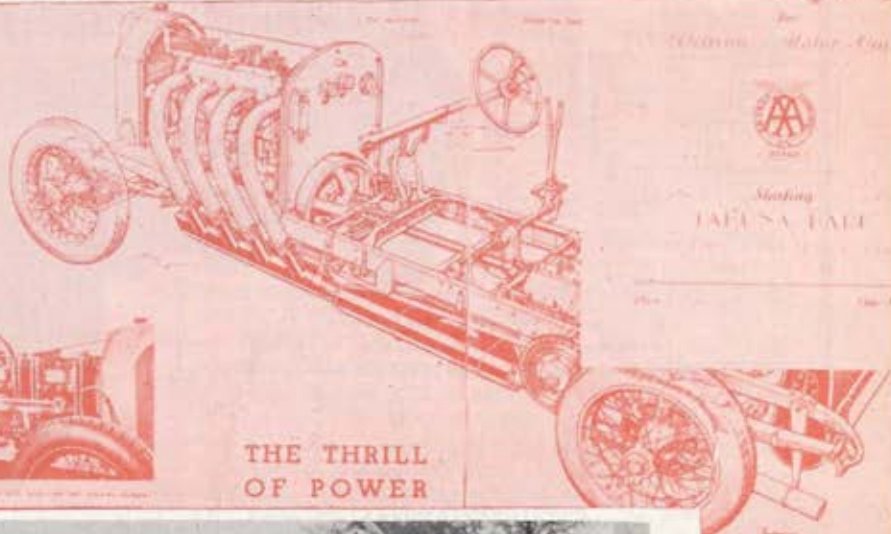


BEADED WHEELS

N.Z. VETERAN AND VINTAGE MOTORING

MARCH, 1968



THE THRILL
OF POWER



LEA-FRANCIS

THE AUSTIN SEVEN LUBRICATION CHART

NOTE: Numbers in brackets indicate points at which attention is required in 100% of cases; (), 75% of cases; (), 50% of cases.

Engine—Every 100 miles change oil level in sump by means of dipper-rod, which should be wiped clean before using or reusing. If necessary add Castrol. CASTROL XL will not reduce correct level in sump.

After the first 100 miles add approximately every 1,000 miles change oil of white oil and still with fresh. (If capacity of approximately 6 gallons.) Approximately 1000 miles or change on maintenance side of road, and change oil and filter and clean carburettor and pump. (A few drops of oil cleaning oil and filter and clean carburettor.)

Front Spring Shackles, Steering Knives, Axle, Frame Tube and the Universal Joints—Apply the correct grade Castrol. Castrol XL is the correct grade for these parts. This should be done at intervals.

Wheel Hub and Pin Bearings—Every 1,000 miles grease wheel bearings and axle pins. Grease to grease when the car is on a level surface. Use Castrol. Castrol XL is the correct grade for these parts.

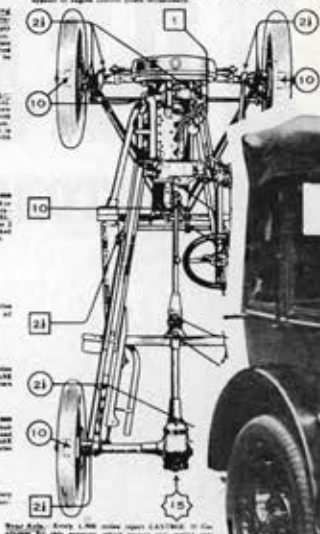
Ball Bearings—After the first 100 miles grease ball bearings with Castrol. Castrol XL is the correct grade for these parts. Grease every 1,000 miles.

Ball Bearings—After the first 100 miles grease ball bearings with Castrol. Castrol XL is the correct grade for these parts.

Rear Spring End—Every 100 miles grease the rear spring end with Castrol. Castrol XL is the correct grade for these parts.

Rear Wheel Hub—Every 1,000 miles grease rear wheel hub with Castrol. Castrol XL is the correct grade for these parts.

Rear Brake Drum Splines—Every 100 miles grease splines of rear brake drum with Castrol.



Front Spring Shackles, Steering Knives, Axle and Frame Tube—Every 100 miles grease with Castrol. Castrol XL is the correct grade for these parts.

Wheel Hub—Every 1,000 miles grease wheel hub and axle pins with Castrol. Castrol XL is the correct grade for these parts.

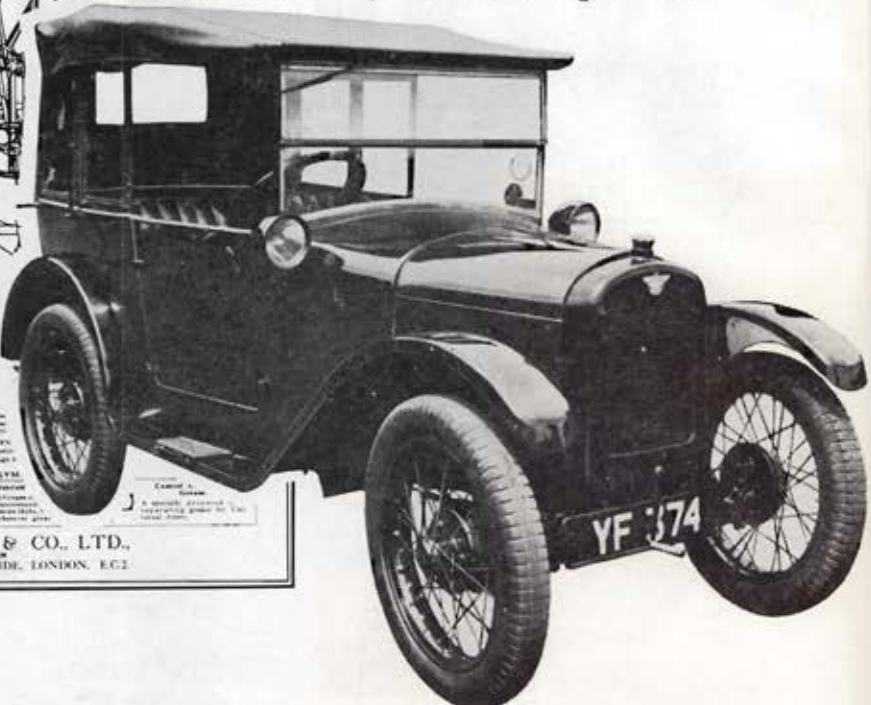
NOTE REGARDING ATTYN
A 1000 mile oil change is not sufficient to keep the engine in good condition. It is necessary to change the oil and filter and clean the carburettor and pump every 1000 miles.

EXPLANATION OF SYM.

<input type="checkbox"/> Castrol XL	Castrol XL is the correct grade for these parts.
<input type="checkbox"/> Castrol 5	Castrol 5 is the correct grade for these parts.
<input type="checkbox"/> Castrol 10	Castrol 10 is the correct grade for these parts.
<input type="checkbox"/> Castrol 20	Castrol 20 is the correct grade for these parts.
<input type="checkbox"/> Castrol 30	Castrol 30 is the correct grade for these parts.
<input type="checkbox"/> Castrol 40	Castrol 40 is the correct grade for these parts.
<input type="checkbox"/> Castrol 50	Castrol 50 is the correct grade for these parts.
<input type="checkbox"/> Castrol 60	Castrol 60 is the correct grade for these parts.
<input type="checkbox"/> Castrol 70	Castrol 70 is the correct grade for these parts.
<input type="checkbox"/> Castrol 80	Castrol 80 is the correct grade for these parts.
<input type="checkbox"/> Castrol 90	Castrol 90 is the correct grade for these parts.
<input type="checkbox"/> Castrol 100	Castrol 100 is the correct grade for these parts.

C. C. WAKEFIELD & CO., LTD.
ALL BRITISH FILM
WAKEFIELD HOUSE, CHELSEA, LONDON, E.C.2.

Is today's most modern oil right for yesterday's car?



Definitely.
No car, old or new, could fail to go better on today's Castrol. Austin know this—and they recommend Castrol for an old Austin 7 as strongly as they recommend Castrol for their cars of today.
Because Castrol means protection. Means reliability. Means smoother, trouble-free motoring.
The age of your car doesn't matter. The oil does.
Be sure to choose Castrol.
If you have an Austin of this vintage use CASTROL XL.

CASTROL
SUPERGRADES
WITH "LIQUID TUNGSTEN"



Beaded Wheels is the voice of the Vintage Car Movement in New Zealand and of the Clubs whose efforts are fostering and ever widening the interest in this movement and form rallying points for that ever increasing band of enthusiasts. The fascination of age itself or revulsion from the flashy mediocrity of our present day is drawing an increasing number of motorists back to the individuality, solid worth, and functional elegance that was demanded by a more discriminating generation and it is to these that we dedicate —

BEADED WHEELS

VOL. XII, No. 53 MARCH, 1968

Beaded Wheels is Published
Quarterly by the
VINTAGE CAR CLUB OF N.Z. INC.
20 HACKTHORNE ROAD
CHRISTCHURCH, 2, NEW ZEALAND
Yearly Subscription \$1 post free.
Individual copies 25c each.
Editor: Mrs M. J. ANDERSON.
Assistant Editor: M. POYNTON.

Copy must be typed on one side of paper and sent to the Editor, 20 Hackthorne Road, Christchurch.

COPY CLOSURES FOR 2nd ISSUE OF SUPPLEMENT, APRIL 30th, 1968 and for JUNE ISSUE, MAY 20th, 1968

IN THIS ISSUE	Page
The First Foreign Invasion	2
"Genevieve"	9
Obituary	15
Road Test—1913 Maudslay	17
That Vintage Chap	20
General Notes	20
Great Days of the Grass	21
Vintage Invitation Race	26
Letters to Editor	27
Branch Notes —	
Wellington	28
Nelson	29
Bay of Plenty	30
Southland	30
South Canterbury	31
Classified Advertisements	31

COVER PHOTO—
Norman Reeves and "Genevieve." See article.

"BEADED WHEELS" DIRECTORY OF VINTAGE CAR CLUB'S OFFICERS

- National Executive:** President, A. A. Anderson (Christchurch); Hon. Secretary, J. S. P. Palmer (Christchurch); Club Captain, A. K. Wright (Wanganui); Vice Club Captain and Editor "Beaded Wheels", Mollie Anderson (Christchurch); Committee, N. C. Adams (Auckland), R. Hasell (Christchurch), J. B. Loughnan (Christchurch), L. B. Southward (Wellington).
- Auckland Branch:** Chairman, H. Denton; Secretary, H. D. Kidd, P.O. Box 3382.
- Bay of Plenty Branch:** Chairman, J. Inder; Secretary, R. Ward, 60 Fourth Avenue, Tauranga.
- Canterbury Branch:** Chairman, D. Manhart; Secretary, N. C. Skevington, Box 5, Belfast.
- Hawke's Bay Branch:** Chairman, Mr K. R. Rieper; Secretary, Mrs B. Kelly, P.O. Box 946, Hastings.
- Manawatu Branch:** Chairman, D. Barker; Secretary, A. B. Staples, P.O. Box 385, Palmerston North.
- Marlborough Branch:** Chairman, J. May; Secretary, J. D. Finnie, 114 Muller Road, Blenheim.
- Nelson Branch:** Chairman, G. Topliss; Secretary, Mr D. P. Pickering, 24a Kingsley Place, Richmond, Nelson.
- North Otago Branch:** Chairman, W. J. Mitchell; Secretary, R. E. Murray, The Ridges, 1 H.R.D., Oamaru.
- Northland Branch:** Chairman, L. K. Wright; Secretary, Mrs C. J. Driver, 10 Cameron Street, Kaikohe.
- Otago Branch:** Chairman, R. E. N. Oakley; Secretary, H. J. Wilkinson, 70 Pacific Street, Roslyn, Dunedin.
- South Canterbury Branch:** Chairman, J. M. Sullivan; Secretary, E. R. Robins, Sutherlands R.D., Pleasant Point, South Canterbury.
- Southland Branch:** Chairman, N. A. McMillan; Secretary, A. D. Meredith, 199 Tay Street, Invercargill.
- Taranaki Branch:** Chairman, J. Castle; Secretary, D. Moore, 582 Carrington Road, New Plymouth.
- Taupo Branch:** Chairman, G. Mock; Secretary, J. H. Hindess, P.O. Box 522, Taupo.
- Waikato Branch:** Chairman, T. Bear; Secretary, M. Quayle, P.O. Box 924, Hamilton.
- Wanganui Branch:** Chairman, A. P. Tonks; Secretary, Mr B. T. Deighton, P.O. Box 726, Wanganui.
- Wellington Branch:** Chairman, J. Dransfield; Secretary, K. G. Wilkinson, 78 Coast Road, Wainuiomata.
- Whangarei Branch:** Chairman, E. Music; Secretary, N. W. Ganley, 8 Eden Terrace, Kamo.

All correspondence to the Club Administrative Secretary, P.O. Box 2546, Christchurch.

Advertising enquiries to be addressed to the Advertising Manager, 20 Hackthorne Road, Christchurch, 2. Published by Vintage Car Club of N.Z. Incorporated and printed by Simpson & Williams Ltd., 169 St. Asaph Street, Christchurch, New Zealand. Registered at the G.P.O. Wellington, for transmission as a magazine, etc.

The First Foreign Invasion of New Zealand motor sport followed the increasing success of the Auckland A.A.'s. N.Z. Motor Cup meetings at Muriwai Beach.

In Beaded Wheels recently a series of articles under the title of the "Heavy Metal" by W. Capper-Starr gave an edited review of the contemporary race reports in the local press covering the series from 1921 to 1928 but no technical assessment of cars or analysis of results was undertaken by the author.

In these days of complete domination of N.Z. major races by overseas cars and drivers it may be both interesting and instructive to assess the effect of the "Foreign Invasion" on New Zealand's earlier classic series of events.

—by A. A. ANDERSON.

One of the great difficulties in writing accurately of early New Zealand motoring is the verbose style of contemporary reporters, even in technical magazines, and the extreme paucity of technical information given coupled with dubious accuracy of results. Muriwai is no exception and thus the facts given in "The Heavy Metal" series will need to be treated with some reserve by genuine researchers! Fortunately there are a number of cross references available and these have been carefully checked in preparation of this necessarily brief account, but even so there may still be inaccuracies and omissions. The author would be very grateful if the knowledgeable will bring these to his attention.

The first race in 1921 naturally enough attracted no overseas entries though it was nonetheless a resounding success both from the point of view of the A.A.A. and the competitors. The field for the main race, the N.Z. Motor Cup, of only 25 miles, was only eight cars of which none were genuine competition machines. Large stripped and tuned American touring cars dominated the event, the Nattrass Cadillac V8 winning at a respectable average speed and achieved some 92 m.p.h down the straight.

Apparently there was no turning during the race which was started at the furthest point of the beach and run to the pits area

in one long straight, and the reported average speed of the winner at 88 m.p.h. would bear out this.

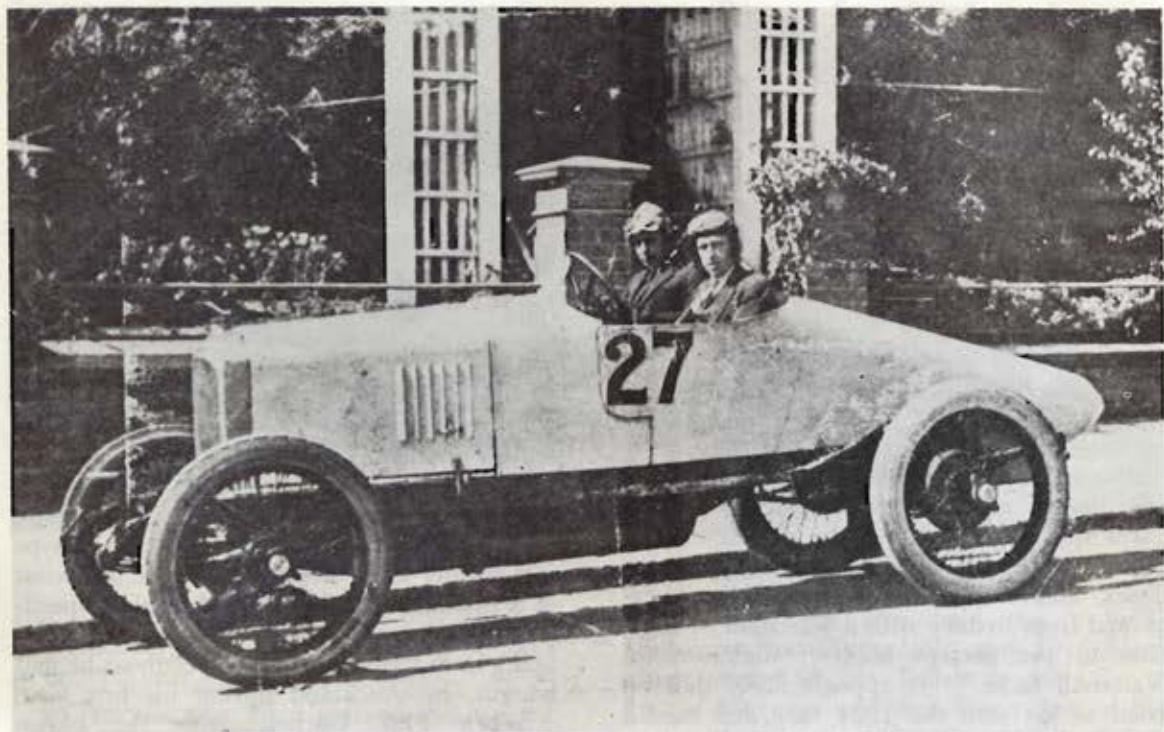
For 1922 the race for the NZ Motor Cup was now over 50 miles, arranged for 12½ miles to the straight giving three 180 degree turns. The winner, Craig's V12 Packard, was timed at approximately 90 m.p.h. over the finish line, but only managed a race average of 73 m.p.h., and again stripped tourers were the rule among the somewhat reduced field of six starters, including the Messenger family D type 25 h.p. Vauxhall specially stripped and tuned for the occasion.

So well did the Vauxhall perform that for 1923 the young and energetic local agents, Seabrook Fowlds, approached the famous Australian agents and competition doyen, Boyd Edkins, for a "real" Vauxhall entry for which Seabrook Fowlds would provide the entry, fares and expenses. Thus the first "foreign" entry appeared on the New Zealand racing scene, being the Edkins E type 30/98 Vauxhall with his Sydney service manager, C. F. Sanderson, as driver.

For 1923 the race now comprised five turns in place of three within its 50 miles' distance, and apart from the 30/98, the usual assembly of stripped tourers faced the starter for the N.Z. Motor Cup. In spite of the extra turns the Vauxhall won at an average of just over 75 m.p.h.—Bert Shorter's stripped Cadillac V8 being only half a minute behind (see *Beaded Wheels*, June, 1963, page 13), and the first foreign invader left New Zealand's shores with all the spoils of victory.

The year 1924 saw the lesson of the previous year bearing fruit in two different ways.

Firstly, at home both Selwyn Craig and Howard Nattrass who had previously successfully run Packard and Cadillac respectively, brought out and fielded specially imported racing machinery viz., the famous 1915 Indianapolis Stutz and a special board track Mercer. (See *Beaded Wheels* Sept., 1956 and Sept. 1955).



(Photo: Seabrook, Fowlds Ltd.)

Sanderson's 30/98 E type Vauxhall with Mr Fowlds as his riding mechanic.

Secondly, the Seabrook-Fowlds/Boyd Edkins combination again fielded the 30/98 and Sanderson and yet another entrant brought over a foreigner—none other than Norman ("Wizard") Smith brought over by Dominion Motors Ltd. to drive their No. 2 Essex.

In the N.Z. Motor Cup race itself 11 starters faced the flag, but Wizard Smith, who was dogged with plug trouble, held up the start and this in turn allowed the crowd back onto the beach which delayed matters even further. As a result of these delays both the Stutz and Austin 20 burned out clutches and Sanderson broke an axle on the first turn; the Smith Essex failed to cure its ignition maladies and the Mercer won at an average of over 80 m.p.h. from the J. W. Andrew's Ford by a substantial margin.

Norman "Wizard" Smith was well known as a record breaker inter-city in both Australia and New Zealand, holding the Sydney-Melbourne, Adelaide-Melbourne, Launceston-Hobart, Auckland-Wellington and Christchurch-Invercargill records at one time or another, mainly with the old four-cylinder Essex of the type entered for this race. Dom-

inion Motors No. 1 car was driven by Ben Campbell, a record-holder in his own right and mechanic on Smith's famous run Auckland-Wellington when the Jewett time of 14 hours 58 minutes set up on April 6th, 1923 (see *Beaded Wheels* June 1964) was carved down to 13 hours 19 minutes, this being achieved into the teeth of one of the worst southerly gales in living memory! The Wizard paid seven visits in all to New Zealand many of them in connection with his world record attempts (see *Beaded Wheels* March 1960). Although he was never a circuit racing figure it is fitting that the "Wizard" should be amongst the earliest "foreigners" to sample New Zealand motor racing, albeit, unsuccessfully!

The next year 1925 the organisers were to go into print bemoaning the fact that their, by now, well established event had no Australian entries though it was "the longest race in the Southern Hemisphere."

This caught the eye of a very newcomer to motor racing in Australia, Hope Bartlett, a 34-year-old ex-bank clerk and successful bus service proprietor who had done some

competition motor cycling including a ride on a Zenith in the 110-mile 1915 Australian Motor Cycle G.P. at Lithgow.

In 1923 he purchased an E type 30/98 from Boyd Edkins with which he proceeded to win a local hill climb and achieve a timed run of 97 m.p.h. at the Seven Mile Beach in 1923. In 1924 he had won the Daily Guardian Reliability Trial and early in 1925 he noted the fact that no Australian entries had been received for the N.Z. Motor Cup, and sent a late entry to the organisers and proceeded to ship the 30/98 to Auckland. So runs the story at any rate from the biographies of Bartlett.

But in fact we read in the editorial to the "Radiator" of March, 1924, regarding the races that "Australia will be represented by "Wizard" Smith of Sydney, in his racing Essex and that another competitor is expected from Sydney with a Vauxhall in addition to the present holder, Sanderson, of Vauxhall fame." It appears likely that he tried to get into the 1924 race and missed out, finally showing up for 1925.

Suffice it to say that in 1925 on February 21st Bartlett was the only overseas entry in his 30/98 and the field of starters now comprised 10 listed cars of which the Stutz and Mercer (now named Natrass Special) and the Fords of Andrews and of Haydon had been previous starters.

Hamilton's I.O.M. Sunbeam made its first appearance and only just succeeded in winning a very close race with Bartlett. The "foreigners" were getting too close for comfort! The race was now given seven turns as against five for the two previous years and even so the race average of 80 m.p.h. showed that extra turns were being compensated for by faster cars.

Nineteen-twenty-six saw a marked decline in the field for the New Zealand Motor Cup, eight cars with no overseas contingent at all faced the starter. Newcomers were the Messenger Special (Frontenac based) and Matthew Wills' 1922 T.T. Sunbeam as well as the old stagers like the Stutz, I.O.M.2, and the Mercer. Bob Wilson, the new owner of the Stutz, really found form and won from Wills and Hamilton in 35 minutes 37 seconds for the 50 miles—two minutes faster than the 1925 time.

PAGE FOUR



(Photo: Miss Lucy Wills)

Hope Bartlett's Brescia Bugatti on the beach.

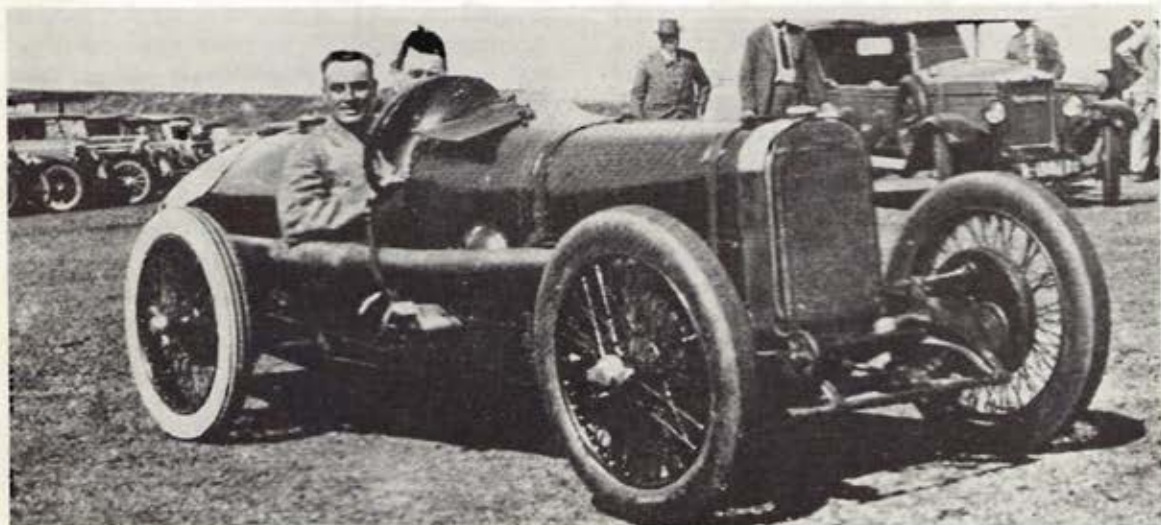
In 1927 Bartlett was back again; the two intervening years had seen his 30/98 E type and a later O.E. series disposed of in favour of a Brescia Bugatti for the Maroubra Speedway and a second Brescia for trial work quite apart from "Miss Masport" speedboat he had bought in Auckland during his first visit.

When Phil. Garlick, with the blown F.W.D. Alvis, started beating the Brescia at Maroubra, Bartlett imported one of the 2-litre formula 1922 Strasbourg G.P. Sunbeams, being one of the less successful Henri designed 4-cylinder cars, in 1925., and the rivalry with Garlick was really on! Maroubra kept them fully occupied till Garlick was killed at the speedway, trying to pass the Sunbeam in January 1927, and Bartlett took both the Brescia and the Sunbeam over to Muriwai. The Sunbeam was entered for the N.Z. Motor Cup and the Brescia for the Light Car Cup which latter it duly won at 72.5 m.p.h. with Andy Irving's old Brescia Modifié only 200 yards behind him.

The 1927 Motor Cup saw a spectacular struggle between Bartlett and Wilson's Stutz, but on the fourth lap the Sunbeam started sounding irregular and the Stutz finally drew away to win by one mile at an average speed of 82.2 m.p.h. for a race that now included nine turns within its 50 miles.

Whilst there were no other "foreigners," newcomers to the Motor Cup from New Zealand entrants numbered the Thomas Special entered by D. F. Bauchop of Wellington, and C. F. Armstrong's 3-litre Bentley.

Even though the overseas entry had taken the Light Car Cup it was only just managed



Hope Bartlett with the "Strasbourg" G. P. Sunbeam.

(Photo: Charlie East)

and the locals appeared quite able to look after themselves as they were going to have to do next year.

In fact the year 1928 marked the peak of overseas interest and entries in New Zealand pre-war motor sport and a veritable Australian invasion was mounted. Hope Bartlett did not reappear; owing to a change in his fortunes he had disposed of his entire stable, his little Brescia Bugatti going ultimately to Roycroft who had it entered next year in the ranks of the locals!

However Hope's old Maroubra rival A. E. C. (Charlie) East made his first appearance in New Zealand with his famous type 37 4-cylinder Bugatti with which he held the Maroubra lap record for all time at 96 m.p.h., and with which he had done a lot of tyre testing for Advanx retreads of Sydney. With East was his friend and partner Russell Taylor who was a principal of Advanx and also held the Bugatti agency in Sydney. Taylor had with him the ex F.A. Parle 8-cylinder G.P. 1500cc Type 39 Bugatti.

East was a very experienced tuner as well as first-class driver. He had started his training with the local Clement-Talbot agents before the 1914-18 war and had worked on the successful Victoria Park racing team and also prepared the Talbot with which G. C. White finally drove from East to West across Australia in 1908.

The same car also held the Sydney-Melbourne record in 1909 and 1910 after which year East left Talbot to maintain a fleet of hire cars and then ran a fleet of his own with a strong interest and love of fast driving thrown in! At the time of the opening of Maroubra Speedway in Sydney he gave up his hire car business to concentrate upon tuning, taking premises in the Advanx Company's Williams Street building as a workshop. East entered the first Maroubra meeting with an Itala and after this there sprang up the friendship with Russell Taylor leading to tyre testing and racing the Advanx Bugatti and finally its purchase and racing on his own account. The Type 37 stayed with him throughout his career right



(Photo: Charlie East)

The East family about to set out on a New Zealand tour after the 1928 races.



We may play around
with old cars in our
spare time !!

But when we make
something, we like it
to be modern and
up to date, like the

Lesco
N.Z.

POUR-A-CAN

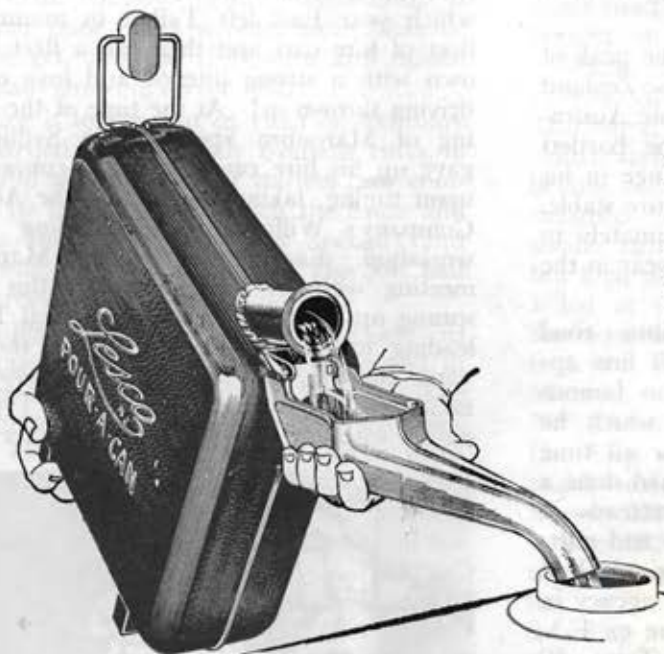
T H E

All Steel

Petrol Container

2 gallon \$5.60

1 gallon \$4.70



NEW ZEALAND TUBE MILLS LTD.

SALES DIVISION OF

SOUTHWARD ENGINEERING CO. LTD.

LOWER HUTT

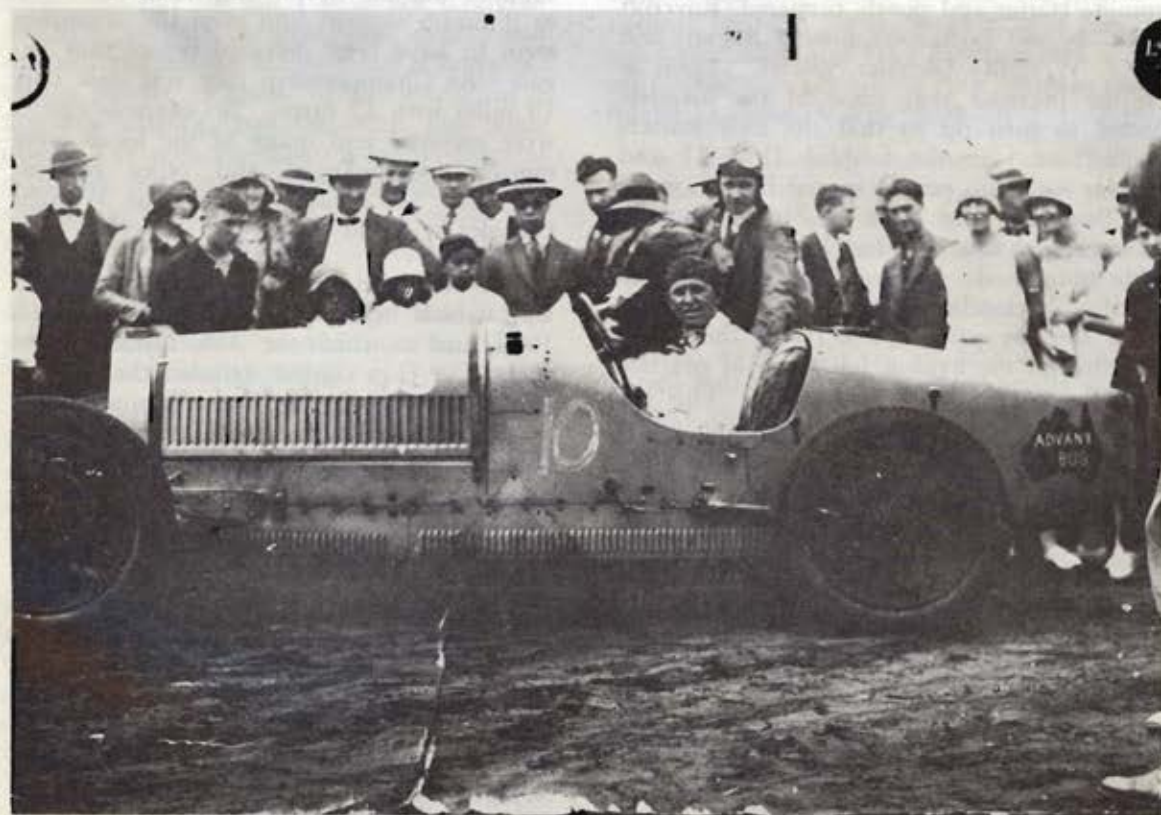
through to a come-back in 1935 at Maroubra's very last meeting. In his basement workshop he tuned many other famous cars including Bill Thompson's Grand Prix winning Type 37a blown car and a well known Type 43, and was, with Taylor, a very real threat to the N.Z. Motor Cup.

With these two there was a cabled entry at the last minute from one G. C. Meredith not nominating a car. Geof. Meredith was little known in Australia having appeared in local events with a Rajo headed Ford and later in a stripped 8-cylinder touring Bugatti probably a Type 30 2-litre. In any case he did not appear. Another mystery Australian entry was Hugh Carter with a Mercer which turned out to be the old Natrass car, the driver being an Australian who had served with Boyd Edkins as both apprentice and mechanic and as such would have acquired a good grounding in Mercers for the Australian agency was given to Edkins in 1920. The post-war cars were *not* a great success and, in Australia, gave a lot of trouble in which

Carter was embroiled. How he came to drive the Natrass machine will now never be known as Howard Natrass himself is now dead, but he did manage to get a place, being third at a speed of 75 m.p.h.

The 1928 race was still of 50 miles and this year it included 11 turns. The local lads pitted against these invaders included George Henning in the ex-Wills 8-cylinder 1922 T.T. Sunbeam, Hamilton in old I.O.M.2, Bauchop in the Hooker-Thomas, Wilson with the Stutz and the Cuttens in the ex-Zborowski 2-litre 8-cylinder Miller.

The Miller led off the mark and for some distance until the "water splash" shifted the battery and disconnected current from the Delco equipment and it dropped out. East's Type 37 broke its condenser bracket causing very intermittent firing after having been well up among the leaders. Taylor went out with ignition maladies and finally Bob Wilsonson and the Stutz chalked up its third successive win at 83.5 m.p.h. in spite of the extra turns to win the Motor Cup outright.



Charlie East's famous type 37 Bugatti on the beach.

(Photo: Charlie East)

Second was C. W. F. Hamilton and third Carter with the Mercer—the only “invader” to be placed.

In the Light Car Cup East and Taylor had changed cars and East took the 8-cylinder Type 39 G.P. through to win at 75 m.p.h. by almost 12½ minutes from Bauchop in the Thomas Special.

For 1929 the Automobile Association withdrew its support from Muriwai since its Motor Cup had gone. An association of drivers, the Muriwai Motor Racing Club under A. Roycroft, organised the “Australasian Beach Championship” meeting at Muriwai on March 9th. A good field of entries was received including from Australia Charlie East and Russ Taylor with Bugattis, Hope Bartlett with a type 43 Bugatti and Harold Cooper with the 3-litre G.P. Ballot which he had competed with at Maroubra since 1926 but without great success. The local lads fielded the Stutz, now in the hands of Reg. Grierson, the Miller which was a last-minute starter and poorly prepared, Roycroft with the old ex-Bartlett Brescia Bugatti and R. P. Wraight’s Chrysler Special. Again as in the previous year some of the invaders failed to turn up so that the only starters were East with the faithful Type 37 and Taylor with, this year, a special Bugatti made up from a 2-litre Type 30 Straight 8 with shortened chassis by 18 inches and considerable tuning. In East’s own words, “It had terrific acceleration and speed. Unfortunately the day prior to the racing the clutch withdrawal mechanism fell apart in practice and the parts lost on the beach. This car would have collected all before it including myself.”

Both Cooper with the Ballot and Bartlett non-started, but the local reporters appear to have confused the Miller with the Ballot and hence the reports often mention the latter though East, Grierson and Cutten all assure the writer that the Ballot definitely did not make the trip at the last moment.

The two main events of this 1929 meeting were the Qualifying Sweepstakes of 12½ miles and the Australasian Beach Championship itself of 25 miles and no less than 20 turns in this distance.

PAGE EIGHT

The race for the Qualifying Sweepstakes was won by Charlie East with Roycroft second and Bert Shorter’s Chrysler Special third. In the Championship itself, the Stutz led off from the flying start; by the second lap the order was East, Grierson, Taylor, Wraight, Roycroft and the Miller. However the Miller then suddenly found form and flashed past everyone to second place behind the Stutz, the East Bugatti having stalled on a turn and lost a lot of ground. Lubrication troubles then caused a con rod to let go on the Miller which put it out and the final order was Grierson’s Stutz first in 25 minutes 25 2-5 seconds, or just over 60 m.p.h., Roycroft’s Brescia Bugatti second and Charlie East’s Type 37 Bugatti third. The make-shift clutch jacked up for Taylor’s Bugatti let go on the third lap and it was out of the race.

For 1930, the Muriwai Club again organised the Beach Championship meeting in late January. The depression, the loss of A.A. support and the Motor Cup itself combined to diminish support and even the organisers seem to have been defeated before they began—the Championship race was now only 18 miles with 12 turns. No overseas entries were received and many of the locals were missing for financial and other reasons. Grierson’s Stutz narrowly beat the Wraight Chrysler in a field of only five starters.

The rival attractions of Hennings Speedway, which held its first meeting in March 1929, and to which the A.A. transferred its Light Car Cup contest sounded the increasing decline of the Muriwai Classics and of foreign invasions until a new series of classics could be established to take their place which was not destined to be until the middle 1950s.

The author wishes to thank those many people and organisations who have helped him with information and data with which to check press reports, etc., and who have supplied photographs notably Mr A. E. C. East, Mr Jack and Mr Phil. Seabrook, Mr Reg. Grierson, Mr C. W. F. Hamilton, Miss Lucy Wills, Mr Keith Cutten, Mr Dave Manson, Mr Harry Taylor and the staff of the Auckland Public Library.

“GENEVIEVE” A Sort of Biography

by Rodney Laredo

This story will, to some extent, run along the lines of an autobiography of a car; no ordinary car though—a veteran, none other than “Genevieve” herself. My decision to write on this particular car is to give those who don't already know, some idea of the life of the vehicle that has helped to establish a world-wide organisation for veteran cars, and that has helped in no small way to promote such interest in the early examples of motoring; not trying to better what has gone before, but to add to what has already been told.

This story has a personal beginning on June 4th, 1954. On this day as a reasonably young child, I was taken to what was termed “the shoppers' session” at the pictures. It was the first time I had been to an evening film showing. The programme—“Genevieve.” From that day till this I have not forgotten my first reactions at seeing this movie, and can still conjure up in my mind a fairly accurate picture of many of the scenes, as I first saw them. Over the years, like many others, I've seen the film on many different occasions, but not fully appreciating it to the extent which I have done when recently seeing it again.

March, 1965, saw the start of the International Veteran and Vintage Car Rally, the film “Genevieve” and into the bargain—“Genevieve” herself!

One wonders if Alexandre Darracq ever thought it possible that one of his early automobiles would achieve world fame some fifty odd years after it was introduced to the motoring world!

From the time of his birth on November 5th, 1855, at Bordeaux in France, through to early manhood, we know very little of the young Darracq. He began as a draughtsman at Tarbes, then becoming more ambitious in accordance with his age, tried his hand in a sewing machine company at Hurtu. Taking the bull by the horns in 1891, he teamed up with Aucoc to manufacture bicycles under the name of “Gladiator.” This

proposition turned into a successful one to the point where British interests, including Harvey du Cros bought out Darracq and his partner in 1896. We are doubtless right to imagine that Darracq and Aucoc toasted the foolishness of Harvey du Cros and Co. as in their deal, nothing was stated that Alexandre Darracq and his partner could not manufacture bicycle parts!—a small fact that led to two Frenchmen making a success of a business, and Darracq, anyway, living long enough to call himself a millionaire. A factory became the order of the day, and one was set up at Suresnes for the express purpose of turning out “bits and pieces” that when put together would resemble a bicycle. While in collaboration with Aucoc, Darracq turned to making and experimenting with the newly-discovered power of internal combustion, building motor bicycles and quadricycles. In 1895 he exhibited a light car at the Paris Salon and later experimented with an electric carriage which even Darracq had finally to admit, was a “washout”!

In 1899, Darracq purchased the Bollée patents and ventured some distance down that technically and financially “blind alley” before, realising his mistake and armed with his hard-won experience, he returned to the path of more conventional design.

Plans were soon laid for production of a varied range of models, but financially things weren't what they might have been in France, so Darracq approached London for finance and eventually set up A. Darracq and Co. in the City which helped to build his “empire.” From this British establishment “Genevieve” was sold for the first time in 1904.

The year 1901 had seen Henri Farman win the Pau Race in a modified Voiturette at the thundering average speed of 39 m.p.h. The success of such early races helped Darracq production enormously and at the end of 1902, the company books showed considerable profit. For the 1903 racing season, Darracq had increased his engines to 7½ litres in order to meet offering competition,

and from here the pace was set for further success.

By 1904 the technical forms of the motor car were already established in fairly well defined paths and the slight depression of 1903 was over—business, especially the motor business was buoyant when Darracq announced two new models added to his range. Surely he had no idea that when the fabulous "Flying Fifteen," a 3-litre, 4-cylinder 15 h.p. model was shown to the public for the first time it would be an instant success, and no doubt Darracq himself would have judged the poor person insane who dared to prophesy that his other announcement of the time, an insignificant (in comparison to the "Flying Fifteen") 2-cylinder 12 h.p. model, would bring fame and fortune to the Darracq name many years after his motoring empire was no longer and himself well and truly buried! Such was the fate of the 2-cylinder model which was a determined attempt to provide motoring pleasure to "Mr Average."

In March, 1904, "Genevieve" was shipped to the Darracq Motors in Oxford Street, London, and from these premises the wheels of fame began to roll. For thirty odd years "Genevieve" was looked after and driven by her first owner. Time marched on, cars changed and eventually the Darracq's owner saw fit to do without his early model. He tried to sell it but couldn't. People didn't want it—it was an old car and the fascination wasn't there! Not even a \$10 trade-in could be raised, so she was simply dumped beneath a hedge and left. In 1948 a veteran car enthusiast read an advertisement, "Remains of a 1904 Darracq—in pieces, at Bishops Stortford." The purchase was made—for \$8—the buyer was Mr Norman Reeves. Almost immediately Mr Reeves set about the job of restoring his heap of newly acquired junk. In anticipation, he contacted the "Veteran Car Club of Great Britain" to officially date the forlorn vehicle. With interest, the Club set out to investigate Mr Reeves' request. He had to be sure, but the Club found itself uncertain and after a round table conference it became clear that while the car was basically an example of the 12 h.p. two-cylinder model as made in 1904,

this particularly one was questionably rather later, perhaps 1905!

Very seldom are remains complete when discovered by an ardent enthusiast who has set himself the task of restoring a veteran car, and Mr Reeves was only one of the many who have come up against this problem. Although he was the owner, in actual fact, he was not the restorer—Mr Charles Cadby of Uxbridge had been commissioned to the task. To start with the radiator was missing. Mr Reeves got to work and had one made, that of a 1904 model. Great Britain's Veteran Car Club got to work also, and pointed out the fact that, the pedals were of a push forward type as used in 1905. The owner came to light with replacements, piano type, the right ones, obtained from another chassis.

Restoration was well under way. The guardian angels leaned forward and so the car was dated 1904. The body was reconditioned, new wheels and new tyres helped complete restoration, but completion was not yet in sight, not by a long chalk! The seats were reupholstered in red and this set the tempo for the colour scheme, and eventually Charles Cadby saw fit to paint his prize black and red, thus setting the colours which "Genevieve" still wears today.

The final stages were reached and the brass work was given attention. Finally the car was like new, and in 1949 the handle was swung for the first time. A jump, a shudder and a cough, and 1904 was once more in motion! The look on the faces of those who stood by and watched, recalling a heap of rubbish in Bishops Stortford, would I am sure, have supplied information for a book in itself.

Until the Darracq left Britain for New Zealand in 1959, Norman Reeves drove it and Charles Cadby maintained it and "Genevieve" looked a picture in the Uxbridge showroom where she was stabled with an 1899 Benz, veteran of several "Brightons." There was also another Benz, a two-cylinder 7 h.p. German Durkopp, and, finally, the "Menace"—a green 1903 De Dion Bouton which was there too, the five of them.

In 1950 "Genevieve" set off on her first Continental trip, to Le Touquet in France. Competition had begun. Having been

craned into the ferry at Dover, and with a good safe night crossing, Mr Reeves found no difficulty in driving his veteran the 40 miles from Calais to Le Toquet in one and a half hours. One of the highlights of the following year was a trip to Paris when "Genevieve" had her picture on the front page of "Le Matin." Smoothness was by no means the order of the day and the pavé roads played havoc with Mr Reeves' Darracq and on the run back to Dunkirk an oil lamp was lost on those bumpy roads! Needless to say that both driver and car were more than pleased to have the Dover Road beneath them once more on their home soil. There was many an excursion, some more memorable than others, in those early days, and one of the most ambitious ventures undertaken was a run to Liege when 500 miles were covered in just one weekend. A commendable effort to be sure.

The turn of the tide came in 1952—for Norman Reeves, the V.C.C. of Great Britain—and also indeed for the British film industry. The late Mr Henry Cornelius pronounced his intention to produce a movie depicting in a fictitious form, the renowned "London to Brighton" run for veteran cars. He was a perfectionist, detail in everything had to be precise. On this occasion he knew what he wanted. He had his story and his stars—he was still to get the "cream" of his story—"Genevieve." The V.C.C. was horrified at the thought of such a film. However as far as Mr Cornelius was concerned, they could have little choice, for the fuse had been lit and selections for two veterans were well under way. A Wolseley or a Humber would play "Genevieve" thought the producer. Quiet tut-tutting increased as time went by and eventually Mr Norman Reeves came to light with his 1904 black and red Darracq. Angles, sets and shots were discussed in the Uxbridge showroom. Finally Charles Cadby prepared his "charge" for the drive to Pine-wood film studios at Iver in Buckinghamshire. In September 1952 filming began and continued throughout some of the coldest weather imaginable until Christmas of the same year. Mr Cadby looked after "Genevieve" all the while.

The Darracq and her rival the Dutch Spyker ran faultlessly throughout their film car-

eer. Members of the V.C.C. supplied their own cars for location work in Hyde Park and in Brighton. Mr Cornelius believed that the 35 cars assembled for filming didn't do justice to the real Brighton rally so for good measure, he tossed in shots of the real 1952 run. This helped immensely.

Surely but slowly the coldness that no one but the cast endured during production gave way to spring, and on May 27th at the Leicester Square Theatre, the premiere of "Genevieve" was held. All round the world the film was a top box office hit. The seeming frustration and the "Have we done the right thing" feeling had so obviously been worthwhile. Some fourteen years later when reminiscing about the days during the filming of "Genevieve," an actress who played a leading role in the movie told me, "A case of panic was my lot each morning, by nighttime a wreck, still, we all managed to survive! Besides this, the weather was perishing cold, and we were given brandy in the early morning to keep away the 'blue' look before shooting got under way."

"The pleasures of laughter. I listened to those waves of gaiety that swept over the room, and when the show was finished, I saw its freshness reflected in the faces of the audience." So wrote the film critic of "Le Figaro" when "Genevieve" opened at the Paris Cinema in the Champs Elysees—later to smash all house records. Many more records were broken; in Brussels and Amsterdam. An all time record at the Sutton Cinema in New York; "Genevieve" was Britain's representation at Brazil's Sao Paulo Film Festival and, in Melbourne, at the Odeon Theatre, the roof nearly came in, while house records were shattered! However, while the film was winning the hearts of millions, what had become of the "star"—"Genevieve." Fame and fortune were now its companion. It was now "the" veteran car of the world. Norman Reeves owned a piece of "folk lore."

As the days went by, life at the Uxbridge garage became more and more hectic—the "Old Girl" was asked to attend fetes, openings of this and that, etc., etc. There were more Rallies, too. In August 1954 saw "Genevieve" in Holland, generous articles on her were published in the Alkaansche Cour-



(Photo: Gilltrap's Auto Museum)

The late Mr George Gilltrap has his first drive of "Genevieve" as he takes the famous car out of the packing crate on her arrival in Rotorna in 1958.

ant and Amsterdam's Dagboek. November—the Brighton; January in Luxembourg; March in Manchester. Of course, there's the amusing incident in 1955 when "Genevieve" was too "fat" to enter Selsdon Park Hotel, Sanderstead, to help celebrate the 21st birthday of the Kentish Border Motor Club, and had to sit sorrowfully at the door instead of going inside bearing the club's birthday cake!

In the days following her fabulous film success, "Genevieve" was always the subject of much attention. Norman Reeves and his wife were asked to take their famous car to rallies all over Europe. They attended garden parties and when they visited a strange town, the local mayor and all the works turned out. Like many things, fame can become a bugbear, and Mr Reeves was becoming tired of being called "Mr Genevieve."

PAGE TWELVE

In 1957 the late Mr George Gilltrap had decided to make a trip overseas to study existing auto museums with a view to setting one up himself in the States or in Australia. Accompanied by his wife, George Gilltrap set sail for America in the winter of 1957 to spend three months. From there they went on to Europe, timing it so to be in England for the London to Brighton of that year. Mrs Gilltrap recalled recently that the part she remembers most about this visit was the rain, which in true English fashion, dominated the day. She and her husband took to the road to Brighton in a 1903 Gladiator, owned by the late Mr James Allday. Mr Reeves was driving an 1899 Benz dog cart that particular year, and later in the day the Reeves and the Gilltraps met for the first time at a cocktail party given by the then Lord Mayor of Brighton, Alderman C. Tryson. Incidentally



(Photo: Gilltrap's Auto Museum)

"Genevieve" leaving the Museum to take part in the 1965 International Rally in New Zealand. At the wheel is the late Mr George Gilltrap, with Mrs Gilltrap.

Mr Gilltrap was chosen to reply to the Veteran Car Club of Great Britain president's toast, to "Our guests for the dinner." In early 1958, "Genevieve" was sent to Australia, on loan for some months, to the late Mr Rex Turner. In March of that year, Mr Turner drove the Darracq in the Blue Mountains Rally, completing it successfully and gaining second place! This was about the only rally undertaken in Australia at this time, although the car was used in exhibitions and for advertising purposes. Owing to her success in Australia, Norman Reeves contacted the Gilltraps in New Zealand enquiring if by any chance they would like (a) to have "Genevieve" on loan as Mr Turner had done, particularly as the car was in this part of the world, or (b) purchasing "Genevieve" outright. Like a shot, Mr Gilltrap decided on the loan, anyway, for a start. So "Genevieve" was shipped from Sydney to Auckland on board the *Monowai*, the date—May 14th, 1958. The crate containing the car was delivered to Rotorua on May 20th, Mr Gilltrap being able to drive it the same day. A complete set of instructions for starting, etc., had been sent out by Mr Reeves.

Throughout New Zealand "Genevieve" created great interest indeed, and was the star attraction at autoramas staged by Mr Gilltrap in Rotorua, Masterton, Hamilton, Auckland and Tauranga during her six months in the country. These autoramas

were in aid of charity and "Genevieve" was at all times accompanied by ten other Gilltrap cars and a display of modern vehicles. By this time, George Gilltrap was planning in earnest, and a move to Australia was afoot to set up a museum there. On hearing this, Mr Reeves wrote again asking if Mr Gilltrap would like to purchase "Genevieve," and so officially, on October 1st, 1958, the world's most well-known veteran car was owned by a New Zealander! Once more she crossed the Tasman, this time from Tauranga to Brisbane with the rest of the Gilltrap collection. This was January, 1959—a new life in a new country. Her first public showing was from 18th to 20th of March, 1959, and "Genevieve" was the subject of much attention at a three-day autorama staged in the Brisbane City Hall. This was in aid of the Queensland Bush Children's Association, and \$2000 Australian, was raised.

The fabulous Gilltrap Museum on Australia's Gold Coast was built, and eventually opened on September 20th, 1959. Its great success has been generously contributed to by "Genevieve," its First Lady.

Time ticks on and she has taken many important visitors on trips along the Gold Coast, e.g. Queensland's Governor of the time, Sir Henry Abel-Smith, on October 19th 1959. This occasion received enormous press coverage as it would be "a fair dinkum" rare outing that a veteran car would have the privilege of carrying the Royal Standard. Larry Adler, the famous harmonica player has ridden in her to. He met "Genevieve" for the first time in Brisbane on October 17th 1961, even though he composed the music for the film. Beauty queens from New Zealand and Australia have ridden in her, and she's been on TV in both countries.

Prior to the International Rally in New Zealand in 1965, "Genevieve" was given a complete overhaul, in fact, stripped right down. In addition to the rally mileage (1300 miles) Mr and Mrs Gilltrap drive their Darracq 600 miles to Sydney to ship her over to New Zealand, and after the rally, from Sydney back to her Gold Coast home.

This was a tough assignment, tougher than any film role, a real test of ability on

the part of car and driver. Christchurch—the Garden City of the Plains was the venue. Cars from all corners of the earth gathered here for the great event. Blood and thunder amongst the veterans! There were Clement-Talbots and Sizaire-Naudins, Unics and Aldays Onions, Rolls-Royces and Stanley Steamers, yes, all the odd names were there, and of course, “Genevieve” and numerous others.




At 5.30 on the morning of March 6 (Saturday) 1965, competitors gathered in the Christchurch Showgrounds. There were cars for miles and people in their thousands. A friend and I were up early and over we went to watch proceedings. All of a sudden it was daylight and 7 a.m. and we began a slow walk in the direction of a large crowd concentrated to our left. The subject of all the attention was not yet visible, so we hast-

ened to find out. At long last “Genevieve” had arrived

On March 6th they started, 290 vehicles in all and 1300 miles to cover. Later a victorious scene in Christchurch again, and a most fabulous auto show one could wish for with “Genevieve” drawing a multitude of people, and you know, she got a place in the rally, too. Yes, in the class winners, small veterans’ section—second.

Well, it all had to end somewhere and sometime. It wasn’t long before the Gilltraps and “Genevieve” set off for home in Australia, driving their veteran on the return trip the same way as they had come. It is interesting to note that the incident that stands out most in the mind of Mrs Gilltrap is that of her late husband putting out a fire in the car at Turangi in the North Island, on

NIKE

					
56MB 1 ton Scissor Jack (Universal) \$6.56	3C 1 ton Hand Jack (Universal) \$4.69	13EH and 13H 1½ ton Hydraulic (Universal) \$9.34	16-HBX 1 ton Hydraulic (Bumper Jack) \$14.03	16-HBS 1 ton Hydraulic (Side Jack) \$14.03	8C 1 ton Mechanical (Side lifting) \$8.05

... just get caught without a jack once and you'll be in like a shot to buy one. But why wait until then? NIKE Hydraulic Jacks are tough, Swedish steel—just throw them in the vintage or modern and they'll take year after year of hammering and be ready to go into action—instantly.

AVAILABLE FROM ALL GARAGES SERVICE STATIONS AND MOTOR ACCESSORY SHOPS

Distributed by



MOTOR SPECIALTIES LTD
WAREHOUSES THROUGHOUT NEW ZEALAND



(Photo: Gilltrap's Auto Museum)

"In the beginning"—"Genevieve" stripped for the treatment prior to the Haast.

the way south to compete in the rally. A rag had been left on the engine when it was being cleaned. The fire started and the flames leapt two feet high until road-side clay put out the fire. Mrs Gilltrap stated, "It was the fright of my life."

But now, three years after all this happened, fifteen years after the film was made, and sixty-four years after "Genevieve" herself was made, you can still see her. She's still around. I wonder who will see her next—what does the future hold? If you are ever in Australia, in Queensland that is, and better still in Coolangatta, hop in to the museum, "Gilltrap's Auto Museum," just on the Pacific Highway, and say "Hello." "Genevieve" will be there waiting for you.

To all those who helped to make this article possible—Mrs K. R. Gilltrap (Gilltrap's Auto Museum), Mr Norman Reeves (Norman Reeves' Motors, England), Miss Dinah Sheridan (leading actress in the film "Genevieve"), Mr Denis Field (veteran car historian), Miss Elizabeth Nagle (author and authority on veteran cars), and my mother who took on the task of sorting out my scribbled notes in readiness to type the finished article, thank you all

Rooney Laredo

OBITUARY

On Friday, February 9th, the Club suffered the loss of one of its most loyal and hard-working members — E. A. "Bill" Bailey.

Bill first took on the duties of permanent secretary in 1959 and at once threw himself into the affairs of the Club with a wholehearted enthusiasm that he kept up right through to the moment of going into hospital only a few days before he died. His quiet, unobtrusive and smooth administration has always been the backbone of this Club's internal and external relationships and made him the friend of almost everyone who came in contact with him. His tact and command of that gentle art of letter-writing has done probably more than any other agency to promote the unity of purpose and of outlook that has characterised the Club during the fantastic expansion of numbers and interests over the recent past.

We are indeed fortunate that his wife who has ably assisted him, especially recently, when his health was giving him some concern, has been able to carry on and ensure a continuity of administration and continue Bill's work in that tradition which he established.

Since Bill was neither an owner nor a driver of vintage machinery himself he was spared the tendency to the one-eyed approach that, with the best intentions in the world, besets all of us from time to time and his depth of vision enabled him to see the aims of the Club and to work towards them, without any "blinker" of personal prejudice and enthusiasm. A hard but full life endowed him with that great gift of being able to get on with and gain the confidence of those in all walks of life; a gift that has immeasurably strengthened our Club and which, with his passing, has left a gap in the lives of each of us personally as well as in that of the Club he served so well.

—A.A.A.

C. HUNTON (1967) LTD.

55 Kilmore Street

Phone 69-786

Specialists in
New Body Work
Chassis Straightening
Painting
Door Lock and
Window Winding
Repairs
Glass Replacements
Renewing Rotten
Woodwork



WE TAKE THE DENT OUT OF ACCIDENT

VIVA BY VAUXHALL

"THE BIG SMALL CAR OF THE YEAR"



VIVA DE LUXE

Overseas Funds Guarantee You Early Delivery

Call or Ring for a Test Drive

THE FARMER'S GARAGE

MADRAS STREET

PHONE 71-699

(LICENSED MOTOR VEHICLE DEALERS)

"Better Known For Better Service"

ROAD TEST —

TAKING A LOOK AT THE 1913 MAUDSLAY

by M. J. Poynton

A few weeks ago I was fortunate to become re-acquainted with a car which I saw for the first time in 1950. This was the 20 h.p. Maudslay which was one of the first veterans that I had really displayed any great interest in and being fortunate in having a fairly good knowledge of the background of the Maudslay Engineering Works I was not disappointed when I discovered the many advanced mechanical features incorporated in this particular car.

When at College I had learned that it was Henry Maudslay the great-grandfather of the founder of the Maudslay Motor Company who had invented the first screw-cutting lathe which of course was one of the major turning points in engineering for, until the evolution of the screw-cutting lathe there was no such thing as machine-cut threads and that meant that every nut, bolt and screw had to be hand made and fitted to its mate. I have also subsequently learned that it was Henry Maudslay who made the first micrometer in 1805 and this was correct to 0.001 of an inch. Maudslay continued on to great heights in the engineering field and probably his greatest contribution to motor transport was the invention of the first fully-floating live rear axle with the casing forged from a single billet.

The Maudslay Motor Company did not continue making cars for very long after the Great War and records show that in 1923 they displayed a very advanced 2-litre 6-cylinder car with twin overhead camshafts and four-wheel brakes, among the host of interesting features incorporated in this model. Unfortunately this car does not appear to have gone into production and it is doubtful if any survive today. They were, however, still manufacturing truck and bus chassis as late as 1951 and I now understand that the Maudslay Motor Company has been absorbed by the Associated Engineering Company (A.E.C.) who in turn have amalgamated with Leyland Motors.

To return to the "Maudslay," it was imported into New Zealand by Mr C. J. S. Harcourt of Wellington just prior to the 1914-1918 war. According to the original correspondence that took place between the Maudslay Motor Company and Mr Harcourt it is interesting to note that Mr Harcourt was supplied with a brand new 1913 chassis fitted with the torpedo phaeton body which had been recently removed from the managing director's 1912 car. It appears that the managing director had decided to fit a limousine body to his car and the phaeton body was then available to any interested party. This meant that Mr Harcourt was able to have the choice of paying something like \$1100 for a chassis with a new body or \$800 for the new chassis fitted with the surplus phaeton body. Mr Harcourt naturally decided on the latter. As it turned out the body had to have a certain amount of alteration as it was discovered during the course of fitting that the managing director's car had a longer wheel base thus necessitating some completely new body panels being made, so the end result must have been very near to having a new body anyway.

Mr Harcourt presumably ran the Maudslay as his primary transport until 1925 when he imported into New Zealand a 14/40 Sunbeam Roadster (now owned by Frank Unsworth) and then a 16 h.p. Sunbeam Saloon in 1930. It is understood that one of Mr Harcourt's sons did use the Maudslay during the 1930s but the car must have stood



(Photo: Michael Photography)

unused from 1939 to 1950 until purchased by S. W. (Dick) Moulton of Paraparamu.

The car remained in Dick Moulton's hands for about five years when it was sold to Mrs Joan Stone of Waikanae who did start the long and tedious task of removing all the paint work down to the bare metal by hand (unfortunately during Dick Moulton's ownership the car was not garaged and the paint work and upholstery suffered accordingly).

Early in 1958 Joan decided to sell the car and it eventually passed into Len Southward's hands who acquired it for Roy. The car was stripped down and completely restored and was just ready in time to take part in the Haast Rally in 1965.

I remember that on my first meeting with the car in 1950 being very impressed with firstly its original condition and secondly its very advanced mechanical features. This might be as good a time as any to give you a run down on the general specifications.

Engine: 4 Cylinders 90mm. — Bore 130mm. — Stroke 20.2 h.p.

PAGE EIGHTEEN

From these rather usual basic dimensions has stemmed an engine of which probably the most remarkable part is the valve gear. We have the usual arrangement of two valves per cylinder operated by a single overhead camshaft driven by a vertical shaft which is provided with a universal ball joint. From here on some wonderful engineering advances have been made even by today's standards for not only are the inspection covers of the valve gear hinged but also the entire layshaft can be tilted back exposing the valves. Then the valves can be removed still in their own boxes and reground or replaced without disturbing the rest of the engine. The second remarkable feature which the engine possesses is that the crankcase has been designed to incorporate four large inspection ports on each side thus allowing a piston and connecting rod to be withdrawn from the engine without the cylinder block or sump having to be removed. In keeping with these aforementioned features the rest of the engine is similarly endowed with workmanship which

just cannot be faulted and it is only when one comes to consider the engineering background of the Maudslay group that one realises how and why they were able to produce an engine of this calibre as far back as 1913.

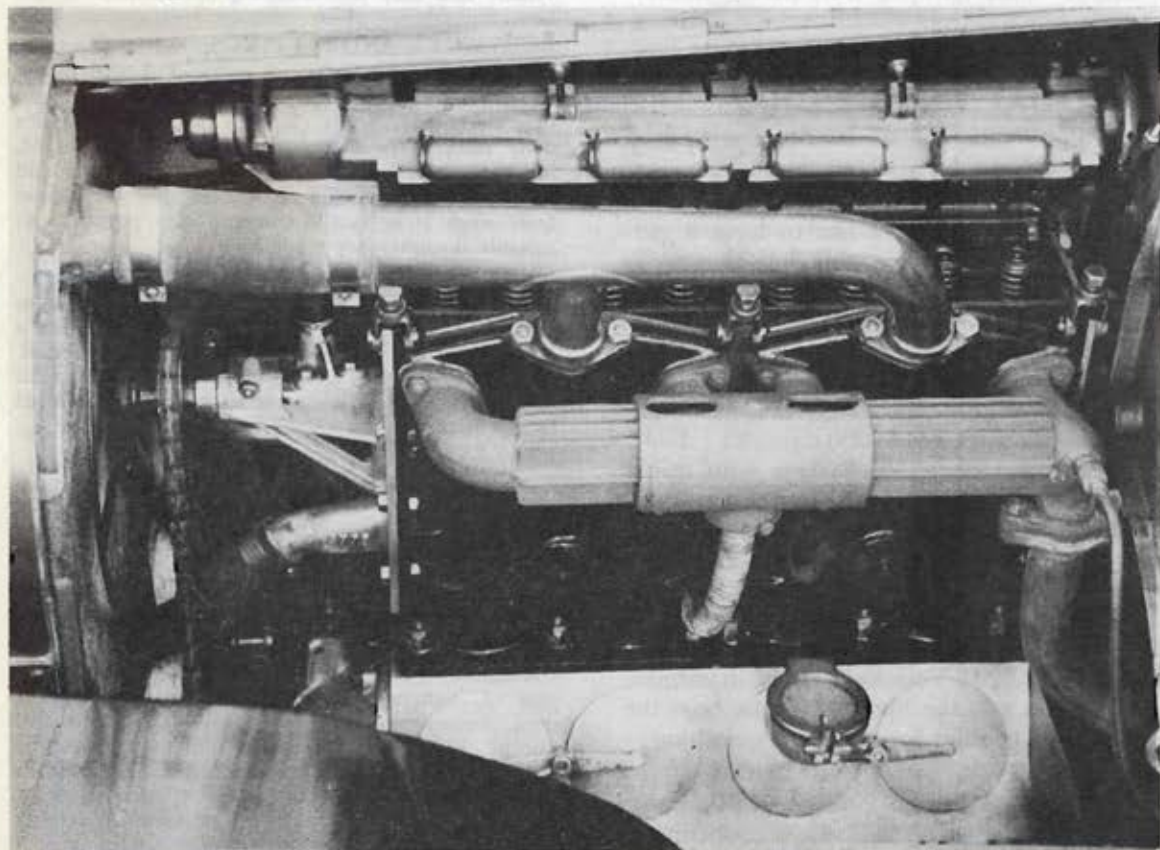
Gearbox: Four forward speeds and one reverse right hand gate change operated by a cone clutch.

Chassis: Wheel base 10ft 6in. Track 4ft 8in. Springs—front half-elliptic, rear three-quarter elliptic. Rear axle—straight cut bevel drive.

Body: Five-seater Torpedo Phaeton with all-weather equipment.

I had the opportunity of taking the Maudslay for a drive recently and I was able to get a really good idea of how much work and money had gone back into the car during its restoration. The engine started faultlessly on the coil and was switched over to magneto a few second later. Sitting behind the wheel one's first impression is how much of the

countryside can be seen from behind the wheel of a large Edwardian touring car and also one soon becomes aware that the cockpit layout in cars of this period was strictly for comfort and practicability. Everything comes within easy reach and with the engine lazily ticking over, low gear can be engaged and the car moves off very smoothly, cone clutch excepted. Going up through the gears quietly it is soon apparent that the Maudslay is essentially a top-gear car and although third gear is relatively high the long stroke motor with its heavy flywheel together with a sensible top-gear ratio and reasonably light body give the car a most pleasant degree of flexibility. On the open road the car proceeds to settle down nicely at a round 35 miles per hour and Roy did mention that he has on at least one occasion put 40 miles into the hour. Typical of its period the Maudslay possesses light and exceptionally positive steering which tends to grow on you more as each successive



(Photo: Michael Photography)

Maudslay Engine showing the whole camshaft tunnelhinged to one side exposing the valve stems and springs.

mile is covered. The gear-box and differential are both in first-class condition and the straight-cut crownwheel and pinion are very quiet indeed on the overdrive. The body design is such that the high slab-sided body panels give the driver and passengers a good degree of protection and although on our test day the conditions were very windy the body and leather upholstery give plenty of protection.

In summing up my impressions of this car on the road I would say that the car's general performance and road holding capabilities bring it nearer into the vintage class than veteran and it is a fortunate thing for the vintage movement in New Zealand that we are able to have a car of this particular calibre in first-class condition capable of attending our various activities for a long time to come.

THAT VINTAGE CHAP

By C. J.

Have you come across him?

The one that says, "I like to have it perfect"—showing you a paint job that looks like tar!

The one that spends \$1000 on a restoration, doesn't quite finish it, and ends selling it for \$100.

The one who spends \$100 on it and wonders why he can't get \$1000.

The chap with a '29 Erskine who thinks vintages are worth a mint.

The man with a rotting 1902 Floozlebong who says, "I'll restore it one day." Of course he never does.

Then there are the commercial wreckers—anyone for a smashed block—but good c'shaft only \$20! You walk away in disgust.

Have you met the "hoarder" who buys the pick of the goodies for practically nothing—how exasperating!—and won't part with.

The vintagent is surrounded by many interesting people including those who write instead of getting on with it! (Sounds like me.)

Tell me—who have you met?

PAGE TWENTY

GENERAL NOTES

RULES COMMITTEE NOTE

To aid those setting out upon the restoration of vehicles, especially with an eye on speed events, the Rules Committee have given consideration to laying down some general guide lines as to eligibility of vehicles.

The national Chief Scrutineer will be working closely in conjunction with the Committee in this matter and the aim of these general guiding principles is to

- (1) Prevent cars of any kind being "restored" solely with performance in mind. This club does not wish to become an umbrella under which a form of "poor man's motor racing" can be indulged in.
- (2) To prevent good examples of any class of machinery from being tuned beyond their limits to the detriment of reliability and to ensure that they continue to survive. Also to prevent the building of "Specials" of any kind.

The following are relevant excerpts from the minutes of the meeting held on February 5th.

"A vehicle shall be as far as possible as produced by the manufacturer at date ascribed to the vehicle and only the following modifications could be acceptable.

BODYWORK AND FITTINGS

Where original bodywork exists it should be restored faithfully; if original bodywork does not exist or been radically changed then period replica body suitable to the chassis may be constructed, but the owner must satisfy the Club Registrar and through him the Chief Scrutineer that his chosen body work is in fact a contemporary replica with suitable documentary evidence.

CHASSIS AND RUNNING GEAR

Must be of original type and form as fitted to particular make; any variation may only be of a type that in fact was used in the appropriate period. Any shortening of a long wheelbase chassis can only be done where a shorter alternative was offered by the maker.

BRAKES

Alterations may be made as long as in keeping with vehicle.

TYRES AND WHEELS

The cross section must not exceed the maximum size as originally specified by manufacturer or offered as optional extras.

ENGINE

Original type as fitted to chassis. With exception of, lighter pistons, lighter flywheels may be used, improvements to oiling systems and water pumps. All engine auxiliaries and tuning shall be only in accordance with specifications available in period of its construction.

Note: However if it has been necessary to modify a vehicle solely for the purpose of maintaining such vehicle in running order then in the absolute discretion of the committee such modification or modifications may be accepted."

The Great Days of the Grass

by GEOFF HOCKLEY



PART 2. THE SPORT IN THE SOUTH

PRIOR to 1915 the South Island public knew of the thrills of grass track racing only by hearsay, except for a few who had been present at Northern race meetings. In fact, reports of riders lapping the unbanked, grass-surfaced horse-racing tracks at better than mile-a-minute speeds were regarded with scepticism by many Southerners. It remained for the enterprising South Canterbury Motorcycle Club to introduce the sport to the South—a fact for which this live-wire organisation (which is still going strong) has not always received credit. Washdyke Racecourse, a few miles north of Timaru, was the venue, and June 10, 1915, was the date. Many well-known South Canterbury names appear in the list of officials who worked hard to make the day a success, including C. Brehaut, A. E. Dendy and R. A. Rogers. Although the modest entry list was comprised mainly of South Canterbury riders, two prominent Christchurch riders, Alan Woodman (Douglas) and Ernie Hinds (Indian) made the trip to Washdyke and added interest to the proceedings. Alan rode his T.T. Douglas from Christchurch on the day of the races, and arrived with no time left to restore the fine edge of his tuning which he had lost as the result of a brisk trip, but this did not stop the one-legged Christchurch star from clearing out from the field in the 350cc scratch race. Seven events were run off, and successful competitors were Woodman, Baker (Triumph), Marshall (A.J.S.), Robinson (Rudge) and Evans (Triumph). Ernie Hinds was scratch man in the handicap events and found that the starts he was asked

to concede were too great for him to figure in the placings.

Encouraged by the success of its pioneering effort, the club's next meeting on December 16th of the same year was a much more ambitious affair with a programme of eleven events. Unfortunately the day was showery and attendance suffered as a result, but some good racing was witnessed. Alan Woodman accounted for the mile time trial for 350cc machines and took second place in the 350cc scratch race. In winning the 500cc time trial, Alan Moreland (Triumph) recorded 65 seconds—fastest lap time of the day. Dendy (B.S.A.) won the 500cc scratch event and also the big race of the day, a 10-lap open handicap, and collected a couple of second places as well. A New Hudson ridden by L. Edyvean took first in the 10-lap up-to-350cc handicap from the 100sec. mark. Marshall (Triumph) won his heat and the final of a 5-lap open handicap, P. A. Foden uncorked a burst of speed from his Douglas which enabled him to head Alan Woodman off in the 350cc scratch race, and the Beck sisters earned a round of applause from the spectators for setting a very respectable pace indeed to take first and second in the Ladies' Race on their Douglases.

However, the Southern public had yet to see the giants of the sport in action. But this deficiency was soon to be remedied, for even before 1915 had drawn to a close, plans were maturing for the organising of the greatest carnival of speed ever witnessed by the normally staid and conservative Christchurch public. The war had been in progress for

more than a year, and most sports bodies were organising events the proceeds from which went to swell the Red Cross and other patriotic funds. The motorcycle movement was not lagging in fund-raising efforts, and the Pioneer Motor Club of Christchurch, an up-and-coming motorcycling organisation which had been founded but two years previously, decided to introduce big-time grass track racing to the South and as a result (it was hoped) hand the local patriotic funds a sizeable cheque from the proceeds. The project succeeded beyond the most optimistic expectations. The fact that the meeting was being promoted for such a worthy cause ensured solid backing from influential people of the City of the Plains. To add tone to the proceedings, the then Governor-General, Lord Liverpool, was roped in as patron, and the list of vice-presidents read like a Who's-Who of the elite of Christchurch in motoring and professional circles. Business firms contributed generously to the prize list, and the event was given wide publicity in the newspapers. The stage seemed set for the most exciting day's sport which Christchurch had witnessed for many a day, but a hitch arose which threatened to bring the whole ambitious project to a grinding halt. It had been realised by the promoters that while Southern competitors would no doubt make a creditable showing, even though lacking experience on the mile grass courses, the big attraction for the public would be the Northern speed stars, who had intimated that they would be supporting the meeting in force and who had been publicised by the speed carnival organisers as definitely appearing. "You've heard of them doing 70 miles an hour," ran one front-page newspaper advertisement, "but wait until you see Coleman (Big X), Crawley (Big X), Dawber (Indian), Mackersey (B.S.A.), Jones (Rudge) and a host of other star North Island riders battling for supremacy at Plumpton at the big speed carnival on February 19. Nothing like this has ever been seen before!" However, a small cloud on the horizon, arising from a proposal that winning competitors should accept certificates in place of cash, assumed threatening proportions when the Northern entrants intimated that they would not compete at Christchurch in such case—and who would

have blamed them? As "Wheeling," the Wellington motorcycling journal, stated after the argument had been satisfactorily settled, "If only certificates had been offered, not one North Islander would have made the trip, and the handsome gate would have been changed to a very paltry affair indeed. Certificates will not pay for hotel expenses, tyres, fuel, oil, repairs and all the incidentals which surround track racing. There is no profit in racing." And after seeing the boys in action on that memorable debut of Christchurch grass track racing, we were fully in accord with their desire to garner gold instead of glory and cash instead of certificates.

However, well before the big day dawned, this and one or two other bones of contention had been amicably settled by the energetic and forthright Pioneer Motor Club secretary, Phil Harman, as the result of a trip north which he took at short notice to confer with the northerners, and after the agreement entries arrived thick and fast, and the stage seemed set for a red-letter day in the annals of Southern motorcycle sport. There had been some problems as to the matter of a suitable course, but negotiations with the Canterbury Park Trotting Club resulted in the Club agreeing to the use of its fine one-mile track, Plumpton Park, at Sockburn. Until this splendid course with all its grandstands and amenities vanished under the relentless expansion programme of the adjacent Wigram R.N.Z.A.F. station in the 1920s, Plumpton Park was the scene of several more motorcycle speed carnivals, all of which attracted record crowds—in fact, on one occasion the attendance record for a trotting meeting was handsomely exceeded by the devotees of the motorcycle sport. We will describe subsequent Plumpton speed carnivals later in the course of this article.

Competitors had been allocated two evenings for practice on the track in the week prior to the event and they turned out in large numbers, to say nothing of swarms of spectators who lined the rails and watched goggle-eyed as the riders "found the groove" after a few laps and started to really turn it on. The northerners were the only entrants to better 60-sec. lap times, Coleman turning one in 55sec. on his big-valve Excelsior, with Roy Crawley (Excelsior) and Jim Dawber



THE SOUTH'S FIRST BIG SPEED CARNIVAL, SOCKBURN, FEBRUARY 19, 1916.

1. Roy Crawley, N.Z. Heavyweight Champion. 2. Ladies' Bracelet winner Miss F. M. Beck. 3 and 4. Crawley in action. 5 Start of the Ladies' Bracelet. 6. The Northern contingent. Centre, handicappers Gus Torstonsen and W. H. Benson.

(Indian) very little slower. The Christchurch "white hope," the one-legged Alan Woodman, who was the only southerner likely to match the visitors in skill and daring, put in some excellent lappery on one of the famous B.R.S. model Nortons until piston trouble brought him to a halt. No spare piston was available and Alan subsequently appeared on a Triumph.

The turnstiles at the Canterbury Park gates started clicking merrily early on the morning of February 19th. All roads seemed to lead to the scene of the well-publicised event, and one body which must have cashed in handsomely was the Christchurch Tramway Board. We recall seeing literally dozens of special trams, all Sockburn-bound and jammed with passengers, while cyclists, motorcyclists, car drivers with loads of passengers, and even the humble pedestrian, all swelled the throngs making for Canterbury Park and long before the first race was due to start at midday the grandstands and enclosures were crowded and the rails down the length of the front straight were lined with spectators four or five deep, watching spell-bound as competitors made last-minute laps for adjustments. When things really started in earnest the crowd really got its money's worth. Every race—even the consolation event at the end of the day—was thrillingly contested, and many times the crowd in the grandstands rose to its feet as one man at some particularly exciting tussle. Space precludes us giving detailed results. Three championship events were included in the programme—the 1000cc or "heavyweight," as it was called in those days, the "middleweight" for machines up to 600cc, and the "lightweight" for 350cc and under, this latter event being run first. Wellington's Harry Edmonds on an o.h.v. V-twin Royal Ruby-J.A.P. managed to stave off a howling bunch of competitors in this event (a 10-miler, by the way), being pressed from start to finish by five screaming Douglases. By the way, we have never heard a D.K.W. racing two-stroke, reputed to be the noisiest racing machine of modern times, in action, but we'd be willing to bet that the side-valve Dougs of fifty years ago would be worthy competitors in the Decibel Stakes. Stan Osgood from Dannevirke, a renowned Douglas exponent,

rode a T.T. model with a particularly ear-splitting note—legend avers that it could be heard at Ashburton, fifty miles further south. However, as Mark Twain once remarked on reading a newspaper report of his demise, this seems somewhat exaggerated. Be that as it may, the sound of a flock of side-valve, short-exhaust-piped Dougs in full song beat any other racket we've ever heard.

More than a dozen starters lined up for the 10-mile 600cc event and there were scenes of wild enthusiasm when the amazing Christchurch rider, one-legged Alan Woodman, on his Triumph, crossed the line in first place after some ferocious duelling with the Palmerston North Rudge exponent, Rube Jones, and Mackersey from Hastings riding a B.S.A. No one who ever saw Woodman in action on the grass will ever forget his phenomenal riding. The loss of his right leg seemed not to handicap him in the least, and his dashing style coupled with his tuning ability made him both a crowd-pleaser and a formidable opponent for the best of the Northerners. At all subsequent Canterbury Park meetings Woodman never failed to play a star part, and we will deal with his later exploits in due course.

The 1000cc or "heavyweight" event, expected to be the "piece de resistance" of the day, brought an entry of eight, but the real competition was confined to three riders—P. Coleman, the title-holder, on one of the recently-introduced and very fast big-valve Excelsiors (the exhaust valves on these special short-coupled racing jobs were no less than 2¼ inches in diameter), Roy Crawley from Carterton on another but older Excelsior, and Palmerston North's Jim Dawber on a new Indian eight-valve. Dawber, recognised as a top-notch on lightweight machines, Douglases in particular, had only recently made his debut on a big machine. The race didn't produce quite the anticipated fireworks, due to Coleman's machine being a little down on speed, though his efforts to head off Crawley brought the crowd to its feet on one or two occasions. Coleman actually drew level with Crawley halfway through the 15-mile race but was unable to hold him and was eventually passed by Jim Dawber, who was making an exceedingly creditable showing on the mettlesome Indian eight-valve, and the fin-

ishing order was Crawley, Dawber and Coleman.

Several handicap events were also on the programme and without exception provided fine racing and close finishes, a tribute to the work of the handicappers, Gus Torstenson and W. H. Benson. One event which really captured the public's fancy was the Ladies' Bracelet Handicap of four miles, which brought out an all-Douglas line-up with the exception of a solitary Baby Triumph two-stroke. This race was won by Miss F. M. Beck of Timaru from the scratch mark at a pace which none of the day's male competitors would have any reason to be ashamed of. At the end of the day, after the dust had finally settled and the thrill-surfeited spectators had begun to wend their way homeward, the question on most lips was, "How soon are they having another one?" Club officials were jubilant at the success of the day, and when after everything had been totted up the club was able to present the Mayor with a cheque for nearly \$730 for the Canterbury Patriotic Fund, the hard-working organisers sat back with the feeling of a good job well done. In addition, the reputation of the not-so-long-established Pioneer Motor club, and of motorcycling in general, was vastly enhanced with the public and City Fathers.

The tremendous success of the 1916 Christchurch meeting made another such event a foregone conclusion. Even before January, 1917, had been torn off the calendar, preparations were in train for an even bigger and better speed feast on Saturday, February 17. It was obvious early in the day that all attendance records seemed likely to be broken, and in fact there were nearly twice the number of cash customers than had attended the previous year's record-breaking turnout. Perfect weather, large fields, exciting racing—all added up to make the 1917 Sockburn meeting a milestone in the sport. Christchurch riders battled valiantly with the Northern stars to the cheers of the crowd and a roar which must have been heard miles away went up when Alan Woodman repeated his last year's performance by annexing the up-to-600cc championship after a thrilling duel with Jim Dawber. Woodman rode a 550cc B.S.A. tuned by Fred Haworth, while Daw-

ber used a 500cc Indian single. The lightweight championship was another thriller. Rube Jones on a fast 350cc o.h.v. twin N.U.T. managed to stave off Jim Dawber and his Douglas, while another Douglas man, P. Foden from Timaru, kept the South at least on the map by a well-earned third place. The day's big event, the 15-mile heavyweight championship, looked like being a no-holds-barred battle between those arch-rivals, Mangham (Harley-Davidson) and Coleman, back in the Indian camp after two seasons on Excelsiors, with a potent-looking eight-valve with a specially built low frame. Defending champion Roy Crawley with his Big X held a watching brief, ready to pounce if his rivals ran each other into the ground. Actually the race was somewhat of a procession, though Coleman's terrific attempts to head off Mangham brought the crowd to its feet on several occasions. But Coleman's mount suffered from a persistent misfire which just took the edge off its usual performance and Mangham crossed the line first, with Crawley a creditable third. (Incidentally, we were present at the post-mortem on Coleman's machine the next morning, which revealed a yawning crack between the exhaust valve seats of the front cylinder head.) Ernie Hinds, the Christchurch Indian star, also turned out on a new eight-valve, and although he couldn't seem to get it to ramble in the championship, it seemed to have shaken the ailments out of its system by the time Hinds lined up for the eight-mile open handicap, which he won after a terrific duel with Len Mangham, averaging 53 seconds per lap, the fastest average of the meeting. It seemed a pity that Hind's hadn't been able to produce this form in the championship, as Mangham's fastest lap in the big race had been only 55 1-5 sec. All other races on the programme were hotly contested, and excitement ran high when in the four-mile Ladies' Bracelet Miss F. M. Beck just failed to repeat her previous year's success after a terrific effort from the scratch mark to catch Miss Effie Hinds, who was off the limit mark on her Indian two-stroke. And so ended the second Christchurch speed carnival, which realised a sum for patriotic purposes greatly in excess of even the previous year's fine effort. But 1918 was to see every previous

record broken, when the largest crowd in the history of the Sockburn course had Canterbury Park fairly bulging at the seams, knocking the previous record attendance for even a

trotting meeting for the proverbial row of ashcans. We'll tell you all about this and other big doings on the "grass," in both North and South, in next issue.

(To be continued)

VINTAGE INVITATION RACE

TERETONGA, JANUARY 27, 1968

By D. Warren Jordan

The Southland Sports Car Club had arranged for a competitive event to take place at this year's international meet which was to be organised by the Vintage Car Club. After much thought, many toll calls and much heartburning it was decided to run a race over six laps of the Teretonga circuit, this being the final event of the day. The race was open to vintage sports and racing cars, post-vintage sports cars and historic racing cars.

The entrants for this event were: The 1935 monoposto Alta of Gavin Bain; the Bentley three-litres of Mike Haggitt of Dunedin, Geoff Owen and Bob Beardsley of Christchurch, the Austin Sevens of Ross Haynes and Don Suckling both of Christchurch, the 12/50 Alvis of Trevor Timms hailing from Dunedin, the two M.G. J. types one owned by Don Oddie and ably driven by Darcy Nicholson of Timaru and the other owned by Geoff Owen and piloted by Clive Butler of Christchurch; the M.G. Magna L type driven by Austin Hadler of Christchurch; the M.G. series T.A. driven by Bob Wyber of Dunedin, and last but not least the Stanton Special driven by Warner Maugher also of Christchurch.

Some practice was held on the Friday preceding raceday which nearly everyone took part in. Various degrees of speed were seen, the Alta being quite impressive until a derangement inside the motor emptied the sump and the car made funny noises which were not able to be repaired for the actual race. Retirement number one. Number two came with the broken con rod of the Owen M.G. Well, actually it seems that the

rev counter was at fault, there being the wrong drive installed. Clive Butler imagined he was doing about "five-five" but by the amount of noise I thought about "seven-five" was nearer the mark and this must have been correct because it was lapping about four seconds faster than the Bentley contingent!

Raceday dawned wet, very wet. This meant no practice for our cars which did not please anyone as only one car at a time had been on the circuit the previous day. However by the time of the race things had dried out somewhat and the cars assembled on the grid to be set off on a handicap basis which somehow didn't come off quite as planned. With Ron Hasell keeping an eye on the start the cars were set off. The slower Austins and M.Gs., then Alvis and Bentleys and finally the Stanton. The Stanton was most impressive and recorded a lap of 67 m.p.h. which was much faster than some of the racing machinery which had been circulating earlier in the day. The Bentleys were lapping consistently with Mike Haggitt leading the others and Bob Wyber with the MG running with them. Austin Hadler was well up with the Bentley contingent but was passed before the chequered flag. The Haynes' Austin was well up with the leaders but Don Suckling was some distance behind in the other Austin. The Alvis of Timms was running in sixth place, a position it held until the end. Darcy Nicholson had a lonely race in the M.G., the handicapper thought it might have been as fast as the Owen MG and took no chances! Some spirited driving was seen especially some of the Bentley drivers visiting the gravel on the other side of the

elbow bend! No one had any mechanical bothers but the news has just been released that the four leading cars actually covered seven laps. These comprised: Mauger in the Stanton, Haggitt in the 1925 Bentley, Haynes in the 1930 Austin Seven and Geoff Owen in the 1926 Bentley. Fifth was Hadler in the 1933 M.G., sixth Timms in the 1930 Alvis, and the other finishers were Bob

Beardsley in the Bentley, Bob Wyber in the M.G., the Austin of Suckling and Darcy Nicholson on the 1932 M.G.

Some of the northern competitors stayed at the local clubrooms and here the stage was set for a pleasant weekend. Some of the more hardy members actually camped out we believe! We thank the many northern members for the support they gave to this event.

Letters to the Editor

Dear Madam,—“In the Vintage Sports Car Club Bulletin there has been a great controversy over the restoration of the E.R.A. racing car ‘Hanuman II’ once driven by ‘Bira’ with great success, until he bent it. The argument centred around what is and what is not original, a word so beloved and yet so ignored by fanatics”

First there can never be such a thing as the restoring of a racing car to original, simply because such a car never existed—if the car was raced by the factory, it is essentially an experimental vehicle, a mobile laboratory, which, by the time it is successful in competition, has been subjected to many modifications, loosely called development, plus changes to suit individual drivers. If, as sometimes happens, a new racing car is sold to a private owner, it is normally sold as a basic car which the owner modifies to suit himself. There can never be any hope of restoring such a car to “original,” and even if the restorer succeeded, he wouldn’t like it in its undeveloped state.

This question of being absolutely original, which purists make so much of, is a fallacy. I doubt if there is a completely original vintage or veteran car existing, unless it has been kept in a vacuum, unused since new. Ninety-nine point nine per cent of all vintage and veterans we see today have been restored, but not exactly as new, for they have had 40 to 80 years of “know-how” added to them—they can never be exactly as new, and might be very dreadful if they were.

Personally I see no objection to restoring a car, that it is intended to use on the road, using present-day methods, modern materials, machining techniques, heat treatments, etc. After all, few of us would nowadays consider using valves with cast iron heads, axleshafts of mild steel, or soft gears, yet such things were not infrequent in the early days.

Changes in specification at the whim of the buyer were not unknown in the days before mass production. I can see little objection to the present-day restorer modifying or changing some parts, providing that the change is contemporary. No one can say with certainty that such and such “is not original.”

There is however, one thing that can be claimed with absolute certainty as being “not original” and that is the over-dolled, over-glamourised, over-

restored vintage or veteran one so often sees winning Concours. Still, they must be great fun to originate.

Yours faithfully,

A. R. E. MESSENGER.

Dear Madam,—Find enclosed my subscription to your splendid magazine which I have so much enjoyed over the years.

Mr R. Osgood has done a grand job in his reminiscences of motoring in Marlborough. I well remember when I was a young boy working for the Rink Taxis Packard driven by Thorn Kemp to loom into my dad’s garage. Thorn would leave Blenheim at 8 a.m., drive to Kaikoura, pick up passengers from the Christchurch car and arrive back in Blenheim about 5.30 p.m. After a cup of tea across from the garage, the passengers would board another Packard for Nelson—this car driven by Arthur Oldman.

If I was lucky Thorn would let me take his car out to the petrol pump and fill her up, then return to the wash stand where I would earn 2/6 by washing all that East Coast dust off.

Of course those Packards were not in the vintage class (about 1927 models or close to it) but to my eyes they seemed so huge with their grey paint and red disc wheels.

Then the sad day came along, Newman Bros. started using the V8 Cadillac which with the narrow radiators and wide mudguards stole a march on Thorn’s Packard.

But my memories of Rink Taxis who used Winttingham and Coker’s garage as their Blenheim base will be happy ones.

I drove down to Christchurch last February and not having been down that way since 1936 I just couldn’t believe the change. No Redwood Pass to go over, no Lions Back. As I drove towards Ward I could see where the old road crossed back and forth and I remembered the night I came back from Kaikoura in my old dad’s 1931 Morris Isis I thought the drive between Ward and Seddon would never end.

Round bends, up hills, back and forth. Thank God Dad is not alive today to know what I think even now of that Isis. A big gutless hearse. You would hit some thick shingle and into second gear you would have to go. The only good thing about that Isis was that it was comfortable and had the best lights of any car of about that time.

Well, I could go on and on, but you have more to do, Editor, than read the ramblings of a chap who wants to relive his childhood. If though, by any chance you know where I could get a decent side-on photo of one of Rink Taxis Packards of round about 1932 I suppose the time would be, or any history of the company of that period I would be so pleased.

I wish you all of Beaded Wheels a happy 1968.

Sincerely yours,
MARK WINTRINGHAM,

5 Dorking Road, Brooklyn, Wellington.

BRANCH NOTES

WELLINGTON BRANCH NOTES

By Ken Wilkinson

We entered 1968 having had a pretty good year for 1967. Our two main events, the National Motorcycle Rally of February and our 10th Anniversary November Rally were very successful. Also our attendances at club nights were good, our aver-

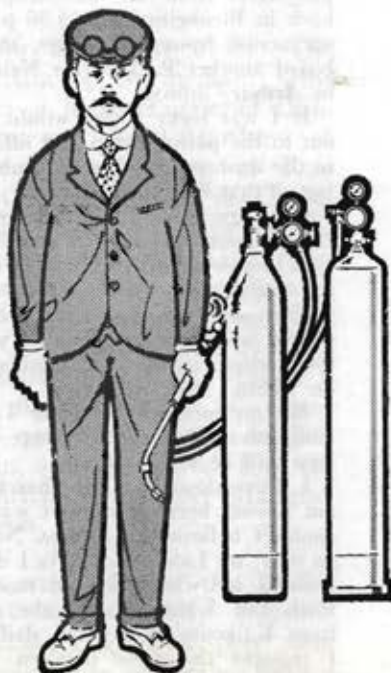
age attendance was around the 70 mark, rarely below, but often quite a few above that figure. We think this will continue.

Our membership figure is just over 170 and it may well reach 200 this year.

A feature of the past year has been the development of the motorcyclists in the Branch. This group egged on by Glen Bull and Don Laing from the Wairarapa has become a first-class unit and is doing excellent work for the Branch and the Club in general. We are looking forward to our March Motorcycle Rally which has now become an annual event.

Like most of the major centres in the country our members have the problem of getting suitable space for their restoration work. Often garages or sheds are impossible to find, and when found the rents are prohibitive.

With this in mind we have purchased a damaged bus garage from N.Z.R. This we hope to eventually make into a club workshop with a limited number of garage units which we will rent to members at a reasonable rental for restoration purposes. Fortunately through the generosity of our Patron



From a humble beginning

Welding, cutting and allied processes have come to be an integral part of our country's industrial life.

Until the advent of welding such methods as riveting and bolting had been the principal means of joining one metal to another.

Pioneering this field Industrial Gases have been keep abreast of all practical and scientific developments overseas giving a sound basis for the consistently high quality equipment they supply.



A Complete Welding Service from One Source of Supply

Len Southward we do not lack club rooms and we feel that this will help to solve some members' problems. We have not decided on a site but several are in view and negotiations are going on.

The panel-beating course which some members attended at the Polytech in Wellington is continuing this year and another batch of "students" will be starting soon. This could be a great stimulant to restoration work, and there is quite a lot going on in the Branch and these range from veteran Minervas, and SCATS, to vintage Austin 7s, Alfas and Bugs.

WELLINGTON BRANCH ACTIVITIES

By M. J. Poynton

Restorations are becoming increasingly difficult for club members because well-preserved cars are scarce and because the standard of restoration is rising. The Auckland Branch has been engaged on a club restoration for some time and this had obviously filled a need, and so on joining the committee Martin Ferner suggested the branch might exploit further the following activities:

1. Talks by knowledgeable club members and others on aspects of restoring cars.
2. Classes on panel-beating and other restoration skills.
3. A branch project especially designed to cater for members without cars.

The branch has taken steps to implement all these ideas and the panel-beating classes have proved to be popular and successful.

This is in no small measure due to the co-operation we have received from the Polytechnic and the excellent tuition received from the panel-beating instructor Steve Roberts.

The classes are limited to 14 members and cost \$14 per year. Members are encouraged to work on their own cars and some notable work has been done. Many class members would not hesitate to take a mudguard and some have engaged on the difficult art of restoring brasswork. In fact, it is really amazing just what has been achieved in skills acquired in the first year of this class. The four-



(Photo: Bill Shattky)

"It might have been quicker to make a new one, Jonathan!" Steve Roberts explaining to Jonathan Dransfield some of the traps encountered while trying to rework old rusty metal.

teen members have taken on a variety of jobs which their restorations demand, and it would take a lot of space and time to tell you about these in detail.

The photographs shown in conjunction with the article deal only with the subject of restoring and building of mudguards. These have been generously supplied by Bill Shattky, one of last year's class members.

Perhaps one of the most valuable features is that the class provides a definite regular time to work on cars and generates enthusiasm among members.

The class has now recommenced the new year and has taken a new batch of learner/enthusiasts under its wing.

Once we have our club workshop established the branch restoration project will be able to become a reality and we will be looking for a suitable omnibus, truck or fire engine for this purpose, preferably a vehicle which has seen service in Wellington during its life.

NELSON NOTES

By Geo. Topliss

It was very pleasing to see such a good muster, namely 17 cars and four motorcycles, at our display in support of the Murchison A. & P. Show on the 17th February. The 160-odd miles including Spooners Range and Hope Saddle proved no problem, and what a delightful drive it was on such a beautiful summer's day. Surely a run like this must stimulate enough enthusiasm for us to keep our cars mobile so as to join in such events. A small branch such as ours, needs its members' full support to make these outings a success.

I feel that too many cars are put off the road for major restorations, which prove too much for some members. It ties them down to years of work, leaving little motoring leisure. Remember the old adage, "All work and no play makes Jack a dull boy." Fair enough if you have one car mobile for events, then one on the stocks can be an enjoyable hobby horse, but let's not get too carried away, one man's interest and time can only do justice to one restoration at a time surely. It is easy to strip a vehicle down to the last bolt, but it takes a whale of a lot of time, energy and money to restore and reassemble those parts in a manner to warrant such a task.

Whereas no one will question that this is the best method, I feel that a good job can still be done piecemeal, and the car kept relatively mobile, sufficiently so for you and your families' enjoyment. Many cars have been restored in this manner and some have proven to be Concours winners. After all cars were made to be driven, and with loving care and attention will give satisfactory service indefinitely, so how about it, chaps? Get those exhausts throbbing and radiators steaming, what better way to enjoy a day in the country than in a vintage machine with the blue sky overhead, the wind and dust through your hair, sun in your eyes or the rain in your face, seated up there, others envy your place.

Honestly you don't know what you're missing.

BAY OF PLENTY NOTES

By Jack Hoven.

Somewhere to go each month, has been the goal of this branch lately, and so far we have been able to achieve this in the form of either a local run or a visit to functions organised by neighbouring branches such as Auckland's Hunua Hundred and Waikato's Morrinsville Rally.

Considering the decreasing rather than increasing number of mobile vintage cars within this branch, we can justly claim that, the majority of our vintage cars do attend our runs although this does not mean that numbers are large.

The runs included a well attended Christmas run with fun and games for the children, a night run with barbeque and, of course, the Auckland provincial run to Morrinsville.

Twelve cars and two motorcycles attended the run to Morrinsville which took us over the Kaimai ranges and only a lot of skill and alertness, combined with the use of compass, road maps and accurate speedometer readings resulted in three cars completing the full course; the others did arrive in Morrinsville, due more to the presence of A.A. signs than the correct execution of the rally instructions.

I take this opportunity to congratulate Max Avery on one of the best timed runs this branch has ever organised.

Once in Morrinsville, we all enjoyed the hospitality of the Waikato boys, and they really put it on, even the weather seemed to be under their control; it was evident that a lot of planning and hard work had gone into this rally. Everything from the static display on the Saturday, the social that night, the run and subsequent gymkhana, as well as the presentation dinner on Sunday night all went smoothly and well organised.

I am sure we could not have wished for more, it was a very enjoyable week-end and on behalf of the Bay of Plenty branch, I take this opportunity to thank Mike Quayle and his team for all the hard work, time and attention they put into this rally to make it the success which it undoubtedly was.

Next year the Bay of Plenty will have the opportunity to return the favours when we hope to see large numbers at our 1969 N.I. Rally at Easter.

In the meantime, we hope to locate some more restorable vintage cars; cars for some of our eager new members to make up for some very fine cars which have left our district recently, so, if anyone wants to sell a vintage car or veteran car, we offer you a free advt. in "Claxon" because we desperately need more cars in the Bay of Plenty!

SOUTHLAND NOTES

By Barry Barnes

Here in Southland we are looking back happily on another successful Riverton Rally and Autorama. On the day before the run the weather was absolutely shocking and the prospects for the rally were far from bright. There was much sympathy for Alec Shadbolt and the drivers of his team of

four very open veterans who had come from Christchurch for the rally and seemed destined along with the other early veteran car drivers to get somewhat damp. However, some very earnest negotiations by our weather manager resulted in a splendid day most suitable for the occasion and the drivers of open cars and motorcycles found themselves with the right sorts of machines after all. The Motor Show (Autorama) went off very well despite the weather and was well worth the effort.

The very large entry contained several new machines and we were particularly pleased to welcome several members from northern branches at their first Riverton Rally and we would like to see them all again. In this field special mention must be made of Keith Humphries of Auckland who entered the very tidy Model A phaeton in which he is touring New Zealand. Another meritorious effort was that of Dave Manhart who drove the 1913 Hurlu down from Christchurch via the Brighton Run and he was awarded the Age-Mileage Trophy. Other new entries from outside Southland were Alec Shadbolt's quartet, the Northern, the Milwaukee, the Orient, and the Hupmobile. Mrs Lorimer-Allen's Willys-Knight coupe from Waimate, the 1912 Ford of Les Nye from Dunedin, Bill Veitch's King Dick and the Stevenson Triumph motorcycles from Dunedin, Bill Tapper's 1931 Chev sedan from Alexandra which won the Vintage Concours, a 1926 Buick tourer driven from Ashburton by R. Hoskin, the Mundy brothers' De Dion trailered from Christchurch, Mick Small's Chrysler 75 from Timaru, as well as several of our old friends who had been to Riverton before.

Among the locals, Ashley Bell made his first rally appearance on Norman Hayes' 1911 New Hudson motorcycle, as did Howard Kingsford-Smith on Trevor Barnes' 1923 Douglas. The Winton contingent arrived in force after much burning of the midnight oil. Lyall Bailey competed in his attractive 1919 Ford T glass-house sedan after using it for a most important occasion the week before—his own wedding. John Murphy's 1929 Studebaker Commander 8 sedan was also hurriedly finished in time to assist at Lyall's wedding, while Barry Ryan celebrated this happy event by collapsing a piston in his just finished 1927 Dodge coupe which nevertheless was repaired for the rally. Barry's father, Jim, brought out his 1925 Maxwell tourer for the first time and had a trouble-free trip.

Unfortunately, not everyone had good fortune. Mervyn Winter's little 1900 Wolseley broke the crankshaft which was most distressing as the same thing happened at Riverton two years ago. However, we have no doubt Merv will soon have this repaired. Charlie Emerson had trouble with the gear change on his Chrysler Imperial and Lindsay Dawson's Douglas broke a con-rod. Trevor Barnes had a piston collapse in his 1927 Triumph which was disappointing as it had been going very well over the last year and Robin Barnes' 1913 B.S.A. stripped the timing gears.

In the last issue of Beaded Wheels the advent of our first Motorcycle Rally was mentioned and what a rip-roaring success this weekend was. The

atmosphere was very informal with the accent on enjoyable riding at your own pace and another run will definitely be held next year. As an aftermath Dennis Hunt has his 1929 Sunbeam stripped down for restoration as it was presented at the Rally largely as found. Ray Eunson has collected most of a Calthorpe "sloper" and Rae Harris has acquired a B.S.A. "sloper." New member Ashley Bell is working on his 1914 Royal Enfield V twin and other members are looking around for something suitable for next November.

In the immediate future activity is centred on the National Rally and it is expected that a good Southland muster will be on hand for this event.

SOUTH CANTERBURY NOTES

By Daniel George

What with the holiday season and preparations for the National Rally, not a great deal has happened on the local scene recently. Our Christmas party, held in the Taiko Hall at the end of November, proved to be one of the more successful of our Christmas parties. It was advertised as a come-as-you-are affair, but everyone came dressed in their best, except the Newsletter Editor who came in his old clothes, which leaves him wondering if he is the only one who reads his monthly effort. We were particularly pleased to welcome nine or ten Christchurch members to the party; Bob Beardsley proved to be a very lively conductor of a sing-along that developed very late in the night, and proved his versatility by switching from "There's a Red Light on the Track," to "Onward Christian Soldiers," without missing a beat.

Early in December, a Night Trial and Barbeque held in the same area drew a rather small crowd, due to threatening weather early in the evening. Our annual picnic on January 21 met with better luck, when 20 vehicles—only six of which were moderns—turned out for an enjoyable outing. The route and venue used for this picnic were in fact those selected for the National Rally picnic, and much useful experience was thus gained.

Something new in club vehicles arrived in Timaru the other week, when a 1916 Dennis fire-engine arrived from Dunedin under tow. It is owned by a consortium consisting of Lew Pemberton, Alan Hawke, Russell Cross, and Mrs Wilson, and already Lew and Alan have done much work on the engine. The next time branch vehicles will be turning out in force will be March 2. A few are booked to go on the Canterbury branch's trans-alpine rally to Greymouth, but quite a number are expected to be on hand for events in connection with the final run of the "Fairlie Flyer," which marks the close of the Fairlie branch railway.

All committee members are busy now with their own particular aspect of the National Rally, which is now only nine weeks away. With four days to go until entries close, 142 entries have been received so far, so with the usual final rush to come still, the target of 200 entries may yet be reached.

STOP PRESS: National Rally entries totalled 200 exactly!

CLASSIFIED ADVERTISEMENTS

MEMBER OF VINTAGE CAR CLUB OF N.Z.

INC.: Free for first three lines (approx. 25 words); thereafter 10 cents per line (8 words).

NON-MEMBERS: 50c for first three lines or less; thereafter 10c per line.

To be accepted all advertisements must be typed and be accompanied by the necessary remittance and must be in the hands of the Editor not later than the 15th day of the month before publication date.

Special display advertisements of cars for sale complete with photos may be inserted at special and very reasonable rates, for details of which service write to the Editor.

FOR SALE: 1928 Chev. National 4-door saloon—known history. Good mech. condition—body sound—good rubber—good restoration project—realistic price. Mike Poynton, Box 3102, Wellington.

FOR SALE: 1912 Studebaker, complete, wants restoration, \$600. 1930 Hudson 8 Limousine, complete rough order, \$60. 1929 Hupmobile Light 6, runner rough, \$50. 1921 Standard SLS, no body, \$50. 1930 Morris Cowley tourer, dismantled, \$50. 1931 Wolseley Hornet Sports, dismantled, \$50. Austin 7 Sports, good for parts or restoration, \$50. WRECKING: Chevrolet 1932 Confederate Sedan. SWAP: Bugatti Type 38 for English or Continental veteran. For details contact: Ron Roycroft, Glen Murray.

FOR SALE: 1926 Galloway, reconditioned engine, diff., gearbox. All complete running order. 1928 Chev. truck, two warrants since restored. Many spares. A. N. Beissel, 7c Marlene St., Christchurch. Phone 526-348.

SWAP: Will swap the following all or part, cash difference either way for a Bentley or Bugatti. (1) A.C. 1914 4 cylinder, very original and complete but dismantled. (2) Cadillac single cylinder chain drive. Not quite complete but easily restorable, with 4 new guards, new bonnet and scuttle. (3) De Dion Bouton about 1902, not complete but would be restorable by a keen or experienced veteran collector. D. Hall, 161 Main St., Huntly. Phone 879 or 1489.

FOR SALE: As there is a strong possibility that very few Vintage and Veteran tyres will be imported during the next two years, we are offering the following sizes ex stock: 10 only 26 x 2½ B.E. motorcycle tyres; 3 only 710 x 90 B.E. tyres; 2 only 810 x 90 B.E. tyres; 1 only 815 x 105 B.E. tyre; 1 only 880 x 120 B.E. tyre; 12 only 30 x 3½ B.E. tyres; 2 only 400 x 19 straightside tyres; 2 only 550 x 19 straightside tyres; 1 only 550/600 x 20 straightside tyre; 2 only 600 x 21 x 20 straightside tyres. Arriving shortly, a small quantity of 26 x 3 B.E. We also have 1 only 880 x 120 B.E. tyre and four only 600 x 21 straightside tyres in good used condition. Hampton Tyre Co. Ltd., 126 Oxford Terrace, Christchurch, N.Z.

SWAP: Set of 5, 18in. K.O. wire wheels (Auburn 8 cylinder), for same for 6 cylinder model. J. Henley, 20 Crescent Rd., Parnell, Auckland. Phone 22-196.

WANTED: 1920-1930 Harley Davidson or Triumph motorcycle. Must be a twin cylinder, registered, in good condition and running. Reasonably priced, and will look anywhere in North Island. Ian Wilkinson, Whakamaru. Phone 156A Mangakino.

WANTED: Information or handbooks on 1926 Dodge Coupe. Reply to J. A. Callesen, Box 13, Longburn, Palmerston North.

HAVE YOU got a 6 spoke steering wheel with 2 fibre reels set in the rim; or a cast aluminium rear axle and tailshaft—3 parts—(axle shafts, if any, have a square end), or a six bladed aluminium fan; or again a bronze Rover carb. with vertical sliding piston carrying venturi tube, single jet? If you have any of these parts or any other 1-cylinder 8 h.p. Rover parts and are not planning to use these, please contact D. Bruce, Tatchells Rd., Ward.

FOR SALE: Three Vintage Motorcycles. (1) Douglas motorcycle 1925 C/W complete, has been restored but needs further tidying. Near new tyres, tubes, acetylene headlamp and generator, two spare cylinders, registered \$80. Also very complete spare engine, dismantled and cleaned, \$10. (2) B.S.A. 1929 Sloper, complete but dismantled. Very restorable and includes new crankpin and big-end assembly, value \$20. Also new mains \$70. (3) Triumph 1927 Model N 498 side valve, 95 per cent restored, new tyres, tubes, chain, wheel bearings, most plating done, enamelled maker's colours, needs exhaust pipe, controls, tail light and generator to complete. \$110. Will dispose separately or the three for \$260. W. Wilcock, 27 Riverton Road, Mount Maunganui. Telephone 53-634 Tauranga.

FOR SALE: 1920-21 Studebaker, Big Six Tourer converted into light truck. Stripped for restoration. Sell for cost to date either parts or complete. G. Staneven, 8 Factory Rd., Te Awamutu.

WANTED: 1930 Model A Ford Town Sedan. Windscreen frame, cowl lamps and brackets, also original type luggage grid, window winder handles, gas tank cap and radiator cap. L. Coghlan, 71 Buckland Rd., Mangere East, Auckland.

WANTED for 1914 Triumph motorcycle—2 only tyres and tubes 26 x 2 1/4 x 2 1/4. Cecil Gilchrist, P.O. Box 161, Ngongotaha.

WANTED: Triumph H type (1915-23), belt drive. Motor, gearbox, lights, all other parts and information. John Lee, 57 Te Kawa Rd., One Tree Hill, Auckland.

FOR SALE: Vintage 1928 Oakland 6 Saloon. Genuine, 28,700 miles. Unbelievable, excellent original condition. Would probably be best original vintage in N.Z. Prize \$800. Phone Barnes, 545-457, Auckland.

PAGE THIRTY-TWO

FOR SALE: Fiat 509, requires restoring; also plenty of spare parts. Offers to J. Vallis, 86 Norwood St., Dunedin.

PARTS WANTED for Bradbury Single model about 1910. Forks, wheels and belt rim. W. H. Veitch, P.O. Box 5015, Dunedin.

WANTED: Veteran motorcycle, prefer 1914-18 Triumph. Cash. C. McLeod, Mabel Bush, No. 2 R.D., Invercargill.

FOR SALE: 1926 Ford T New Beauty, fully restored. Ruckstell axle fitted. Write I. H. Stewart, 45 Nelson St., Blenheim. Phone 88-668.

FOR SALE: Rolls-Royce 20/25, 1936. Black Mulliner body with brown leather upholstery. Participant in the Hawkes' Bay Safari 1967 and run to Gisborne 1968. Original owner Keith Campbell, Q.C. (Engl.), second Major MacLeod (N.Z.). Write J. G. Wilson, 105 Mitchell St., Brooklyn, Wellington.

TRADE OR EXCHANGE: One or more of the following unrestored vehicles for Vintage Bentley, preferably 4 1/2 tourer. 1909 Metz 2 cyl., 1912 Wolseley 20 h.p., 1906 Argyl 2 cyl., 1925 Minerva 4 cyl. tourer, 1929 Harley 10/12 h.p. Other possibilities, also will sell outright 1926 Ford T roadster. For details of condition and completeness phone or write Brian T. Rankine, 40 Manawatu St., Palmerston North.

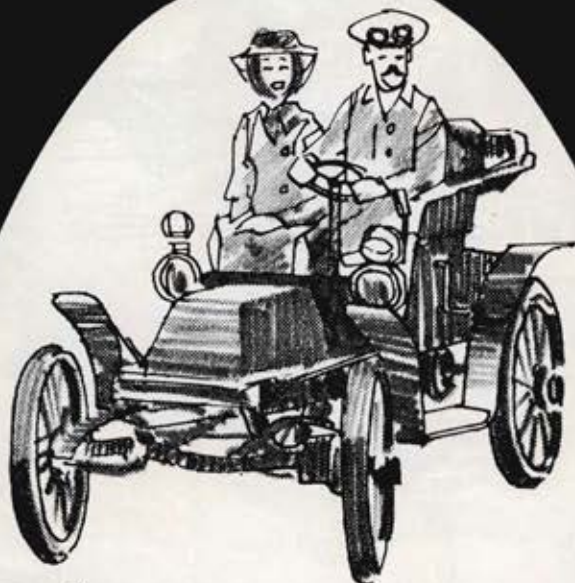
WANTED: Four-speed gearbox from 8 cyl. Graham Paige or similar to suit Stutz. Can swap 4-speed Chrysler box or 4-speed 6-cylinder Graham Paige box. Contact Brian T. Rankine, 40 Manawatu St., Palmerston North.

FOR SALE: 1910 Humber twin cylinder eight h.p. No. 6, 441. One of the most consistent Concours winning cars in this country. The Humber has a 1,525cc motor with a balanced, pressure-fed crankshaft, twin ignition and a Longuemare carburettor. Drive is via a Hele-Shaw multi-plate clutch and three-speed gearbox to an open drive shaft and live axle. The wheels are wooden, centre lock detachable, size 760 x 90 m/m, being fitted with new tyres. Coachwork is a replica two-seater. V.C.C. of G.B. dated. Offers of above \$2,500 to D. Warren Jordan, Box 281, Invercargill. Bus, phone 89-212; pvte 66-577.

FOR SALE: Parts 1933 and 1934 S.S.I. body, chassis, wheels, motor parts, etc. J. Armstrong, 5 Wiremu Place, New Plymouth. Phone 88-711 day, 88-936 evenings.

WANTED TO BUY: Exhibits wanted to buy for a museum of Sound, Technology and Transport now being established by B. Jackson at 228 Maria Road, Mt. Wellington, Auckland. Phone 596-759 anytime. Opening approximately two years. Vintage and Veteran cars and parts, hub caps, lamps, spark plugs, bulb horns, etc., if full cars they must be most desirable. Anything unusual and interesting please submit at above address. Music boxes especially needed. Most of the exhibits will probably eventually be donated to the Museum of Transport and Technology, Western Springs.

*Through the years of automobile
history, from veteran and vintage to
the present day.*



Firestone

IS YOUR SYMBOL OF
QUALITY AND SERVICE



MORE NEW ZEALAND MOTORISTS
DRIVE ON FIRESTONE
THAN ON ANY OTHER BRAND

Whatever the model..



*Your Ford needs
the extra margin
of protection
Shell Super
Motor Oil gives.*

Shell Super Motor Oil gives your car an extra margin of protection

Official AMA MS Sequence
Tests rated Shell Super Motor
Oil as 98% perfect!
Shell Super gives an extra
margin of protection to heavily
loaded parts. It cuts dramatic-
ally the cost of maintenance.
It prolongs engine life.

