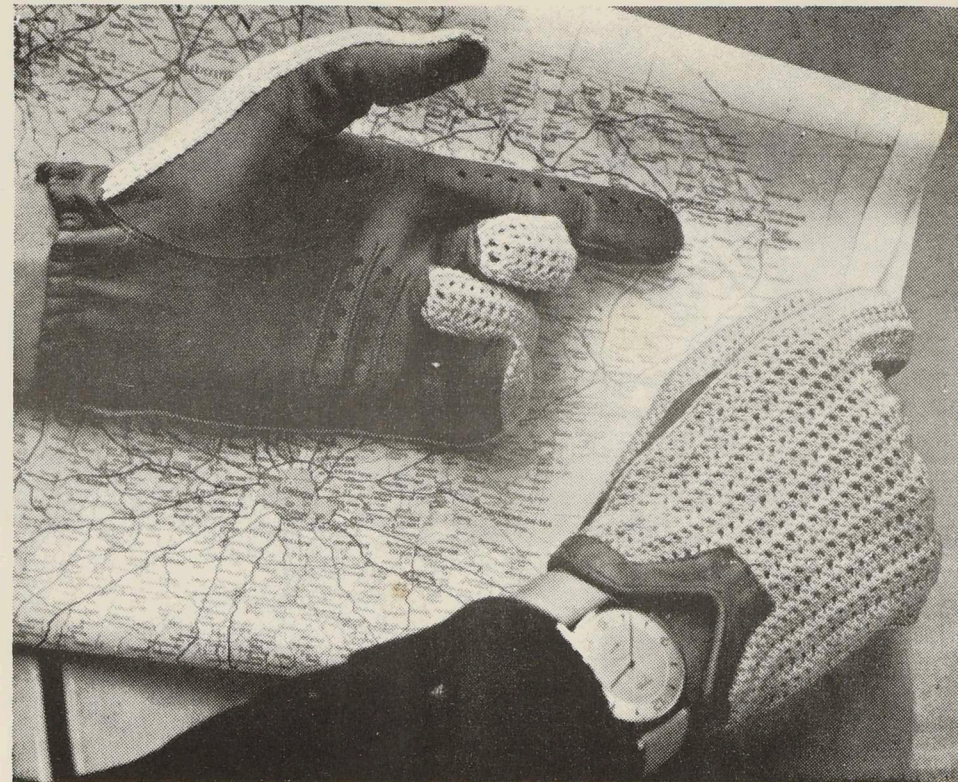
The Secretary,
A.N.Z.C.C. Inc.,
P.O. Box 971,
DUNEDIN.

With thanks,

Yours faithfully,

Coming Events of Other Clubs

- September: Sunday ^{29th} ~~22nd~~ Wellington Car Club Economy Run. (*Date changed*)
- Sunday 22nd Wairarapa Car Club - Day Trial of approximately 180 miles, starting Jones Service Station, Featherston 9.30 am. Wairarapa and Wellington Maps as supplied by the AA Wellington required. Petrol available at start and finish.
- Volkswagen Owners Club - Independent Motors Rally.
- October: 1st., 2nd., 3rd. Mobilgas Economy Run.
- Wednesday 2nd. M.G. Car Club - Night Trial. Start 7.30pm. top of Port St. (4th on left up Majoribanks St.) Knowledge of Wellington landmarks plus maybe - crash hat, ice pick, crampers, umbrella and a bottle of orange drink.
- Sat.-Sun. 5-6th. Speed Weekend, Taumaranui.
- Sunday 6th. Wellington Car Club Gymkhana.
- Sunday 13th. Wairarapa Car Club - Golden Games Sealed Surface Gymkhana.
- Fri-Sun 25-27th. North Island Motor Rally.
- November: Sunday 3rd. Wairarapa Car Club - Admiral Hillclimb.
- Saturday 16th. Renwick Motor Races.
- Saturday 23rd. Levin Motor Races.
- Saturday 30th. Inter-Club Hill Climb, Raetahi.



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Bulletin

SEPTEMBER 1963



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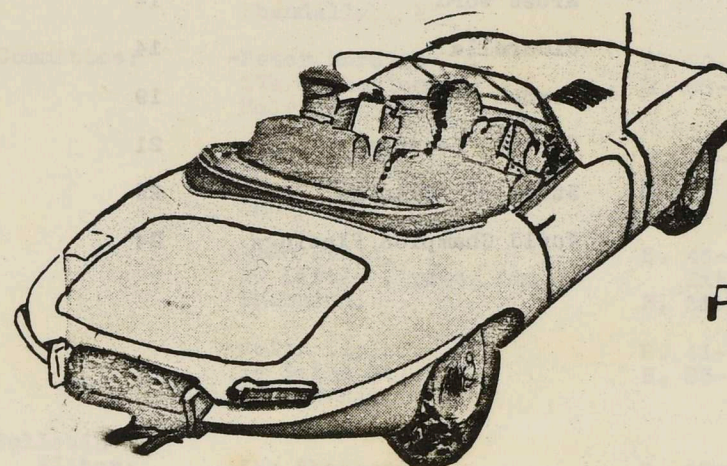
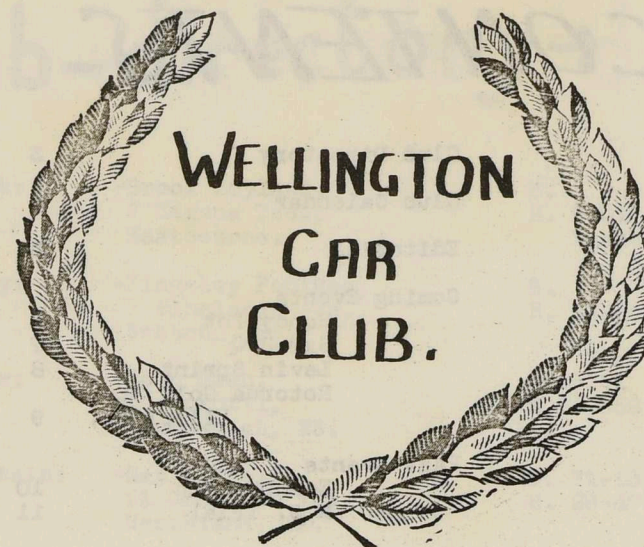
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-club-directory→



President:	-Brook Leyland, 7 Marana Tce., Eastbourne.	B. - H. 8501 Eastbourne
Secretary:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E5.	B. - H. 17-597
Treasurer:	-John Swan, 20 Boxhill, Khandallah, N5.	B. 53371 H. 36-658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W2.	B. 71-139 H. 28-479
Vice Captain:	-Peter Slocombe, 96 Khandallah Rd., Khandallah, N5.	B. 42-021 H. 36-207
Committee:	-Peter Martin, 17a Sutherland Cres., Melrose, E3.	B. 50-351 H. 88-261
	-Dave Mowat, 10 Orleans St., Ngāio, N4.	B. - H. 36981
	-Alan Pratt, 19 Little Pipitea St., Thorndon,	B. 46-000 Ext. 882 H. 50-020
	-Colin Taylor, 14 Seine St., Island Bay, S2.	B. 41-126 H. 85-702
Bulletin Editor:	-Ian Shepherd, 101 Hataitai Rd., Hataitai, E2.	B. 53453 H. 82-742

club calendar

OCTOBER: Thursday 17th. Club Night.
 Sunday 20th. Honey Pot. Invitation.
 (see Coming Events.)

NOVEMBER: Saturday 2nd. Bar-B-Q. Invitation to other clubs.
 Saturday 9th. Levin Sprint. Invitation.
 Thursday 21st. Club Night

DECEMBER: Saturday 7th. Straight Sprint.
 Saturday 14th. Christmas Party and Prizegiving.

JANUARY: Saturday 18th. Gymkhana.
 Thursday 16th. Club Night.

FEBUARY: Saturday 8th. Levin Sprint.
 Thursday 20th. Club Night.
 Saturday 29th.-Sunday 1st. Festival Trial.

MARCH: Thursday 19th. Club Night.

APRIL: Saturday 4th. Houghton Bay Hillclimb.
 Thursday 16th. Annual General Meeting.

EDITORIAL



Have you noticed that the club has not had any hillclimbs lately?

The reason is that the usual hillclimbs have been getting harder to get permission to run club events.

Wright's Hill has been unavailable since the housing development has been slowly creeping up the hillside.

Palmer Head hillclimb has been doubtful for the same reason, rumour has it that the hillclimb held there by the Noddy boys several months ago was the last time that the car clubs could use the hill.

So, this months plea is, "can any members think of any suitable hills for use by the club?"

The main points to be considered is that the hill is not in a populated area, that is, it has to be a stretch of road without any private driveways or gates.

The second point is that it is not too far from Wellington and is not poaching on another club's climb, such as Mungaroa and Judgeford. The surface is not important as long as it is fairly smooth.

Gravel is an interesting surface for a climb but potholes and rough patches are rather tough on the cars.

If you have any ideas, bright or otherwise, could you please contact the bulletin so that they can be investigated fully.

Just to start you thinking, what about the hill road up to the Mount Crawford Prison.

Eds.

COMING EVENTS...



HONEY POT TRIAL SUNDAY OCT. 20th.

The HONEY POT CUP will be competed for in the Annual 150 mile Honey Pot Trial to be run on Sunday October 20th.

This is an Invitation event, and M.G., V.W., Hutt and Wairarapa Car Clubs have been invited. We like to keep hold of the 'Honey Pot' each year - so see if you can be the winner and retain the cup for Wellington.

Date: Sunday 20th October.
Start: Cement Siles - Aotea Quay. (follow Rail/Read Ferry signs).
Time: 9.00am.
Distance: Approx 150 miles.
Surface: Mainly Sealed Roads.
Maps: N.Z.M.S. 17 Hutt Valley will be required.
Finish: Cement Siles.

Bring your lunch. Hot water will be available for making Coffee etc.

If further particulars required, contact Peter Martin 50-351 (Bus.)

88-261 (Home)

URGENTLY REQUIRED - MARSHALLS.

If you don't go for Trials - You could be a great help by being a Marshall. A Trial can not be run without CHECK POINTS.

Please contact Peter Martin if you can help.

The nearest Saturday to November 5th. is ;

SATURDAY 2ND. NOVEMBER.

Our Annual BAR-B-Q will be held on this night, the one night in the year when things really go with a BANG.

A basic feed and liquid supply will be arranged, but you could bring with you :

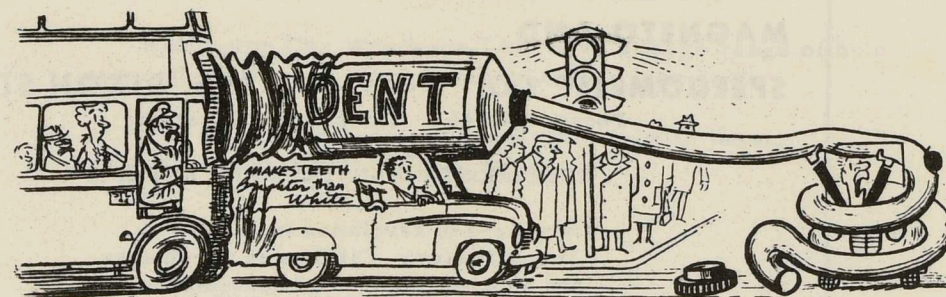
Crackers; Cannons - Rockets - Guided Missiles etc.
Girlfriend; ???
Feed; Bar-B-Qable.
Refreshment; H i c .
Musical Instrument; Musical ???

WHERE WILL IT BE?

It's rather hard to explain how to get there, but we will see you all at the Hutt Road Service Station (B.P.'s.) between 7.30 & 8.00pm., from where you will be directed to a lighted hill side. (For reasons that we can't tell, there will be no getting there before the Fire Brigade.)

Put off anything you might have been going to do , and come to the BAR-B-Q on

SATURDAY 2ND. NOVEMBER.



LEVIN SPRINT

SATURDAY NOV. 9th.

Our November Sprint will be held on Saturday 9th. November.

This is the last Levin Sprint before the first Levin Race Meeting of the season.

Scrutineering will start at 9.00 AM. outside the South gate.

No entries will be accepted after the runs have started.

If you intend to go for a Speed Extension, you must have a Basic Competition Licence.

If you are under 21 years of age, your parent must counter-sign your entry form.

Approved Crash Hats must be worn.

Fire extinguishers must be carried.

Your scrutineering ticket must be tied where it can be seen.

Anyone coming to the starting line without any of the last three items, will miss out on their runs. (Crash Hat straps, must be done up.)

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=8=

ROTORUA CAR CLUB.

The Secretary,
P.O. Box 365,
Rotorua.

The Secretary,
Wellington Car Club;
P.O. Box 5142,
Wellington.
Dear Sir,

The Rotorua Car Club (Inc.) will be holding a Gold Star Hillclimb at Tarawera on the 23rd. of November 1963.

Would you please advertise these facts in your Club Magazine. Entries will close with the Secretary P.O. 3335 Rotorua on the 16th. of November. All those interested please send for Entry Forms.

Thanking you,
Secretary,
I.R. Boreham (Mrs)

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=9=

PAST EVENTS...

TRIALING WITH NODDY

ECONOMY RUN		Sunday 29th. Sept.	
No. Crew.	Car	cc	Mpg.
Class: Up to 1,000cc.			
6 Bob Gibbons-F.Gibbons	Mini Cooper	998cc	54.23mpg
5 Ray Duncan-G.Watters	A.40	948cc	53.20mpg
1 Dave King-Bernard Russell	Mini Austin	848cc	44.06mpg
7 W.Joyce-R.Massicks	Minor Convertable	-	30.99mpg
13 A.Bennett	A.30	800cc	Lost.
Class: Up to 1,300cc.			
12 Ray Duffell	Triumph 1200	1197cc	44.06mpg
3 P.Bailey-G.Jenkins	A.40	1100cc	40.87mpg
10 Brook Leyland-Jenny Leyland	Morris 1100	1098cc	39.72mpg
11 C.Lawton-G.Adie	A.40 Devon	1200cc	28.20mpg
Class: Over 1,300cc			
14 Dave Mowat-Allan Pratt	Sunbeam Rapier	1494cc	40.37mpg
4 E.King-P.Tollan	Humber 80	1390cc	35.70mpg
8 Colin Taylor-Miss R.McIntosh	Singer Gazelle	1494cc	32.04mpg
9 A.Paul-	Jaguar 3.4	3442cc	30.65mpg
2 P.Riggs-Joanne Stansfield	Zephyr Zodiac	2553cc	29.07mpg
No. 13, A Bennett did finish half an hour late after refinding the route.			
Organisers: Laraine Beagley Ian Shepherd			
Ian Shepherd-Laraine Beagley	Renault Gordini	845cc	56.40mpg.

=10=

Quote: 8-9-63, All day trial . Start No 9 platform- Railway station 9:45 P.M. BRING YOUR LUNCH! Unquote. With trials speedo fitted, brother and sister in Mini, we found no M.G.s when we reported to the starting point at 9:45 A.M. After many 'phone calls and personal calls, we found that the trial was to be on the 15-9-63. (Bulletin should have been pronounced with the emphasis on the first four letters on this occasion).

One week later upon reporting, we were handed some route instructions after being relieved of 5/-. The entrance to number No.9 platform was where many went wrong at the start. This had to be counted in the fourth right after turning right at T. So this section went, with occasional reference to street or place names. Around the Seatoun Heights area, every one got bushed, and instead of taking a track to pass the southern end of the airport, and then the fourteenth right, everyone proceeded to the Karori tunnel to pass through from east to west - as per instructions. As a result, no one reported to a checkpoint at Iyall Bay. The fourteenth right was supposed to take us to Island Bay Parade, with a left at T which was at the Basin Reserve, and then to Karori. From here towards Wadestown where we found a No Exit sign still exists, although the new Wellington map showed the through road to take us to the control.

From Wadestown to the Hutt area were I always get lost. This time was no exception. A left turn was required to take us up Normandale and to come out of this area via what I believe is some day to be a road. If this area had seen four-wheeled vehicles before, then they must of been towed by bulldozers. An excursion between the river and the Western Hutt Road brought us to a form of road containing large puddles. We stopped between two such puddles to remove a small blue noddie car, whose exhaust must of sucked instead of blown. A left at cross-roads was where a road about five feet long went of to the right, into the Hutt river. From here, we headed south to turn left toward Melling Bridge and first right. Many went over the bridge and found things rather difficult. we found "Eastern Bays-Petone" signs rather hard to follow, as they had been routed up by a trenchdigger. On to a right at Y (which was a T) and so to Sladden Park for lunch.

After lunch, we headed for Basbourne, where our corner was called "first left", and after going around the block, the same corner was labeled "left at T". This was a very short section.

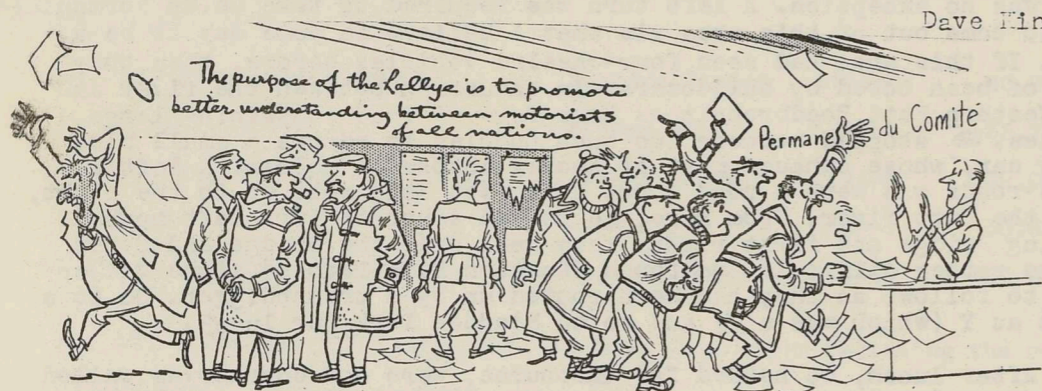
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From the Eastbourne bus garage, we somehow managed to get through the Hutt Valley to Maidstone Park, by going turns at various times, which we had to convert to mileages. This was difficult, as there was too many roads from which to choose. Even the organiser could not find the check point, although apparently the check point was really absent. Many arrived at Maidstone from the wrong direction to lose 50 points. I think we made a mistake, but arrived in the right direction.

The next section took us to the start of the Akatarawa's, then we headed for the Northern Upper Hutt area, then back to Upper Hutt. Making yourself familiar with named streets means you pass along them. We didn't, and lost 150 points for not doing so and reporting to a check, and had 1½ miles less at a speedo check. The end of this section took us to Melling Station where the check had gone off early, (as at Northern Upper Hutt). I didn't really think we were as bad as that, although this cost us the maximum of 300 points. However, there were two M.G.s who were able to give us the last section.

It stated that we had to cross 7 different railway bridges (only once per bridge at an average of 24mph., and finish at the cement silos. We only crossed 3, as we thought that it would be an idea to someone before they all went home.

Even Noddy's followers said that this was "the Daddy of them all". All I can say is, that it was just as well this was not for a cup, but it was a sun day drive although I'm sure my navigator was ready to hang the mapboard around my neck.



Dave King.

KTWIS IN EUROPE

by L. Watson.

Since Bruce McLaren was sent overseas by the N.Z.G.P.A. New Zealand has had a fair contingent of drivers following in his footsteps with varying success. Bruce has developed into one of the top three or four drivers in the world and has not finished lower than 3rd place in the championship in the last two or three years.

This year as last year when Tony Shelly was racing over here in F.I with varying success, there is another N.Z'er young Chris Amon also racing in F.I. Chris, though only 19, has shown much promise and a couple of seasons over here could develop him into a top class driver. I watched him with interest at the International meeting at Silverstone in May, which until out with mechanical trouble, was driving a very good race in 8th or 9th place. He also drove a Sunbeam Rapier at this meeting in the Saloon car race with much verve.

Since then Chris has won at Mallory Park in a 2.7 Lola and the other week got a very creditable 7th in the French Grand Prix.

Another N.Z'er over here and second only to Bruce McLaren among New Zealand drivers in Europe, is at the moment the top F.J. driver in Europe if not the world, Denis Hulme. Denis is cast in the same mould as Bruce or Stirling as far as style goes, calm, unruffled and in complete control of things, makes motor racing look easy. I watched Denis win the F.J. race at Silverstone in the unbeatable Repco Brabham from Aussie, J. Hobbs in a Lola (It is surprising that last season the Lotus was supreme and this season has had no great success, but that's progress I suppose!) Though Denis won by only a couple of seconds he was completely unruffled and never made a mistake. Denis Hulme has also had other successes in his two or three seasons over here; he co-drove an Abath with this seasons New Zealand champion driver Angus Myslop to a class win in the 1961 Le Mans and last year co-drove a Mini Cooper to 3rd place in the Brands Hatch 6 hour race, plus many other successes. Also racing in F.J. here is Ross Greenville who drives a Genimi, he seems to have had a certain success, but had an accident early this year which I think put him out for awhile.

Apparently another N.Z'er over here is Keith Greene who drives a Lotus 23 and has had quite a few wins under his belt this season. So in all New Zealand has made quite a reputation for itself in the last couple of years and has proven, that despite its small population, it has its fair share of top class drivers, who are up with the worlds best.

MONTHLY CROSSWORD.

CLUES - ACROSS :-

1. Chevrolet Corvair's engine is made of this.
5. Citroen model. (I)
6. Italian wire wheel manufacturer.
7. Swedish front wheel drive car.
9. Famous Bugatti model.
11. Light sports-car built by Godfrey and Nash. (I)
12. '--- Francis' British sports saloon.
13. The pit crew wait here.
15. Dutch belt-driven car. (I)
17. Current Dodge model.
19. The current trend is to put engines here.
21. Famous aerodynamics theorist.
22. Cheaper version of the D.S. (I)

CLUES - DOWN :-

1. Now disused Melbourne circuit.
2. The only real sports car still manufactured.
3. Six cylinder Morris.
4. Italian city famous for its coachbuilders.
8. Now seldom used North African sports car circuit.
10. Lotus G.T.car.
14. Model before the T.F. (I)
16. First mass-produced American car.
18. 'The Best Car in the World'. (I)
20. English sports car available with Bristol motor. (I)

(I) = Initials.

By
-Gary Lang-

Fields Service Station Ltd

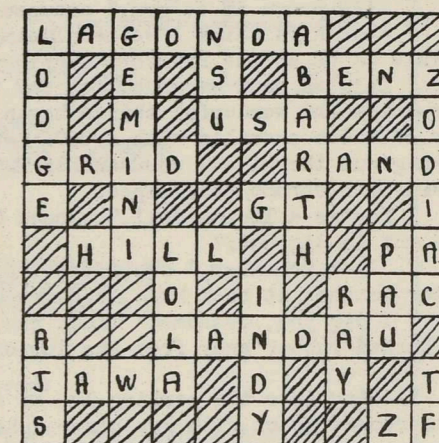
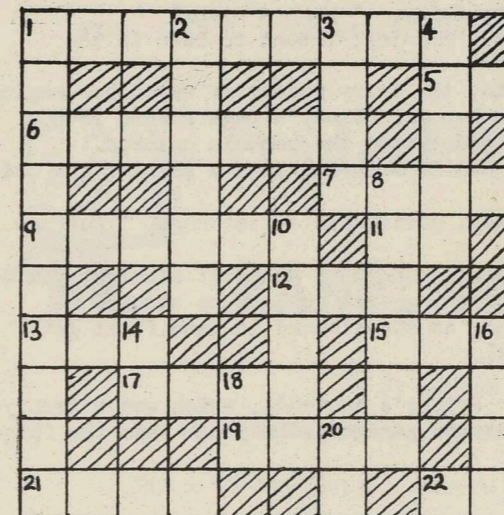
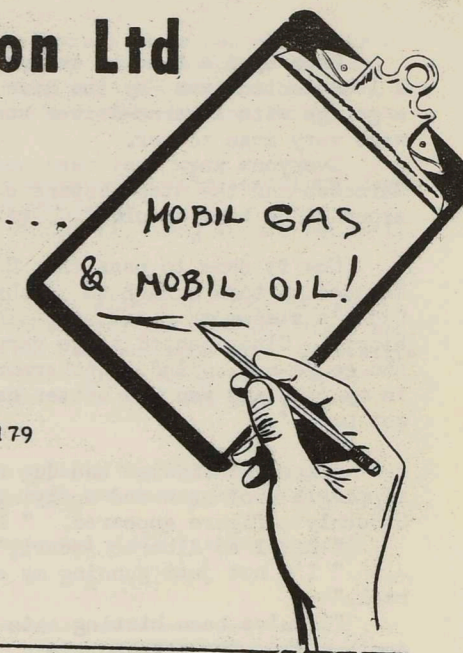
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THE MODERN CINDERELLA
(A bedroom story for wide awake kiddies)

Once upon a time in the village of Cam-Clatter-Upon-Thames there lived a lead-footed lass by the name of Cinderella. She lived in an apartment over a garage with a herno-driver step-mother and a pair of square step-sisters who were very mean to her.

Everyone knew they were mean to her because her step-mother drove a Mercedes and the step-sisters each had a shiny new Jag., while Cindy had to tool around in a beat up old T.C. with bent wire wheels.

Now it came to pass that Hot Shoe Charlie, who was the local prince, decided to toss a bash to celebrate the delivery of his new 4.5 Ferrari, and Cindy's step-mother and step-sisters were invited to bend an axle with the blue-bloods. Cindy wanted to go very muchy, but the old signal-jumper told her that she could not. 'And, furthermore,' the step-mother said, 'the girls are going in my jib, and you had better have the hub-caps on the Jag. polished when we get back.'

After the biddies had dug out for the clambake, Cindy sat by the fire sipping a cool brew and applying a chamois to the hub-caps with little enthusiasm. Suddenly a figure appeared. "I am your fairy godmother." the figure said.

"And I am Alberto Ascari," replied Cindy.

"I'm not just gunning my engine," said the fairy godmother, "this is for real."

"You've been hitting this stuff harder than I have," replied Cindy, taking another slug from the bottle.

"I'll prove it to you," snapped the fairy. "Make a wish."

"Whatta ya think I've been doing all evening, I want to take in the goings on up at the Prince's diggings."

"It's as good as done," so say this, the fairy godmother waved her magic gear-stick and wonderful things began to happen. Cindy's rags turned into a pair of white overalls with A.C.C. lettered across the back in crimson. Looking out the window she saw her T.C. HAD BEEN turned into a shining new Cad-Allard with chrome tail pipes.

"You're a living doll," gasped Cindy, giving her a fast hug. "But now I've got to dig out."

"Just remember," cautioned the fairy godmother, "that at midnight you'd better hotshow it back home, because everything will go back to stock."

"I dig you, Grandma," Cindy shouted, as she slammed it into first gear and burned rubber away from the domicile.

Sliding into the parking lot at the Prince's hacienda, which was a twenty-seven roomed shack with leather - upholstered garages, Cindy ran into the big-

boy himself - that is to say, she clobbered his Ferrari as he paused to make a right-hand turn. It was love at first sight. After a few fast laps around the parking ground, they curled up in a corner and murmured sweet nothings about carburettors, racing-cams, rear-end ratios and other foolish things that young lovers speak of.

Suddenly the clock in the steeple began a crazy perididdle, and Cindy leapt to her feet, "I gotta buzz off, Prince." murmured Cindy.

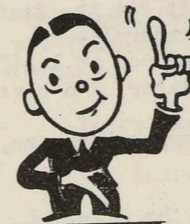
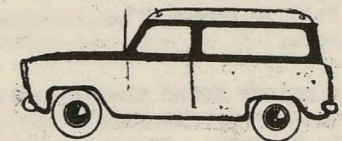
"Aw, don't be a flat tyre," the Prince whispered, "hang around and we'll crack a case of Castrol."

But Cindy could not wait. She bounded into her Allard and took off down the road like a bomb. The Prince piled into his Ferrari and took off after her, but he missed a downshift, came into a corner too fast and spun out. Cinderella got away, but in getting away she dropped her fibre-glass crash-hat from the seat of her car. The Prince picked it up and vowed to find the girl whose lovely head it would fit.

One day Cindy was in the garage trying to explain why she had'nt got a set of valves ground, when a screech of tyres announced the coming of the Prince

In he strode, splendid in his Perelli jumper and white leather covered crash helmet.

FOR QUICK EFFICIENT SERVICE



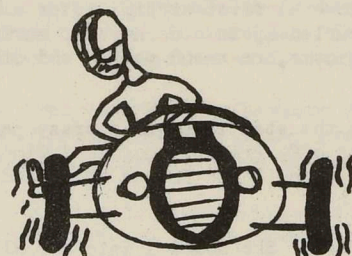
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"Fall in dolls," he yodelled, "we're going to try this skid-lid on your curly locks."

The prince tried the helmet on the step-mother, but she had a pointed head and the helmet around like a chopped flywheel. Neither would it fit the sisters, for their heads were too big. At last the Prince approached Cinderella.

Lifting the helmet tenderly he put it on her head, "I've found you at last." "It's about time," murmured Cindy, "if you had been a day later, I'd have been stuck with the lousy job of grinding those valves."

"My sweet, you'll never have to grind a valve or resurface another cam, as long as you live," the Prince purred.

"Stop stalling, let's find a preacher."

"Of course, my pet," replied the Prince, "for I can see the glint of true-love in your eyes."

"Glint-Schmint," growled the step-mother, "that's the sunlight through the holes in her head."

But the young couple paid no attention, as they popped lightly into the Ferrari and blasted off into the sunset.

And so they were married, bought an Aston-Martin and spent many years raising a brood of super-charged specials.

From- Auckland Car Club.

PROFILE

GRAHAM HILL

If anyone learned their motor racing the hard way it was Graham Hill, the current world champion.

Hill, who is 34, and lives with his wife, Bette and his two children, Brigitte and Damon, on the Northern outskirts of London, saw an advertisement for a racing drivers' school.

He had not long passed his driving test, but he paid over £6, an entrance fee of £5 plus £1 for four laps of the Brands Hatch race circuit, some 20 miles from London.

These four laps made such an impact that he immediately decided that motor racing was to be his life. But breaking into motor racing is a difficult and expensive business. Hill had the determination but lacked the funds. He decided that his only chance lay in keeping as close as possible to the racing scene, and so he gave up his regular job as an instrument inspector for an electrical company so that he could be free to take up any opportunity that came along.

It was a tough apprenticeship. Hill put in many arduous hours working as a mechanic on the cars of another racing drivers' school, in the hope of an occasional drive. He was not paid a wage, and often was so short of money that he had to choose between eating and paying his fare to the circuit.

Graham Hill's first break came when he met young Colin Chapman, then on the threshold of his glittering Lotus career, and was offered temporary employment (with pay!) at the modest Lotus workshop in North London. persistence paid off, and Graham graduated to the permanent staff as a racing mechanic.

There was still no place for him in the Lotus Works cars, but Graham earned himself an occasional drive for independent entrants, and started to show the brilliance which was eventually to take him to the top.

Here was skill that could not be overlooked, and finally a vacancy came in the Lotus team. This was a period when Colin Chapman was finding it extremely difficult to make his mark in Grand Prix racing, and Hill suffered many setbacks and disappointments through mechanical failure. In fact, it was not until Hill decided to accept an offer to join the BRM team in 1960 that Lotus fortunes changed.

The first two years with BRM brought more frustration, but in the Autumn of 1961 Hill tried out the new V8 BRM at Monza, a debut which was to lead to a staggering change of BRM fortunes in the following year.

Graham Hill in the V8 BRM quickly became a formidable combination as the 1962 season began. He gained his first Formula 1 win at Goodwood on Easter Monday, and from then on pursued a relentless series of victories.

In the 1962 world championship series he won the Grands Prix of Holland, Germany, Italy and South Africa. He was leading in both Monaco and French GPs when robbed by mechanical failure.

With his neat moustache, Graham Hill looks a typical Britisher. He was formerly a fine oarsman and a prominent member of the London rowing club, and spent his two years' National Service in the Royal Navy.

Unlike many top drivers, Hill has great mechanical ability and a lot of the credit for the emergency of the BRM as a reliable race winner must go to him for his invaluable behind-the-scenes work.

Physically he is as tough as he looks, and it is a tribute to his stamina that he won the world championship during a year when he was suffering from a painful slipped disc. Behind his calm exterior and soft, slow-speaking voice, is an ebullient character always ready for a party, and usually one of the ringleaders when a prank is being planned.

Like many drivers, he went through a phase of overexuberance on the circuits but today he has an impeccable style which is deceptively fast. Following his win in the Dutch Grand Prix last May, he has driven with consistence confidence. His most outstanding victory was last year's German Grand Prix, when he fought a face-long battle to come home ahead of John Surtees and Dan Gurney on a wet circuit. He is a true professional, equally at home in Grand Prix machinery, sports cars and saloons, and this June he is adding to motor racing history by driving the gas turbine-engined Rover-BRM in its first competitive event at Le Mans.

Reprinted from "Shell Racing News."

DRIVING

LESSONS!

FOR A SWEETHART.

To learn to drive the auto, dear,
First put the lever into gear,
Then push your left foot in like this,
That's fine. Now teacher gets a kiss.

Now, step upon the starter so,
That makes the engine go,
Now let your left foot back, like this,
Good! Teacher gets another kiss.

Upon the gas you now must step,
That fills the engine full of pep.
That's great! You are a clever Miss.
Here teacher gets another kiss.

Now change to second; now to high,
You change just as good as I,
Now stop the car right here and then,
We'll do that lesson once again.

+++++

FOR A WIFE

First, see your car is out of gear.
How? By this gear shift lever here.
How can you tell? Why, feel it, see?
The thing is simple as can be.

Now step on that to make it start.
Great Scot! You'll tear it all apart,
If you don't take your foot off quick,
The second that it gives a kick.

Now throw the clutch. For goodness sake!
Your clutch! Your clutch! No, not your brake.
Why, 'Cause I tell you to, that's why.
There now, You needn't start to cry.

Now put this lever into low,
Step on the gas and start off slow,
Look out! You almost hit the fence!
Here, let me drive. You've got no sense.

STORY OF ATLANTIS

Many years ago there was an island called Atlantis. On this island were many people. Among these people there was one, a cunning artificer, named En-Ri. And En-Ri worked a great work with iron and with timber, and he did call together the wise men and elders of the island of Atlantis before his hut. "Behold," he cried, "and see this great thing which I have done." And he did point to the door of his hut. And lo, and behold there was a mighty cloud of smoke, and in the smoke there was many trepiditations. Forth from the smoke there did emerge the brazen snout of a mighty engine which did move without horse or oxen to pull it.

"This is my Li-Zi," said En-Ri. "It is powered by brimstone and treacle. It is an Iron Horse with the power of 20 donkeys."

And the wise men and elders were sore afraid, for all owned many horses. One of them, less afraid than the rest pointed to the Li-Zi and cried, "We must cast away this brazen image from us." And all agreed that it was a Bad Thing.

And they did appoint one, known as Ur-Ni, who rode upon a steed named Byk, to deal with the Li-Zi. But Li-Zi waxed strong and multiplied greatly in the land by reason of internal combustion, until every road and every street was crowded with Iron Horses. And Ur-Ni, for that he did levy a shekel for each time that the power of the Li-Zi was greater than the power of a donkey, did receive 20 shekels for each Iron Horse in the island of Atlantis. But the wise men and elders did call upon Ur-Ni to make alaw and cause the Li-Zis to cease from multiplying. And Ur-Ni did make many a law and did cover many a cubit of papyrus with many great words in the name of the great god Saf-Ti; but the Iron Horses did flourish, and did laugh at the mighty words of Ur-Ni, and there came to pass a day when so many Li-Zis were in the island of Atlantis that they could not move and the air was drakened with their sulphurous breath.

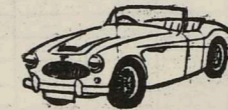
Then did Ur-Ni build a great groove named Mo-To-Wei which did run between nowhere in particular and another place, and did set up many mystic writings in the heart of the city saying "Wun-Wei," and did put many shrines by the thoroughfares where the Li-Zis did pay their votive offerings to the hungry god with one leg whose name is Me-Ta. And the Li-Zis did run freely again in the streets of Atlantis.

But in the fulness of time the Li-Zis did multiply manifoldly and the streets of the city and the great groove Mo-To-Wei were filled Iron Horses which stood panting nose to tail, unable to move. So Ur-Ni did make a great speech. "It is a manifestly evident thing," cried Ur-Ni, "that the Li-Zi has come to stay. All men now own a Li-Zi, the horse is seen no more in the island of Atlantis, and En-Ri has all the cunning artificers in the land in his employ ministering to the needs of the Iron Horses. It is obvious that the Li-Zi must have many more acres to run in, for a stationary Iron Horse harvests no shekels for the state of Atlantis

Therefore, brethern, we must raze our houses to the ground that the Li-Zi may run freely yet once more in the island."

So the islanders razed their houses to the ground and the Li-Zis did run freely about the ruins. But internal combustion was mightier than all the efforts of Ur-Ni, and the Li-Zis did multiply yet faster until they did cover every cubit of the island of Atlantis, and Ur-Ni and his Byk, En-Ri and all the sages and elders were driven into the sea. And even then as they watched the Iron Horses did multiply, piling one upon the other without cease, until the island of Atlantis sank beneath the waves under the weight and was never seen again.

D.B.W.
(reproduced from
"Autocar")



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WORLD CHAMPIONSHIP PLACINGS

	Monaco G.P.	Belgian G.P.	Dutch G.P.	French G.P.	British G.P.	German G.P.	Italian G.P.*	Total Points after Italian G.P.
J. Clark	—	9	9	9	9	6	9	51
R. Ginther	6	3	2	—	3	4	6	24
J. Surtees	3	—	4	—	6	9	—	22
B. McLaren	4	6	—	—	—	—	4	14
G. Hill	9	—	—	—	4	—	—	13
D. Gurney	—	4	6	2	—	—	—	12
A. Maggs	2	—	—	6	—	—	1	9
I. Ireland	—	—	3	—	—	—	3	6
J. Brabham	—	—	—	3	—	—	2	5
J. Bonnier	—	2	—	—	—	1	—	3
J. Hall	—	—	—	—	1	2	—	3
G. Mäler	N.S.	N.S.	—	N.S.	N.S.	3	N.S.	3
L. Bandini	N.S.	N.S.	N.S.	—	2	—	—	2
T. Taylor	1	—	—	—	—	—	N.S.	1
L. Scarfotti	N.S.	N.S.	1	N.S.	N.S.	N.S.	N.S.	1
J. Siffert	—	—	—	1	—	—	—	1
G. de Beaufort	N.S.	1	—	N.S.	—	—	N.S.	1
A. Settember	N.S.	—	N.S.	—	—	—	N.S.	—
I. Burgess	N.S.	N.S.	N.S.	N.S.	—	—	N.S.	—
G. Baghetti	N.S.	—	—	N.S.	N.S.	N.S.	—	—
P. Hill	N.S.	—	—	—	N.S.	N.S.	—	—
C. Amon	N.S.	—	—	—	—	—	N.S.	—
M. Hailwood	N.S.	N.S.	N.S.	N.S.	—	N.S.	—	—
M. Gregory	N.S.	N.S.	N.S.	—	—	N.S.	—	—
B. Anderson	N.S.	N.S.	N.S.	N.S.	—	N.S.	—	—
J. Campbell-Jones	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	—
I. Raby	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	—
W. Mairesse	—	—	N.S.	N.S.	N.S.	—	N.S.	—
M. Trintignant	—	N.S.	N.S.	—	N.S.	N.S.	—	—
L. Bianchi	N.S.	—	N.S.	N.S.	N.S.	N.S.	N.S.	—
B. Collomb	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	—
A. Cabral	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	—
M. Spence	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—

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

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

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



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(INC.)

Bulletin

OCT.-NOV. 1963



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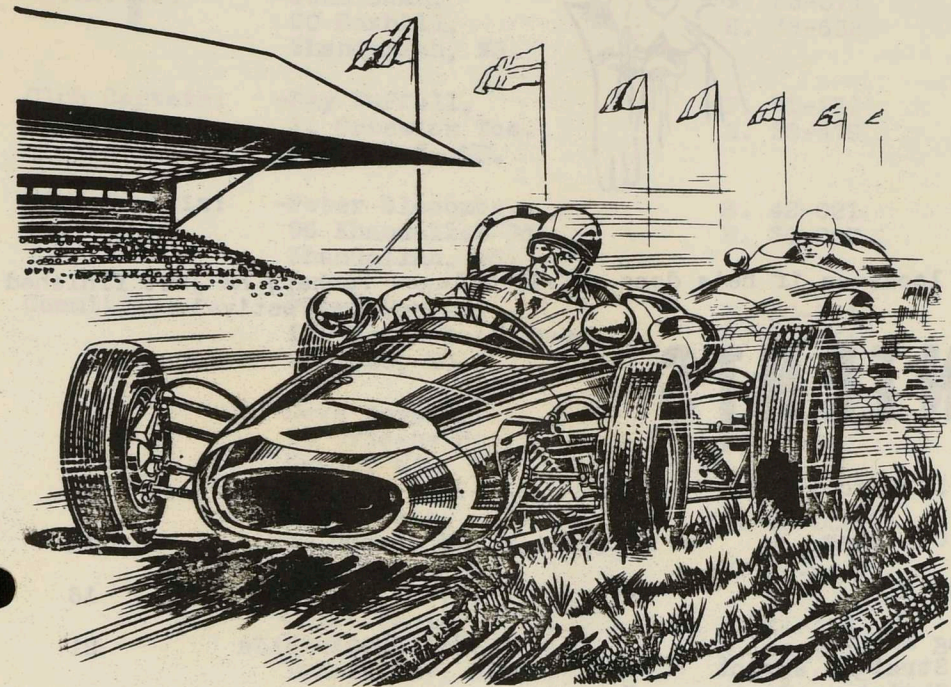
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Club Mascot.



He looks as if he's done a fair milage. Perhaps he just finished the Festival.

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CLUB DIRECTORY



President:	-Brook Leyland, 7 Marana Tce., Eastbourne.	B. - H. 8501 Eastbourne
Secretary:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E5.	B. - H. 17-597
Trrasurer:	-John Swan, 20 Boxhill, Khandallah, N5.	B. 53-371 H. 36-658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W2.	B. 71-139 H. 28-479
Vice Captain:	-Peter Slocombe, 96 Khandallah Rd., Khandallah, N5.	B. 42-021 H. 36-207
Committee:	-Peter Martin, 17a Sutherland Cres., Melrose, E3.	B. 50-351 H. 88-261
	-Dave Mowat, 10 Orleans St., Ngaio, N4.	B. - H. 36-981
	-Alan Pratt, 19 Little Pipitea St., Thorndon,	B. 46-000 Ext. 882 H. 50-020
	-Colin Taylor, 14 Seine St., Island Bay, S2.	B. 41-126 H. 85-702
Bulletin Editor:	-Ian Shepherd, 101 Hataitai Rd., Hataitai, E2.	B. 53453 H. 82-742

CLUB CALENDAR

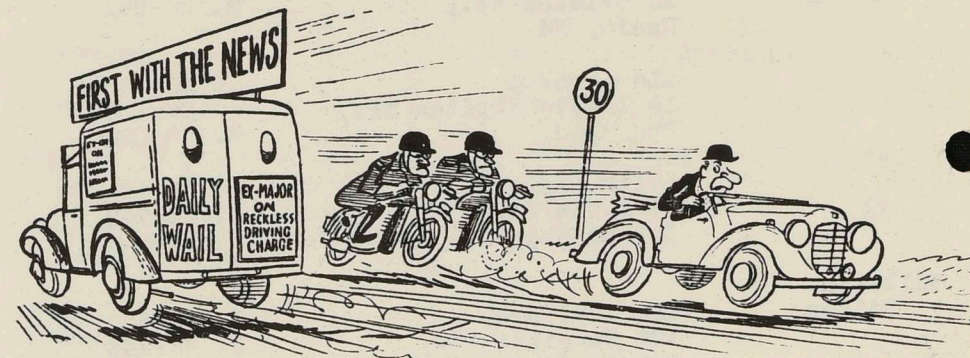
DECEMBER: Saturday 7th. Straight Sprint.
Saturday 14th. Cristmas Party and Prizegiving.

JANUARY: Saturday 18th. Gymkhana.
Thursday 16th. Club Night.

FEBRUARY: Saturday 8th. Levin Sprint.
Thursday 20th. Club Night.
Saturday 29th.-Sunday 1st. Festival Trial.

MARCH: Thursday 19th. Club Night.

APRIL: Saturday 4th. Houghton Bay Hillclimb.
Thursday 16th. Annual General Meeting.



EDITORIAL

I have heard of a complaint from a club member.

It seems that this person in question thinks that he is not getting his monies worth of subscription out of the club. All he gets is a bulletin once a month(sometimes) and nothing else for his thirty bob.

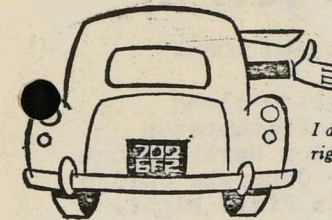
I asked what events this member entered and why he thought that he was being hard done by.

It turned out that he had not entered for any events during the whole time he had been a member in the club. According to him the club does not run any events that suit him.

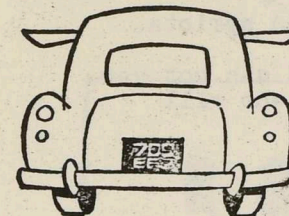
How does this member expect to recieve any enjoyment out of the club if all he does is pay his subscription and moan. The club runs an event approximately every two weeks counting club nights and if there is nothing to suit him in those that are run why doesn't he do something about it and make a few suggestions to the committee.

The annual Honey Pot trial was run at the end of the last month and had an increase of 20% of entries over the year before. Thats right. There was seven entries instead of five. In actual fact there was more marshalls present than competitors and that was only after two cars that turned up to marshall had been persuaded to enter instead.

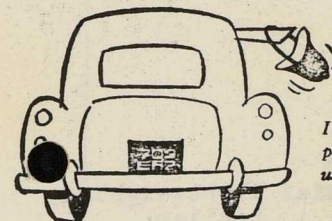
Quite a large turn out for a club that prints three hundred bulletins a month. Perhaps it was the early Sunday morning start that put off the usual number of entries but after poor entries for two years it makes one wonder if it might be the time of the year or some similar reason. What ever the reason it cannot be very important or is "top secret" because no one is complaining.



I am turning right, then right again



If I can reach 90 m.p.h. I may take off



I wonder why that policeman is running after us?

COMING EVENTS

STRAIGHT SPRINT STRAIGHT SPRINT

The straight sprint will be held at:-

Place :: Te Marie Road Wairarapa.

Start :: Scrutineering between 9am. and 10am.

How to get there :: Travel to Featherston along Highway No 2. At Featherston bear Right to follow Martinbrough signs. Cross over Concrete bridge then I think it is ~~First~~ right.

Stop guessing how fast your car is and come and find out for sure.

There will be both Standing and Flying quater mile sprints.

MARSHALLS are wanted. If you want to MARSHALL and can not get transport of your own ring 50-351 (Peter Martin) who will arrange it for you.

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++ 6 ++

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++ 7 ++

PAST EVENTS

		GYMKHANA		WINTER SHOW GROUNDS		Oct. 6th.			
No	Driver	Test 1	Test 2	Test 3	Test 4	Av. time			
1	P.Martin	- 20.98	21.16	35.14	35.40	1.31.79	40.17	47.02	1
2	D.King	- 21.58	21.01	36.04	35.69	2-02.45	38.96	54.53	
3	P.Martin	- 24.23	23.40	37.48	41.79	1-30.92	43.40	48.8	2
4	C.Taylor	- 23.11	24.07	37.29	38.05	1-38.77	43.48	50.66	5
5	K.Porter	- 22.34	22.21	34.20	31.82	1-39.05	42.12	48.80	
6	C.Lawton	- 21.98	21.04	-	-	1-33.37	42.81	52.40	
7	D.Kaewstubb	- 21.37	20.55	34.49	34.41	1-47.39x	-		
8	P.Mansfield	- 20.86	20.90	34.54	29.36	-	-		
9	M.Brady	- 21.46	20.91	37.84	42.58xx	1-51.80	45.30	53.97	
10	J.Morriss	- 24.35	24.12	33.05	40.70	1-44.25	40.60	50.51	4
11	J.Gladhill	- 22.78	21.19	34.78	35.26	1.45.92	43.97	51.46	7
12	A.Wilson	- 21.78	21.90	34.87	31.95	1.54.30	41.77	52.45	
13	G.Lang	- 23.81	22.20	36.78	35.34	1-42.75	45.76	51.51	
14	W.Joyce	- 24.48	24.43	48.29x	34.00	2-00.76	46.11	56.33	
15	L.Crawford	- 30.11	21.81	32.94	30.55	1.51.74	46.40	52.68	
16	A.Pratt	- 28.71	23.96	36.75	34.62	1.57.76	43.25	54.89	
17	D.Mowat	- 23.60	22.72	33.34	35.34	1.51.00	41.88	52.23	
18	A.Lane	- 22.30	23.70x	34.85x	40.20	1.38.20	44.27	51.15	6
19	L.Wilson	- 23.18x	22.27x	48.45	34.62x	-	-		
20	K.Cornford	- 25.32	24.79	45.95	41.24	1.39.83	-		
21	E.King	- -	-	45.60	39.28	1.56.59	44.66		
22	W.Duncan	- -	-	-	-	1.40.39	45.23		
23	I.Shepherd	- -	-	-	-	1.48.88	43.01		

x - Hit flag, add 5sec.
++ 8 ++

		HONEY POT		Results.					
Driver	Car	1check	2	3	4	5	6	7	
Joyce	-Minor	120wa	120wa	150mc	-	-	retired		
Mowat	-Rapier	0e	0	21	0	4e	101	111.	
King	-Mini	0	0	111.	201	30 1	20 1	16 1	
Walker	-Cortina	150mc	76 1	129 1	-	-	retired		
Porter	-Minor	150mc	150mc	150mc	-	-	retired		
Miss Beagley	-Gordini	35 1	48 1	57 1	1 1	12 1	28 1	32 1	
Dun	-M.G.T.D.	150mc	36 1	31 1	8 1	150mc	23 1	26 1	
		Wadestown	NaiGo	Johnsonville	Tawa	Paremata	Paekakariki	Raumati Sth	

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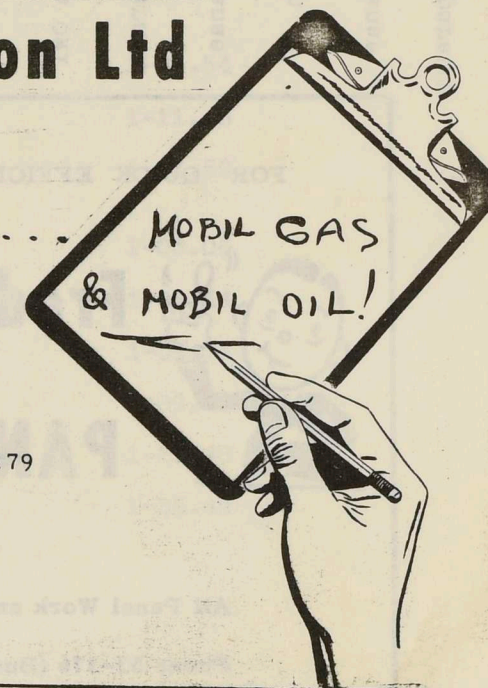
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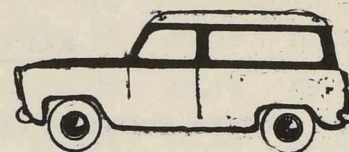
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8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
Retired														
0	1L	0	0	0	0	0	5L	150	4E	3E	1E	3E	0	194
4E	0	1L	1L	0	3E	0	150	150	16L	48L	37L	0	0	507
Retired														
Retired														
0	1L	4L	0	11L	22L	28L	1L	7L	27L	36L	41L	1L	0	392
0	1DL	21L	3L	5L	6L	9L	7L	34L	90L	85L	83L	150	3L	920
Paraparamu	Waikanae	Lunch	Waikanae	Akatarawa	Brown Owl	Upper Hutt	Gower St.	Gregory St.	Hutt Park	Walnut	Lower Hutt	Hutt River	Finish	

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LEVIN SPRINT			Nov. 9th.
No.	Driver	Car	Time
Saloons under 1,000c.c.:			
6	B.Faloon	Anglia 105E	1-13.41
9	D?King	Austin Mini	1-14.41
11	D.Mackley	Austin A 40 Farina	1-19.01
Saloons over 1,000c.c.:			
4	G.McRae	Humber 80	1-04.57
5	E.Fulton	M.G. 1100	1-13.41
19	J.Christall	Austin A 50	1-15.42
7	J.Gladhill	Prefect 100 E	1-20.63
Sports under 1500c.c.:			
3	R?Grace	M.G.A. 1500	1-07.15
2	D.Teagle	Healey Sprite	1-10.76
Sports over 1,500c.c.:			
10	B.Harvie	M.G.A. 1600	1-08.54
1	P.Diederich	T.R.3 A	1-11.43
8	G.Sands	M.G.A. 1600	1-11.59
Racing Cars :			
13	B.Abernethy	Cooper 1500	1-03.06
17	G.Thomas	Gemini 1340	1-08.44
5	P.Slocombe	Lotus 1340	1-08.74
14	J.Swan	Whitebait Spl. 500	1-09.39
12	D.Hollier	Cooper 1500	1-11.48
18	G.Peterson	Cooper 1500	1-35.42

papa proulx's primer

See the man ?
He is a race official.
Watch him puff up.
Hear him shout.
He must be very important.
You do not think so.?

See the girl ?
She is wearing pants.
The pants are very tight.
Going to races is fun.

See the pit crew ?
She is beautiful.
She, too, has tight pants.
She is keeping a lap chart.
It is the first time she has kept a lap chart.
Watch her hands shake.
See her lips tremble.
She has lost one lap somewhere.
It is lucky she is beautiful.

See the novice driver ?
It is his first race.
You cannot tell this ?
He looks so calm ?
Watch him press the starter.
Now he will have to use the
windshield wiper.

See the rich driver ?
He has expensive coveralls.
His driving gloves are very thin.
His Ferrari is new and shiny.
He wishes he were not so rich.
Then he could ask someone where reverse is.

Taken from "Road and Track".

LEVIN SPRINT

Nov. 9th.

	Standing	Flying	...	Afternoon	- wet.	
1	1-15.12	1-12.17	1-12.59	1-12.22	1-11.56	1-11.43
2	1-15.57	1-12.00	1-12.12	1-12.19	1-10.98	1-10.76
3	1-15.68	1-08.42	1-04.15	1-07.71	1-09.45	-
4	1-22.64	1-07.18	1-08.40	1-05.03	1-05.63	1-04.57
5	1-21.62	1-10.67	1-10.92	1-09.87	1-09.27	1-09.33
6	1-24.00	1-14.41	1-14.11	1-15.25	1-13.41	1-13.72
7	1-31.69	1-22.06	1-20.63	1-22.02	1-21.62	1-21.12
8	1-19.42	1-11.59	1-12.66	1-12.95	1-12.07	1-20.25
9	1-28.78	1-17.33	1-16.81	1-77.22	1-14.41	1-15.81
10	1-19.22	1-10.04	1-08.54	1-10.02	1-08.96	1-08.72
11	1-33.56	1-19.10	1-19.01	1-23.12	1-24.04	-
12	1-22.79	1-17.11	1-15.45	1-13.70	1-11.48	-
13	-	1-06.56	1-04.85	1-03.06	-	-
14	-	1-10.61	1-09.70	1-10.35	1-09.39	-
15	-	1-08.74	-	-	-	-
17	-	1-12.80	1-08.44	1-09.01	-	-
18	-	1-38.57	1-35.42	-	-	-
19	-	-	-	-	-	-

CROSSWORD !

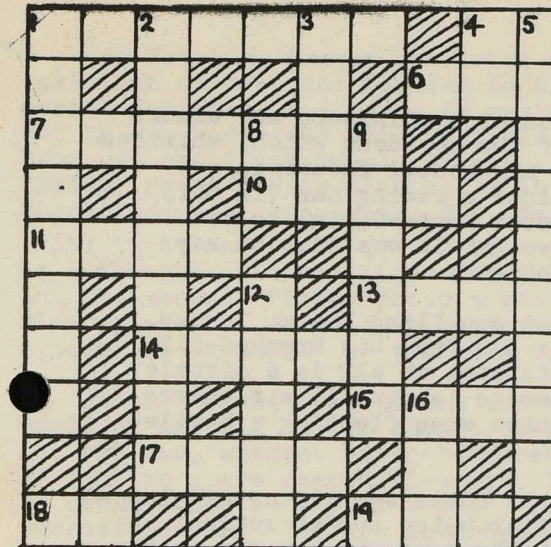
CLUES - ACROSS :-

1. Builder of Elva racing cars.
4. Latest Holden model. (I)
6. American name for E - type Jaguar. (I)
7. Famous racing car developed from Thinwall Special.
10. French racing circuit.
11. Carburettor mixture setting.
13. Young N.Z. driver racing in Europe.
14. British National racing colour.
15. De ---- U.S. car recently ceased production.
17. Rubber around the wheel.
18. First Holden model (I)
19. Riley mini-car.

CLUES - DOWN :-

1. 'The Flying Mantuan'.
2. Maker of the 'Toothpaste Tube' racing car.
3. Car raced by Bowmaker-Yeoman team last year.
4. Holden model before the current one. (I)
5. Famous bearded motoring journalist.
8. British sports car recently available with Ford V8 motor (I)
9. World's most famous sports car race.
12. French driver killed at Avus in 1959
16. Lubricant.

(I) = Initials.



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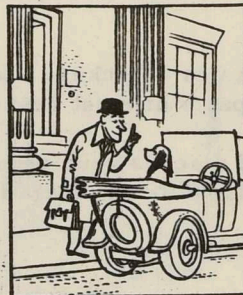
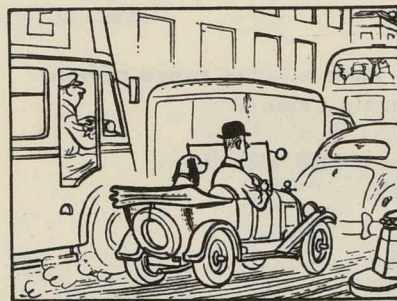
Stirling Moss.

On May 1st. 1963, Stirling Moss arrived at a rainswept and almost deserted Goodwood racecourse, the scene of the accident which, thirteen months earlier, had robbed him of some of his mental faculties, and almost his life. The object was to climb into a racing car (in this case the B.R.P. 2½ litre Climax powered Lotus Monte-Carlo) to see whether the old magic was still there, or whether it was time to say "enough". That at least was the official object.

His racing days came to an end on that appalling Easter Monday, when they had to use metal cutters to free him from his wrecked F.1. Lotus. That he survived such physical punishment at all is a miracle; that he did so with so little permanent damage is equally miraculous, and a tribute to his incredible determination when fighting a battle-any battle.

Few people could have climbed into that Lotus sports car and lapped in 1min. 39sec. on a waterlogged course after being out of action for more than a year. This time would probably have put the car on the front row of the grid had it been an official pre-race practise session. But Stirling had satisfied himself that this was not good enough. He had spun a couple of times, and although he was not quite flatout, he reckoned that he would have been scratching to knock another second off.

This in itself was not serious. However experienced a driver may be, a prolonged lay-off must make him stale, and with another hundred laps under his belt, he might well have carved off another second or two, except for one thing. That "bang on the nut" had left its mark.

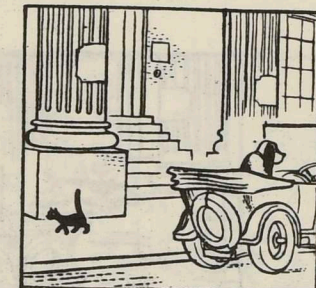
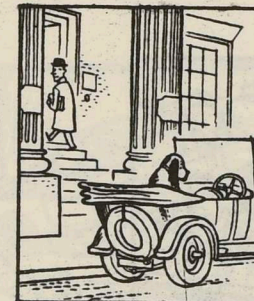


As Stirling fought the Lotus over the rain puddles, correcting insipient slides, and feeding in the power, he found his former mental dexterity had gone. He was doing all the right things still, but he was having to think consciously about them. If he went into a bend and the front wheels started to slide away, he was thinking, "Hello, front wheels sliding, must be slippery. Right, ease back on the throttle until they grip. Now, feed in the power again, more gently."

This is normal technique, but before the bang, he wouldn't have given it a thought. His reactions would have been completely instinctive and his mental efforts would probably have been divided between a flash glance at all his instruments, and a more prolonged study of a piece of "crumpet" at the side of the track.

Another thing was missing - his space judgement. Whereas he would of aimed a car at 120mph. through a gap only inches wider than his own car, without being bothered, now anything less than a couple of feet to spare seemed "dodgy". The test proved one thing to Stirling. He could still be a good driver, but not a great one. This was a proposition that did not interest him. He made the only possible choice, to the immense relief of his many friends and colleagues.

His official retirement, announced immediately, marked the end of a racing career which had started exactly fifteen years earlier, for it was May 1948, that Moss was first seen at Prescott Hillclimb, at the wheel of one of the very first Formula 3 cooper-JAP's. On that day, he broke the existing 500cc record on his first run, and even though his time was later bettered by three other drivers, he had his first mention in the press.



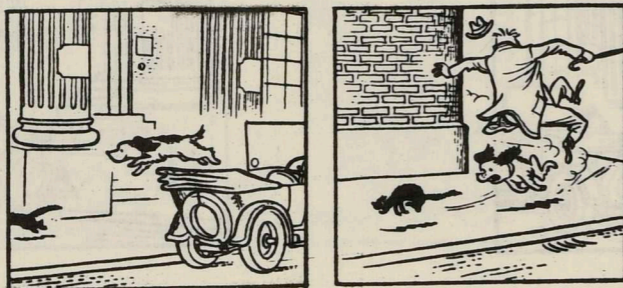
Since then so many millions of words have been written about him, that throughout the world, his career is probably as well known as any other international sportsman. He maintained his connection with Formula 3 for several years, but was soon widening his experience in more powerful cars. First, with an 1,100cc engine in his Cooper, and later with the 1½ litre Formula 2 H/M team of the late John Heath, with whom he gained much valuable overseas experience.

Immensely patriotic, he stuck fanatically to British built cars, even when they were hopelessly outclassed, in the hope that he would bring prestige to his country. But eventually, he had to follow the lead of his rival, Mike Hawthorne, and go foreign, for Maserati. The first 250F was his own car, and the performance in this earned him the right to a place along Fangio in the Mercedes Grand Prix team. Then, when the German team withdrew from the battle, he became No. 1 works driver for the Maserati team, then turned to Vanwall, to win for them the manufacturers world championship.

Vanwall also fell out of the game at very short notice, so Moss was left out on a limb. This is when he became a regular driver for his friend Rob Walker, an association that was to last until his retirement.

In the sports, GT, and touring fields, Stirling has done just about everything, but his strongest associations have been with Jaguar, Aston Martin, Maserati, and Mercedes in the sports field, Ferrari on the GT front, and Jaguar again in the touring category.

He has broken the lap record at practically every circuit he has visited, won so many trophies that everyone has long since lost count, and although never officially world champion, he has been undisputedly the most successful professional driver of all time.



But equally important, and I think it is for this as much as any other achievement, that his status has been so great; he is the finest ambassador motor racing has ever had. He, more than any other person has publicized it, shown it to have such tremendous entertainment value for the public, and prestige value for the industry. He has shown it to be a clean sport, and has set a standard in this respect which would be impossible to better.

Above all, he was a true professional. An entertainer who commanded a lot of money, but never failed to give more than good value. It is characteristic to his whole approach to racing that, at the time of his accident, he was so far behind following a pit stop, that he could take no effective part in the race. But he still had a job of entertaining to do, so he drove as hard as he could, thrilling the crowd in a car that was known as quite a "pig" to drive, and lowering the lap record for good measure. He was trying to pass Graham Hill's B.R.M. (which was leading the race) when he crashed. A single occasion cannot be remembered when Moss has failed to have a go, how-ever poor his machinery.

So many changes have been seen in Moss over the years. He has nearly always been approachable, and invariably polite when questioned, but in his earlier days he was just like an over-wound dynamo. He could not relax, and sometimes he was very exasperating because of it.

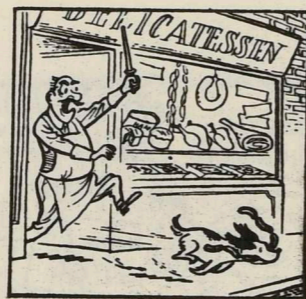
The change came when he fought Hawthorne for the World Title in 1958 and lost. Until then, to be the first Britisher to win the championship, and if possible in a British car, had become his burning ambition. It became an obsession, and as he went through a season of high hopes, liberally laced with frustrating set-backs, he was a terribly unhappy young man, despite his outward bonhomie.



After loosing the title, it no longer became an obsession, and Moss really started to enjoy his motor-racing, instead of relating every race to a points table. He suddenly realized that the championship didn't stand for much anyway. Fangio had proved that. He had won it five times. So for anyone to beat him, he would have to win it six times. He has always been amaster of gamesmanship. He steadfastly believes that the only useful purpose regulations serve, is that they can be exploited. He is an avid reader of race regulations, and he will be the first to admit that he will be the first to exploit any loop-holes, even though he has never done anything illegal.

Stirling has most probaly driven a more varied field of cars than any other driver, and several are remembered nostalgically, the Mercedes W196, the V 16 B.R.M., the Vanwall, and the Maserati 250F. It is natural to think of a sucessor to Stirling Moss on the circuits, and perhaps even more interesting to hear his views on the current top talent. He rates Dan Gurney, as the best driver that America has ever produced, and one of the best of all time, Jim Clark he considers as surperb, even though until recently he didn't think he had the fire to go with his talent, though Indianapolis has most probaly changed this, and John Surtees he names as the most dedicated driver he ever met, even more dedicated than himself, he hinted. One of these surely, must take over the Moss mantle.

But there cannot surely be another Moss. Moss the driver, Maybe, but doubtful. But Moss the complete driver/ambassador/personality/crowd-drawer/tacticion/sportsman? never. Stirling, in fifteen years t that he has been on the circuits has shown himself to be the sort of person we see only once in a life time. One might say he has been to International motor-racing what Sir Winston Churchill has been to world politics. Each in their own field has been a great statesman.



RED HOODING RIDE

(An up to date bedtime story for wide awake adults)

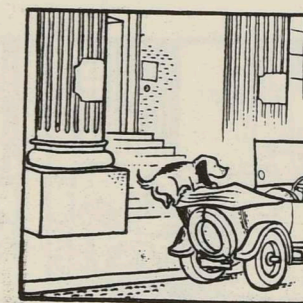
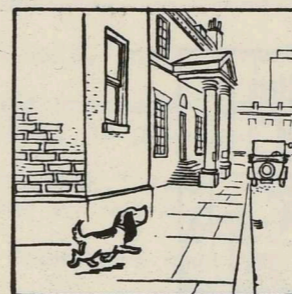
This Red Hooding Ride was a chick who hung on the fringe of the big smoke. She lived with her mother who made a bob by playing lead alto in the all-skirts dance band. Red had been a jazz fan all her living days and had the best collection of discs by Gillespie, Monk, Brubeck and other way out cats, in the business. Although Red was hop to the beat, her means of survival was tuning the rods wheeled by the local stropsters. A most usual gimmick for a pancake to meddle in to be sure. But everyone knew that once Red had breathed on a mill, the owner had a cup coming to him for a class win at the next drag. She did most jobs at her Grandma's speedshop which was way over on the other side of town. Grandma had been in the tune-up racket since all living memory and besides owning the jazziest hot-up gear in town she also ran the fastest 17 litre de Dietrich around yet.

Now Red had just taken delivery of a brand new Hillman Imp and was in the process of hopping it up ready for the next Club day at Pukekohe. This was a project very near and dear to her heart and she was keeping it strictly under wraps. The thing that was bugging her was the jerk next door who owned a Cooper-Mini. He was a real smooth operator who had been polishing ports for more years than Red had been around but would never feed Red any of the drum on what to do, even when she first started in the racket. He was forever peering over the fence and lurking around watching what she was doing and whenever she hit the jackpot with a new mod. he would turn up shortly after with the same thing on his own machinery. This was doing nothing to make Red like him even a little.

One day, when Red was adjusting the belts on the supercharger she was fitting to the Imp, Mother called to her and said, "Grandma has just tolled through to say she has finished that high-lift for the Imp and will you pedal over and pick up before some long beak purloins the whole idea."

"Crazy," said Red, "I'm on my way as from right now."

"Get with it Red," said Mother, "and while you are at it, I've got some spares up from the Agent to go as well."



So saying, she tossed a set of high com. pistols, an ali flywheel, a set of special needles and a tach that went up to 10,000R.P.M. into a violin case labelled "Trade Secrets" and made the presentation to Red.

"I'm not here," said Red, and made with the heel and toe towards the garage.

"One more thing?" said Mother ? "watch that creep next door and be careful at the Give Way Sign down the road. There's a black Zephyr down there and the Law inside it ain't really reading Mickey Spillane he's got propped on the wheel."

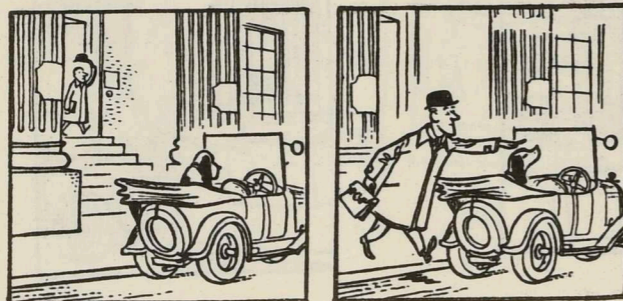
"I dig you," said Red, and faded.

What Mother and Red didn't know was that Next Door had dug a tunnel under the security fence and was standing outside the window with his ears flapping like the oil flag at Pukekohe just after someone throws a sump plug. He hotfooted it back to his own joint and after laying a carpet of tacks on Red's driveway he high-tailed it over to Grandma's speedshppq like he was running twenty minutes late in the Hepolite.

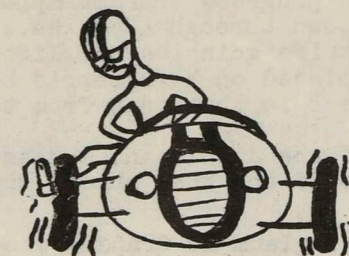
Grandma was working on the de Dietrich when he made the scene and was bending over the front wing welding up the side of the stump. Next Door gum-shoed his way into the joint and picking up a pair of vicegrips, he gave Grandma a tweak in the rear suspension. Grandma took off like the latest from Cape Canaveral and landed in with the mill of the de Dietrich. Next Door slammed down the bonnet and that was it. Grand ma had no option but to take five until Next Door upped the bonnet again.

Meanwhile Red had got through fixing more flats than Gillespie ever used in "Night in Tunisia" and was drifting through the last of the esses before Grandma's place.

Next Door had found the cam and was going all droolby over it when he smelled burning brake linings, and he knew that Red was about to sit in. He grabbed a pair of Grandma's spare overalls and jumped in, put on Grandma's new skid lid, painted on a moustache with some old akle grease and there he was - a real living Grandma.



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Red made an entry still somewhat mad about her flats but when she saw the Imp cam she forgot all else and just flipped.

"Man, it's a gasser," she squealed.

Then she turned to congratulate Grandma on another hi-fi job. Something didn't jell. Maybe it was because she wasn't wearing her hob-nailed boots. But something was wrong somewhere.

"Oh Grandma," said Red, "What bloodshot eyes you have to-day".

"Yeah Doll," said Next Door, "it's that lousy bulk import whisky".

Now Red knew something was loused up for sure because Grandma stuck strickly to gin.

"Oh Grandma," said Red, "how did somebody else's finger prints get all over my new cam"?

Next Door knew that the gaff was blown.

"Because the cam has got it's self a new owner;" he roared, and with that he hoisted the said article, flipped off the skidlid and lit out the door. But Red was no caterpillar herself and beat him to it, lowering him with a well placed axle between the ankles. While this rumble was in progress Grandma appeared, having crawled on her hands and knees down through the exhaust pipe of the de Diedtrich. Wising up fast to the strife going on she lifted up a brake drum off a seven ton Commer and placed on Next Door's head - from six feet up. Next Door lost intrest in the scene from that instant on.

Red climbed out off the debris and screamed, "Grandma you're a living doll. One more round and that shnook would have had the secret weapon."

Then she took another glaum at Grandma who was staring down at the lump on the top of Next Door's head.

"Why Grandma," said Red, "what bugs you? What's with this nut's nut that interests you so much?"

"Hush Babe," purred Grandma, "this is it."

Without further ado Grandma grabbed a handfull of putty and clapped it over the top of Next Door's cranium. Lifting it off again she said, "This is the pattern for a $\frac{3}{4}$ race cam lobe for a V.W. Man, I thought I'd never figure one out and here it is yet."

Well Red cleaned up at Pukeyoke in the Imp. Grandma is three months behind with orders for V.W. $\frac{3}{4}$ cams. Next Door? He drifted from the big smoke completely and they say he's only interested in go-carts now.

-H.E.W. Silver-

MAGNETO AND

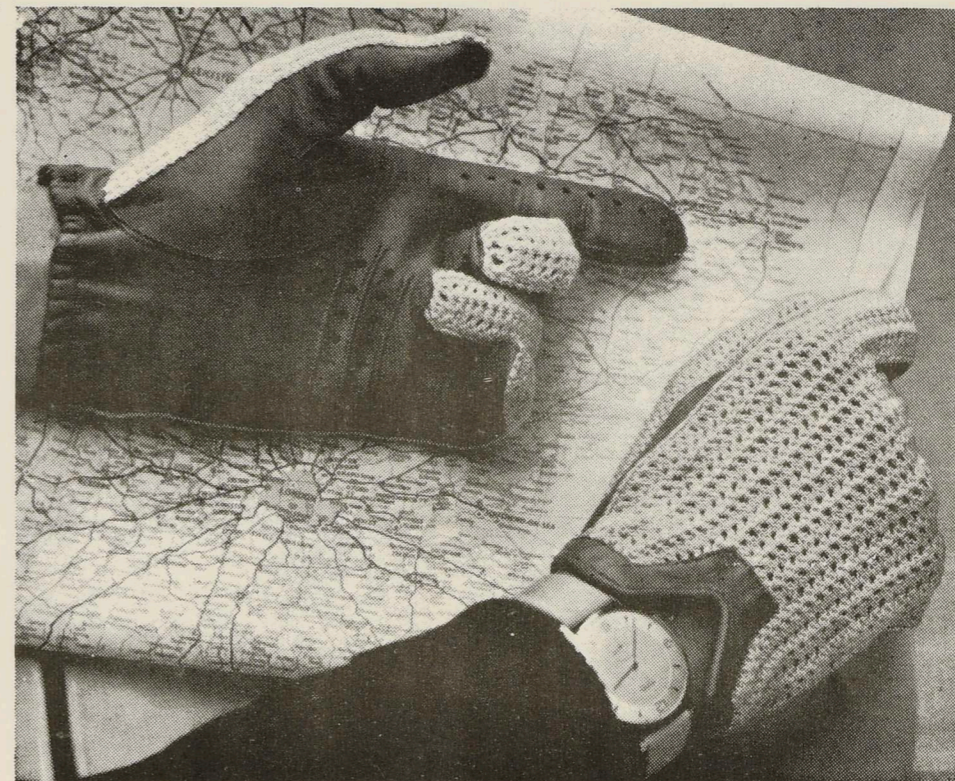
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