

The
Vintage Car Club
of New Zealand Inc.

Second
Dunedin-Brighton Run And
Concours d'Elegance

FRIDAY, FEBRUARY 3rd 1958

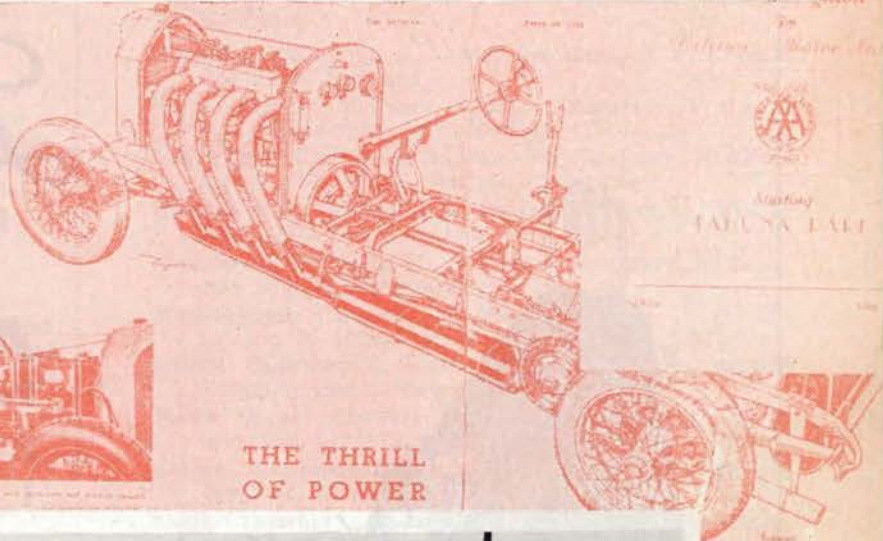
55



BEADED WHEELS

N.Z. VETERAN AND VINTAGE MOTORING

SEPTEMBER, 1968

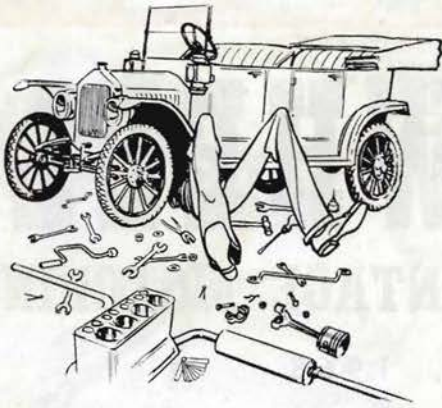


THE THRILL
OF POWER



LEA-FRANCIS





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

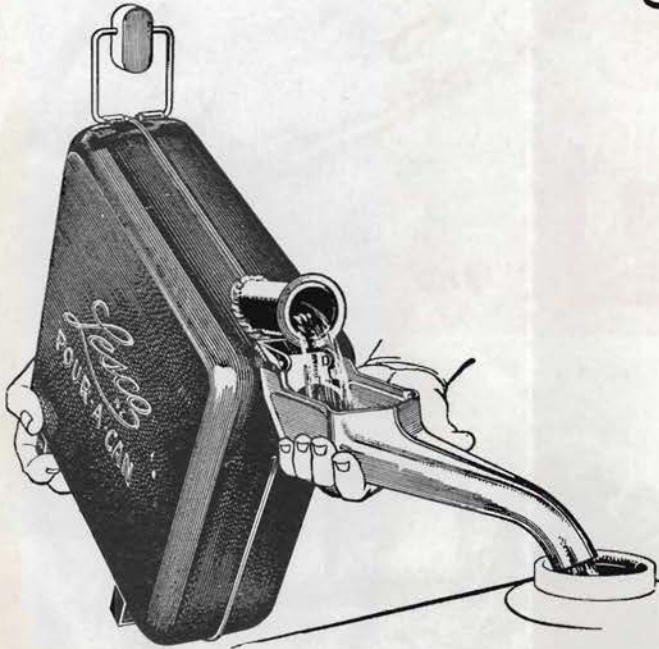
THE

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

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. XIII No. 55 SEPT., 1968

Beaded Wheels is Published
Quarterly by the
Vintage Car Club of N.Z. Inc.
from its Editorial Office at
20 Hackthorne Road
Christchurch, 2, New Zealand
Yearly Subscription \$1 post free,
Individual copies 25c each.

Editor: Mrs M. J. ANDERSON
A Beaded Wheels Supplement is
Published Quarterly from the Offices
of the Assistant Editor
45 Philip Street, Johnsonville
Wellington

for Club Members only.

Assistant Editor:

Mr M. J. POYNTON

Copy must be sent to the editor
concerned, Typed double spacing and
on one side of paper only to reach
them as follows:

SUPPLEMENT: October 31st
Dec. issue "Beaded Wheels" —
November 20th.

IN THIS ISSUE

	Page
Great Days of the Grass	4
Early Motoring in Marlborough	9
Incredibly New Models on the Road — the 503 c.c. Up-Jenkins Special	11
Post Vintage Odds and Ends	14
What we did on Father's Day or How to find 20/60 Vauxhalls	16
The Line-Shooting Game	19
"My Car"	21
General Notes	21-22
The Levels Speed Day	23
1913 Traction Engine Trip	24
Letters to the Editor	25
Branch Notes	26-27
Classified Advertisements	29-30

COVER PHOTO:

On the eve of the Mt Cook Com-
pany's introduction of their new
Hawker Siddeley aircraft, the cover
shows one of their pioneer Darracqs
—the vehicle used as a model for the
Haast Rally plaque.

DIRECTORY OF OFFICERS

National Executive: President, J. Sullivan (Sth Cant.);
Hon. Sec., J. S. P. Palmer (Ch.Ch.); Club Captain,
A. K. Wright (Wanganui); Vice-Captain, M. J.
Anderson (Ch.Ch.); Committee, F. E. Gill (Auckland),
R. Hasell (Ch.Ch.), J. B. Loughnan (Ch.Ch.), L. B.
Southward (Wellington), A. A. Anderson (Ch.Ch.)
Ex Officio.

Auckland: Chairman, J. Lewis; Secretary, C. F. Keenan,
Box 3382, Auckland.

Bay of Plenty: Chairman, B. Janes; Secretary, T. Camp-
bell, 16 Hampton Tce, Merivale, Tauranga.

Canterbury: Chairman: D. Manhart; Secretary, N. Skev-
ington, P.O. Box 5, Belfast, Christchurch.

Hawke's Bay: Chairman, R. Scarrott; Secretary, Mrs B.
Kelly, Box 946, Hastings.

Manawatu: Chairman, G. S. Weekes; Secretary, B. Poole,
Box 385, Palmerston North.

Marlborough: Chairman, J. May; Secretary, D. C. Kil-
patrick, 25 Dillons Pt Road, Blenheim.

Nelson: Chairman: G. Toplis; Secretary, D. Pickering, 24a
Kingsley Place, Richmond, Nelson.

North Otago: Chairman, K. Perry; Secretary, T. E.
Stephens, 5 D.R.D., Oamaru.

Otago: Chairman, K. Oakenfull; Secretary, Mrs E.
Bussland, 72 Royal Tce, Dunedin, C.2.

South Canterbury: Chairman, R. Montgomery; Secretary,
E. R. Robins, Sutherlands R.D., Pleasant Point, South
Canterbury.

Southland: Chairman, N. A. McMillan; Secretary, A. D.
Meredith, 199 Tay Street, Invercargill.

Taranaki: Chairman, D. Moore; Secretary, W. M. South-
gate, 394 Devan St. Est., New Plymouth.

Taupo: Chairman, G. Mock; Secretary, J. Hindess, Box
522, Taupo.

Waikato: Chairman, R. I. Peace; Secretary, M. Quayle,
P.O. Box 924, Hamilton.

Wairarapa: Chairman, G. Bull; Secretary, P. Smith, 79
Cameron Cres., Masterton.

Wanganui: Chairman, A. P. Tonks; Secretary, P. F.
Rivers, 49 Duncan Street, Wanganui.

Wellington: Chairman, M. Poynton; Secretary, K. Wil-
kinson, 78 Coast Road, Wainuiomata, Wellington.

Whangarei: Chairman, E. Music; Secretary, N. Ganley, 8
Eden Tce, Kamo.

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 Purse, Willis & Aiken
Ltd., 32 Allen Street, Christchurch, New Zealand. Registered at
the G.P.O., Wellington, for transmission as a magazine, etc.

The Great Days of the Grass

by GEOFF HOCKLEY



Part 4

THE SECOND DECADE — A TRIPLE DOGFIGHT AT MARTON — EASTER AT NAPIER — HAWERA'S DEBUT — THE LESSER LIGHTS — THE SEASON'S STARS
A DULL NOTE AT CHRISTCHURCH

The end of the first decade of motorcycle grass track racing found the sport established as a national institution. With the ending of the Great War sport in general boomed, and the "grass" was no exception. The Wellington journal "Wheeling", in the course of an editorial entitled "Motorcycle Enthusiasm", referred to the huge crowd at the 1918 Christchurch speed carnival and remarked, "The races drew a bigger number of spectators than the record for a trotting meeting, and when the motorcycle has commenced to displace the horse in providing for the New Zealand public it can be safely said that motorcycle racing has surely arrived." Nor was the public's enthusiasm confined to the South, for the 1918 racing season continued on its way with bumper attendances at Marton, Napier, Hawera and Dannevirke. The meeting's star event was the 15-mile N.Z. drew only three 1000 c.c. machines, Mangham and Crawley on Harleys and Coleman with his Indian, and a fourth starter was Jim Dawber on his 500 c.c. four-valve Indian single. But the small field didn't prevent the crowd from witnessing one of the most hair-raising contests seen to date, with Mangham and Crawley hounding Coleman every yard of the race and the lead changing sometimes two or three times in a single lap and see-sawing mainly between Mangham and Coleman, with

Crawley a bare two lengths astern. Lap seven had the crowd on its toes as Coleman snatched a precarious lead with a hair-raising bit of riding, only to lose it again at the end of the eighth to Mangham, who retained it through most of the ninth, but Coleman refused to be shaken off and took over the lead again, heading the roaring trio until halfway through the tenth when Mangham passed him once more. Who ultimately would have won is a matter for conjecture, but Coleman was forced to withdraw when a saddle support stay fractured and let the saddle down on the rear tyre. Crawley, who had been riding like a demon in the dust of the Coleman-Mangham duel, battled his way past his team-mate and defied all Mangham's efforts to regain the lead, and at the finish the order was Crawley, Mangham and Dawber, the latter well astern on his one-lunger.

The 1918 Easter two-day meeting at Napier, one of the big fixtures of the season, was run in perfect weather, though the track was in poor condition, being described as probably the worst in the country for motorcycle racing. However, no accidents marred the meeting and the promoters and officials were congratulated on the organisation of the event. Riders in the money included Coleman, who won both 15-lap events on the Monday, Mangham and Crawley with a brace of first

places each, Alex Anderson and his Triumph and local boy F. Springfield who dominated the lightweight events with his very fast Douglas. Fourteen events were run in all and the meeting was perhaps the best Napier "two-day" to date.

Hawera saw motorcycle racing for the first time on April 17 and the venture was a brilliant success in spite of the promoters being compelled to hold it in mid-week. Coleman won the day's big race, the 12-lap Taranaki Open, from scratch. A newcomer, W. Claringbold, ran into second place in the Novice Handicap from the scratch mark and won the 10-lap Heavyweight Handicap in good style, showing a glimpse of the form which was to make him a prominent competitor in future seasons. Hawera riders (including the local parson) all Douglas-mounted with the exception of a solitary Royal Ruby, made a clean sweep of the 5-lap lightweight race, and that indefatigable tryer, "Tiny" Gaisford, scored a popular double, winning the 7-lap handicap from off the limit and snatching victory by half a wheel from Len Mangham in the 10-lap Farewell Handicap. Excitement ran high in this event as the back-markers Mangham and Coleman ran through the big field picking up rider after rider, until Coleman struck trouble in the 7th lap and Mangham continued the chase on his own, until at the start of the last lap only Gaisford was ahead of him. Coming down the finishing straight like a bullet Mangham appeared to pass Gaisford just on the finish line, but the judge's verdict went to Gaisford by half a wheel — an exciting climax to a fine day of racing. Many old-timers will remember the popular, always cheerful "Tiny", whose nickname belied his bulk — an enthusiast who raced for the love of it and who never appeared to take competition too seriously. He and his side-valve Norton was a familiar sight on the grass courses for many seasons and his good sportmanship made him popular with both competitors and public. He was one of the many riders who were not in the first flight but who raced for sheer love of the game and were undeterred by infrequent wins or in some cases not even



PERCY COLEMAN — Winner 1918 Australasian Heavyweight Championship.



L. MANGHAM — Winner of 1917 event, named by "Wheeling" as the No. 2 rider of the 1917 Season.



R. CROWLEY — Winner of the 1916 Championship and still "Wheeling's" No. 3 for the 1917 Season.

picking up enough prize money to pay expenses throughout entire seasons. The grass track racing sport owed a lot to such enthusiasts. Another great sportsman was Bernie Shearsby, well known on the tracks for many seasons riding various makes of machines, picking up an occasional win or place, but with an enduring love of the game and an impish sense of humour. On one occasion a harrassed competitors' steward trying to get the riders on the starting line hustled into the riders' enclosure and enquired despairingly "Where's "Cannonball" Coleman?" "Dunno," replied Bernie, "but here's "BB Shot" Shearsby!"

Dannevirke's annual Labour Day meeting went off in splendid style without the distraction of the town being ablaze, as in the previous year. Mangham was the star of the day with two firsts and a second. Steve Whitehead, not quite 100% fit after his Christchurch accident, and Claringbold on an Indian, provided the only opposition for Mangham in the big machine class, as Coleman had taken a fall in pre-race practice and stood down for the day. Jim Dawber on his speedy and consistent Indian four-valve single won the big race of the day, the 15-lap North Island Handicap.

The N.Z. Auto Cycle Union, in a review of the previous season's racing, announced that the amount of prize money (excluding the value of trophies) provided by the clubs had been £574. Coleman headed the list of money-winners with £94, followed by Crawley (£79), Dawber (£53) and Mangham (£46) and 38 other recipients of various sums. When the value of money fifty years ago is considered, compared with the economic scene today, it would seem that a moderately lucky and proficient rider had a reasonable chance of clearing expenses. "Wheeling", the official organ of the N.Z.A.C.U., reviewing riders and their performances, gave as its opinion that Coleman was the country's top rider, with Mangham and Crawley very close. However, there were many other top-flight riders whose names were also household words with the race-going pub-

lic, including Jim Dawber and Alan Woodham, who were undoubtedly the stars in the up-to-600 c.c. or "middleweight class, Steve Whitehead, Rube Jones, Alex Henderson, Stan Osgood and others.

The two main fixtures of the 1919 season were the annual Christchurch speed carnival and the Napier Easter two-day meeting. February 15 saw the fourth running of the former event. Attendance was fully up to previous standards, and there was a representative entry, but it was a pity that the South's premier speed event ended on a rather sour note as far as the Northern competitors were concerned. In previous years, and especially at the 1918 event, the handicapping had been excellent and drew no complaints from either local or visiting riders, who while realising that only three places could be filled in each race, asked only for a reasonable chance. Unfortunately the handicapping at the 1919 meeting left a great deal to be desired, the handicapper seemingly regarding the northern visitors as supermen. With the exception of an event for touring machines, all handicap races were won by local riders, who also filled the second and third places in many instances. To place in these events, Coleman, Mangham and Crawley would have needed to lap at more than 80 m.p.h., which was manifestly impossible. It was understandable therefore that considerable criticism was voiced, and a boycott on any future Christchurch meetings was threatened by the Northern competitors. The organisers also were criticised for the increased admission charges, and were accused of taking advantage of the public's enthusiasm for motorcycle racing. It was probably a coincidence that this was the first time that the proceeds had not been donated to the patriotic funds, but the war was over and it was only natural that the promoting club perhaps considered that it was time it had share of the takings.

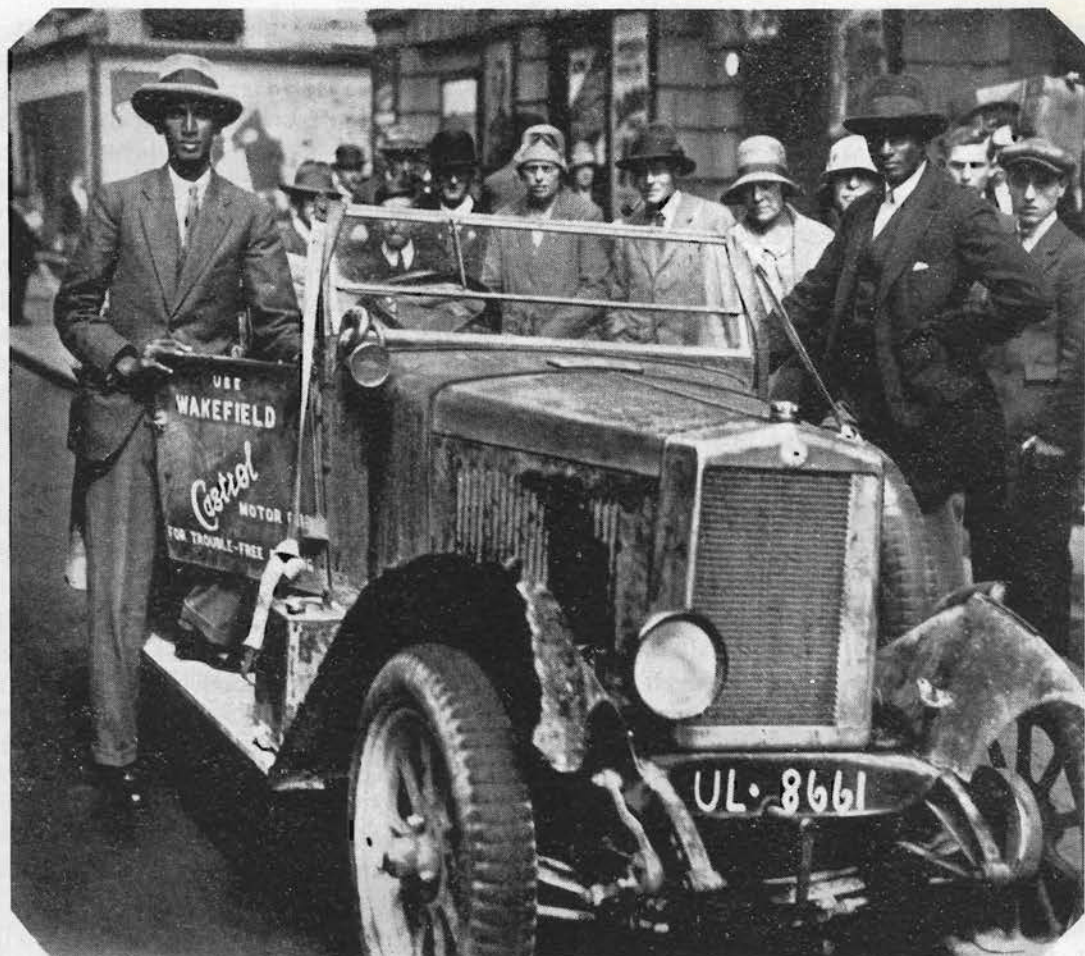
Star of the meeting was undoubtedly "local boy" Fred Haworth, riding his speedy "home brew" job which he had used with success at the 1918 meeting. He won the 10-mile S.I. Middleweight Champ-

ionship, and aided by handicaps which seemed, to say the least, generous, he also romped home in the 8-lap Lightweight and 8-lap Open handicaps. Jim Dawber looked a possible winner in the Middleweight Championships. His Indian four-valve had cracked the cylinder head in practice and was lacking a few ponies in consequence, but it had enough left for Dawber to pass Haworth in the eighth lap, to the excitement of the crowd, and it looked as though the Northerner had things in hand. But it was not Dawber's lucky day, for a bump halfway down the front straight jarred his tank filler cap open and temporarily blinded him with splashing fuel. He was forced to slow down and finally finished third, second place being filled by Gordan Moffatt on a B.S.A. Percy Coleman's Christchurch hoodoo, after going into hibernation at the previous meeting, made its unwelcome appearance once again and Coleman was out with engine trouble in the second lap of the 15-lap Australasian Heavyweight Championship, leaving Crawley and Mangham to stage a ding-dong battle for first, the verdict finally going to Crawley, who thus repeated his 1916 performance. Neville Souter from Cambridge filled third place, making a 1-2-3 Harley clean sweep. The winner's time was 15 seconds slower than Coleman's winning time the previous year. The other heavyweight event was won by White of Christchurch riding a Harley off the 100 seconds mark, which was more than enough for him to stave off a challenge by Crawley who was off 20 seconds. Scratch man Percy Coleman put in some furious lappery to take third place. A sidecar race, for the first time on the Canterbury Park course, brought out five starters — four Harleys and a lone B.S.A. in the hands of Fred Haworth. Haworth and White both took tosses, without injury, and Harold Jones narrowly

won from scratch man Ronnie Kennett. A novel innovation was a special 5-lap match race between Roy Crawley on his Harley and L. Mercer from the adjacent Wigram Flying School flying a Caudron biplane. Doubts had been expressed as to the feasibility of the contest, but it proved highly successful, the low-flying aircraft following the contour of the track with uncanny precision. Crawley eventually won by a narrow margin. A notable absentee from the 1919 Christchurch carnival was Alan Woodman, the one-legged phenomenon whose terrific riding at previous meetings had made him the idol of the crowds. Woodman, who was unable to be present, was sadly missed. "It's not the same without Woodman", more than one spectator was heard to remark.

Four years were to elapse before the Canterbury Park course resounded again the roar of exhausts and the cheers of excited crowds, when the promoters approached the Trotting Club for the use of the track for the 1920 speed carnival, permission was refused on the grounds that the machines had damaged the track surface. However, it was a fairly open secret that the opposition came from a group within the Club which viewed with disquiet the tremendous attendances which the motorcycle races had enjoyed. Perhaps these die-hards visualised a future in which the bikes had ousted the hay-burners in the affections of the public, but whatever the reason, the Club was adamant, and plans for the 1920 speed carnival were abandoned, to the disappointment of motorcycle racing enthusiasts and the general public. It was not until 1923 that the grounds were soon to be absorbed as part of the extension plan for the nearby Air Force base. In a future issue we'll tell you how the curtain fell on Canterbury Park, and how Coleman, Woodman and other grass track stars wrote finis to the South's greatest speed event, with record-breaking performances.

(To be continued)



THIS WASN'T A STICK-UP

Far from it.

Mr Canagesbey on the left and Mr Pillay on the right (or was it Mr Pillay on the left?) had just powered smoothly into town all the way from Singapore, Far East.

Perhaps you remember it well? May 27th, 1929.

Their Morris Cowley beat a triumphant entry into London minus half a mudguard and some of the shine off the paintwork.

But you wouldn't have looked so bright after 11,000 shake, rattle and roll miles of Afghanistan, Syria, the Balkans, and Central Europe. Not in 1929 you wouldn't.

Trouble?

Oh no, no trouble, reported Mr Canagesbey. A bit downcast on some of the lonely mountain tracks, you know. But never anything really to worry about.

Where are they now, this intrepid pair?

Where lie the remains of the noble Cowley?

And how about that advertising on the driver's door?



The only oil with 'liquid tungsten'

EARLY MOTORING IN MARLBOROUGH

Reminiscences 1916, by Ron Osgood

"The Editor must apologise here to Mr Osgood for she has, in passed issues, done some editing on this series. Mr Osgood has however complained of some spelling and grammatical errors and has requested us to refrain from wielding the editorial red pencil—please accept our apologies, Ron and rest assured that this is published exactly as received.

Editor.

In 1916 there were still some professionals who still wore stripe pants, white waistcoats, starched shirts, claw hammer coats and stove pipe hats, these were lawyers, magistrates, some doctors, and undertakers but the fashion was gradually dying out. In another profession however there was a man of small physic, ivory complexion, blue eyes, and slightly bald with a moustache. This man wore no belttopper or frock coat, you would generally see him in a blue denim boiler suit. This man left England about 1805 to try his fortunes in N.Z. and finally settled in Blenheim. This man whose rightful name was John North Birch. Known locally as "old Bill" by his friends and customers he was a very reserved man and no one knew anything of his past. Since writing "Early Engineering in Marlborough" about 1961 for Beaded Wheels I have a lot of information on Bill's early life in England. When I was working for him in 1914 I noticed an old motor bike engine in the junk. This engine would be about 2 h.p. it had an automatic inlet valve, a cast iron crankcase with the name "Birch Nunaeton" cast on it. I remembered the name Nunaeton, and when I was in England I passed through this city several times and wondered what connection it had with the old engine. Incidentally Nunaeton is close to Birmingham and Coventry. Mr Des Snell recently wrote a series of articles for Better Business for Universal Directories of Auckland on Bill and the Marlborough cars, marine and stationary engines which

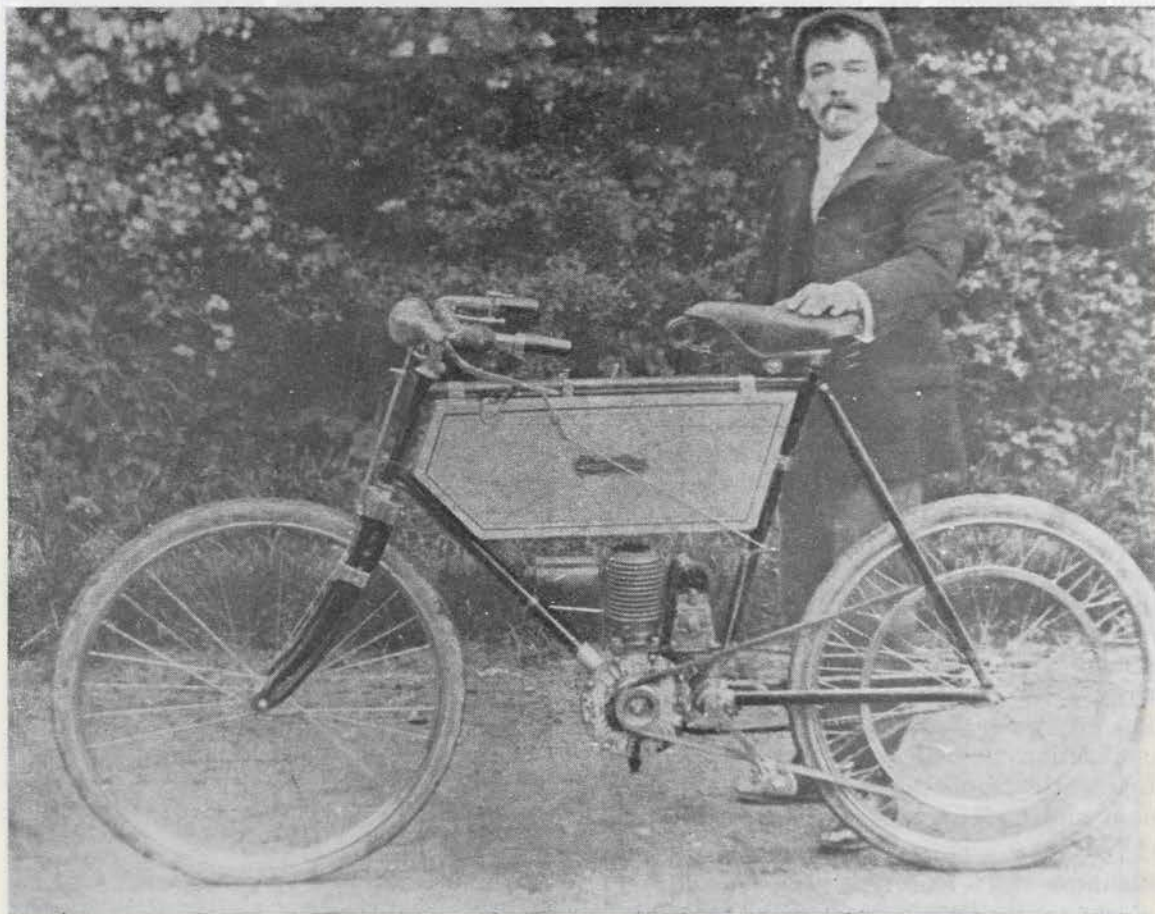
were made in Blenheim several decades ago. He also got information on Bill's early life and I am grateful to him for this information which is as follows. Before leaving England Bill was an established and prosperous business man and was a pioneer of some of the first push bike and motor bikes. In 1884 he joined the firm of "Starley Brothers" after completing his apprenticeship, in engineering. James Starley was already famous for his invention in 1870 of the penny fathing bicycle, his nephew John Starley was at work on it's successor, the first chain driven safety bike as we know it to-day. As Bill was working for Starley's at the time he may



A Photo of John North (Bill) Birch, taken just before leaving for New Zealand, 1905.

have had a hand in building this bike. In 1885 Starley's put their first "Rover" safety push bike on the market and shortly after he left the firm and worked in a steel foundry where he gained valuable experience in casting and moulding. In 1888 he built his first push bike even rolled the rims; later he went into business and it is believed made substantial quantities some parts being patented, among the first owners were Dennis brothers of Guildford later to become famous for their cars and trucks. In 1898 Bill with his two brothers produced another bike of more modern design, a factory was set up for its production and at one time employed more than 20 workers. This bike was known as the "George Eliot" after his fathers christian

names. After experiments with combustion engines and their application to bicycles about the turn of the century the "George Eliot" motorcycle was born. At the time there were very few motorcycles on the road, she was a 2 h.p. single cylinder and in three ways she left her mark on the motorcycle world. The backward placement of her engine was an innovation, the crankcase was brazed to the frame it was first to use a low tension magneto this eventually replaced coil and battery on all makes of motor bikes. It did not take long for the "George Eliot" to make a name for its self. In 1903 after a series of demonstrations it was awarded a first class diploma and subsequently its design was adopted by manufacturers



The George Eliot motor bike built by Bill Birch in 1893 ridden from John o' Groats to Lands End 1904 and later brought to New Zealand. Bill's brother, Harold, standing alongside.

large and small. The same year Bill sold the registered design to "Bradburys" sewing machine people in "Oldham" so the well known Bradbury motor cycle was an exact copy of The George Eliot. He continued to manufacture motor cycles under the original name and in 1904 to show further reliability rode one of these machines from Lands end to John, O, Groats from one end of Great Britain to the other. About the same distance as the North Cape to the Bluff in N.Z. This machine he bought out to N.Z. with him and the engine I saw was from the same machine. We will never know what decided Bill to come out to N.Z. to make a new start. He left a wife and three daughters in England, he was always in communication with them, and told them he would be returning after five years, but they never saw him again. After he left in 1905 his brother Fred took charge, the business went to the pack and he was forced to retire in 1925 and the business finished for all time. Bill also bought out with him a "Fairy" motor bike he also designed. This was a opposed twin with automatic inlet valves. I remember the boys saying the patents for this bike was sold to the "Douglas brothers of Bristol" and was the prototype from which the "Douglas" motor bikes were made. The late Clarry Herd who worked for Bill longer than anyone in Blenheim told me that Bill was one of the first to use magnetos and had some connection with Robert Bosch. I never found anything to further this information. Like most Englishmen Bill was

very patriotic. But he had a lean towards American accessories for instance the "Marlborough" cars had "Rushmore electrical systems, three speed gearboxes, most of his lathes were American. Before going up to Gisborne he sold two of them here and I have one at present. Although it must be nearly 70 years old and was originally driven by foot power or treadle. It is a 5 inch, hollow spindle, screw cutting, has inverted V ways on top of the bed and traverse feed across the bed and still does precision work. Bill was an expert on lathes and was the first thing he looked at when entering an engineering shop. The apprentices were always called Siliias by him. This nam stuck to Clarry Herd but we used to call him Silence which name stuck to him till he passed away a few years ago. Although I have tried everywhere to find a photo of the original Marlborough car my efforts have been in vain but I may be lucky yet. The original radiator was sent down to Christchurch for scrap brass only three years ago. I was not aware at the time but the monogram was saved and is now in possession of our present club captain Allen Webby. The "Marlborough" engine was designed to fit in the 1912 "Sunbeam" chassis (4 cylinder) The photographs accompanying this article were sent specially out from England by one of Bills daughters, Gladys (Mrs Goalby of Nunae-ton) and were lent to me by Mr Des Snell of Auckland who I want to thank for the trouble he went to to get the past history of Bills life in the years of early motoring and motoring engineering.

Incredibly New Models on the Road

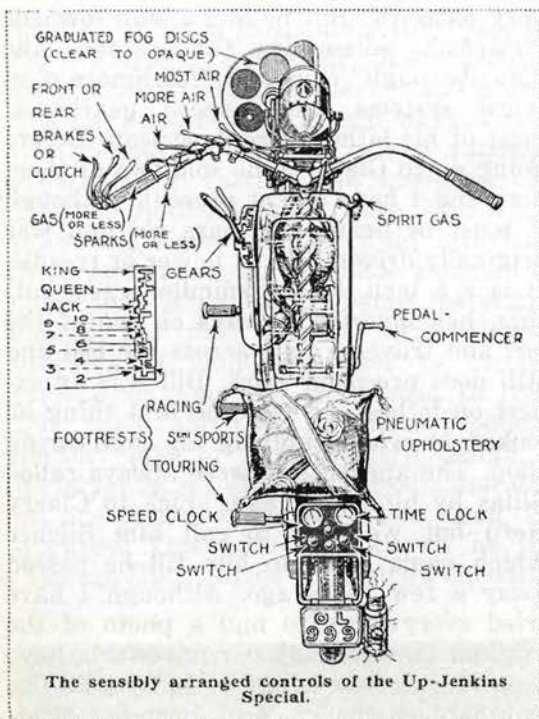
THE 503 c.c. UP-JENKINS SPECIAL

SPECIFICATION

ENGINE: Makers' 103.2 x 34.09mm. o.h.v. single-port, single-cylinder, single-stroke.
 LUBRICATION: Some-times.
 IGNITION: Never.
 CARBURETTOR: Makers' six-lever.
 GEAR BOX: Makers' five-speed and reverse.
 Ratios: 4.9, 4.9, 4.9, 4.9, and 4.9 to 1.

TYRES: Air-filled, rubber-covered.
 WEIGHT: Unladen, 495lb; in touring trim 372lb; in racing trim, 511lb.
 PRICE: £192 (or, by deferred terms, 4s down and 30,688 monthly payments of 1½d).
 MAKERS: The Up-Jenkins (1930) Sales Corp. (Great Britain) Inc. (in liq.).

Although the 503 c.c. Up-Jenkins Special has been on the market for only ten months, owners — both of them — have been loud in their praises of its qualities, and it was therefore with considerable interest that we took over this machine for road test from its makers' well-equipped works at Llanphwillaberfech-



wystwch, a small village on the Kingston By-pass.

Since no previous description of this model has been attempted, it would be wise to review its salient features before describing its surprising performance on the road.

Undoubtedly the outstanding feature of the design is the Up-Jenkins patent cylinder, which, it is claimed, renders decarbonisation an absurdly simple matter; the piston is readily withdrawn through the side of the cylinder, which can be instantly opened for the purpose by means of a lightning fastener.

This is made possible by the fact that the cylinder is constructed entirely of fire-proof rubber, a feature which also permits the inclusion of two other interesting points; the first of these is the absence of any transmission shock-absorber, the inherent elasticity of the cylinder providing all that is necessary in this direction; the second is the entire elimination of the little-end bearing, the piston and connecting-rod being turned up solid from Honduras mahogany.

PAGE TWELVE

It will be realised that the material of the cylinder allows it to bend backward and forward at each stroke, in the manner of an oscillating steam engine, and the unit construction of piston and connecting-rod is thus quite practicable.

Simplicity Itself

The valve gear is simplicity itself; two overhead valves are anchored rigidly at their outer ends to the lower tank rail, and the reciprocation of the cylinder opens and closes the ports.

No magneto is necessary, pre-ignition being relied on.

Before leaving the engine it is worthy of note that lubrication, instead of being by the more conventional oil, is by cold water, fed direct to the cylinder wall. This lubrication system is made to fulfil a second function, of which more anon.

No less interesting than the power unit is the frame, which is constructed throughout of corrugated iron, with a handsome mesmerised finish. All lugs are safety-pin-jointed, and, to give additional strength, the head is glued.

The Official Receiver, on handing over the machine at the works, told us of a suitable test hill, whither we repaired. We repaired on several occasions during the day, as will be seen presently.

At first a little difficulty was experienced in operating the five-speed gear, more especially as the quadrant was marked Heretofore, Whereas, Nevertheless, Notwithstanding, and Inasmuch As. We learned later that Mr Up-Jenkins, like many of his fellow countrymen, was an inveterate vocalist, and these were the titles of his favourite songs; each gear had been cut so as to sing in the key appropriate to the particular air.

The machine steered well at speed, though some difficulty was experienced in taking bends unless the steering damper was released; this fitting was delightfully simple, consisting as it did merely of a bolt which locked the steering rigidly in the dead-ahead position.

The braking system is ingenious. No brakes of the conventional type are to be found. Instead, when it is desired to pull

up, the tap controlling the water lubrication of the cylinder is shut, with the result that the engine instantly seizes, producing very efficient deceleration. Actually, this hydraulic brake was used only once during the test, the rider, upon recovery, expressing himself quite satisfied as to its stopping powers.

As is to be expected, the engine is at most times completely silent. The exhaust is always inaudible, owing to the fact that the designer has ingeniously connected up the tail pipe to the air intake of the carburetter. The exhaust, before entering the carburetter, is filtered of all such dangerous impurities as carbon monoxide by means of a normal type of air cleaner.

Fuel Consumption Figures

Great economy is claimed for this system; our test showed that a water-can full of petrol sufficed for a journey from one well-known town to another, and then back again by a circuitous route. These figures prove that the maker's claim is well-justified.

The amount of fuel carried can be instantly seen from the saddle, since the tank is made entirely of plate-glass; when the machine is not required the tank forms an excellent aquarium, and this fact probably explains why, on dismantling the carburetter to locate a fuel stoppage, we found a small sea-horse lodged in the jet.

Arriving at the test hill, a gradient of 3 to 1 bar 1, we engaged the Heretofore ratio, which, unfortunately, turned out to be reverse; somewhat to our annoyance it was found impossible to disengage this gear, so the attempt on the hill had perforce to be abandoned and the remainder of the test completed rear wheel first.

The lighting system, by the way, is not the least interesting part of the machine. Again, Mr Up-Jenkins is the inventor. The rear lamp consists simply of a transparent vacuum flask, into which a red-hot cinder is dropped at the beginning of the jour-

ney; as with coffee, the vacuum flask keeps the cinder hot up to twenty-four hours. The front lamp, though giving wonderful illumination, appeared to be somewhat expensive in upkeep, since it utilises magnesium ribbon, fed automatically forward by a reel driven from the front-wheel spindle.

Road-holding was, on the whole, very satisfactory, though at periods there was some oscillation. This was probably due to the fact that the designer, in order to provide comfort, has fitted oval wheels; he contends that, if the machine is set at the beginning of a journey with the wheels in a "vertical" position in the depressions between each wave in the road, the wheels will turn to their "flat" position as the waves are crossed, becoming "vertical" again for the next depressions, and so on *ad infinitum*, thus providing perfectly smooth progression. However, we were unwise enough to leave the by-pass on which the machine had been developed, and the wheels at once became "out of time" with the unfamiliar bumps; we re-timed them on several occasions, but to no avail.

Dual Purpose Mudguards

The mudguarding, though rather unique, was found to be very efficient; it consists simply of a stiff brush held firmly in contact with each tyre. When the brushes wear away (which occurs only about once in three weeks) they can be removed and utilised as toothbrushes, the semi-circular gap made in the bristles by the tyre tread enabling the whole of the front teeth to be cleaned at once.

It was with genuine regret that we parted company with the Up-Jenkins Special, having inadvertently used its hydraulic brake again.

With acknowledgement to "The Motor Cycle" 1930 and to Chris Chaston who brought it to our attention!

POST VINTAGE ODDS AND ENDS

by Gordon Vogtherr

Some time ago, several of us who are interested in Post Vintage Vehicles decided to make a full weekend by looking up various cars, as well as attending the AGM of the Vintage Car Club in Wellington.

Saturday morning saw us on the way at a respectable hour in the D.K.W. meeting up with another enthusiast in Palmerston North who is an MG Car Club member, owning a TFI500.

Whilst in Palmerston we looked up a 1938 Triumph Dolomite Roadster, which turned out to be quite a good car although rather badly in need of rebuilding. The car is whole and original, but at present the owner is rather busy in building a home. It is believed that this is the only car of its type in New Zealand, and the owner would appreciate any news of other Dolomites or Roadsters which may exist.

Travelling South we made a call at the Wreckers Yard at Ohau. How often have I wanted to stop and spend a quiet half hour in this yard just looking around, but each time we have been in too much of a hurry, or I would not dare ask my wife to sit around and wait. We were all in agreement for not having called before, and spent an interesting time there looking over his "stock". A few bits were picked up before moving on again towards Wellington.

After a rather late lunch at Paekakariki, our next stop was to look up the owner of a supposedly 1939 WA 2.6 litre MG saloon. These are a pretty rare beast, even in England and as it is some 25 years or so since I saw and drove one of these cars the thought was quite exciting. However the owner was not very co-operative, wishing not to show the car to anyone until it was roadworthy.

This is the first time that I have come across anyone with this attitude, but one must respect a persons wishes. We do feel

however, from the little of the car that we did see that the car is in fact an SA 2 litre saloon, still a rare vehicle in N.Z. The 2.6 had certain features that make its identification quite easy, such as front bumper with a dip in it, spare wheel in near side front guard, octagonal instruments, and a "V" shaped radiator.

Next on the list was a 1938 VA type 1½ litre MG tourer which I have been hoping to see for some time. Eventually we traced its whereabouts to a premises at Rongatai, and at first had some difficulty in finding the car at all. However we soon found the chassis hanging up on the wall, and after some hunting around various bits and pieces, together with several boxes of parts, readily identifiable to anyone who knows VA's.

This was a classic case of someone intending to rebuild a car "according to the Book", and commenced by stripping the car completely down to the last nut and bolt. The present owner of this heap of bits feels that the previous owner must have gone berserk, because there is virtually nothing left assembled, including brake wheel cylinders and steering box.

The person whom I had lined up for this car soon got cold feet, feeling that although the whole car may be there he would rather pull it to pieces himself rather than piece together someone elses mess. I sympathise whole heartedly.

By the time we had left the owner, and had some tea, the A.G.M. was well under way. It was quite obvious that the whole job of compiling and printing Beaded Wheels and the Supplement is a vast job requiring the assistance of the special sections in the compilation of their respective articles. It was good to see such a well attended meeting of men, and women, who are genuinely interested in the Vintage Car Club throughout N.Z. After a long day we eventually retired to bed about 11.30 p.m.

Whilst waiting for the Executive meeting to start on Sunday morning we went round to Seatoun to see the Wahine lying out in the Channel. At that stage there were no salvage vessels tied up, and it seems hard to believe that 51 people could lose their lives so close to land.

Sunday morning was busy with the Executive discussing the rules relating to P.V.V. cars, and it would appear that the rules will stay as promulgated at present. We were anxious to see how the 2 litre MG tourer belonging to Warren Johansen of Auckland fared. Altogether three vehicles were nominated for acceptance, and it was to the credit of the Executive that they turned down the Bob Oakley Speed 20 Alvis. Bob had only owned the car for a month and was NOT restored. Apart from this the car has been shortened, together with other non original modifications. I feel that when the car has been fully restored that it will receive more favourable consideration. The Riley Kestrel, and 2 litre MG were accepted, thus making a total to date of 15 P.V. Vehicles in New Zealand.

On the way home we called to see Bob Kenning at Lower Hutt, who now owns

ex Lyell Boyes 1939 VA type 1½ litre MG Drophead. This car is now in the right hands as it looks a great deal tidier than when I saw it last. From there we carried on to see John Southward, where the 57C Bugatti claimed our attention for some time. It so happened that three of our team had not seen a Bugatti in the flesh before. But lurking in a corner was the star of the trip, namely the ex Doreen Evans R type Racing MG Midget. This car provides tremendous potential, as there were only 10 R types built altogether, this car being Chassis no. RA 0253. Those being familiar with MG numbering will pick that as was done quite often Chassis numbering started at 0251.

After MG's quit racing McEvoy's designed and built three twin cam heads for the Bellevue Garage R types and this car is one of only three cars so modified. More will surely be heard of this car, and perhaps John can be persuaded to write an article on the complete history of this car.

Needless to say it was late before we set off for home but we did enjoy the weekend, and learnt quite a bit into the bargain.

NORTH ISLAND RALLY TAURANGA

Easter, 4-7 April, 1969

SPONSORED BY SHELL

Competitive Touring Run, Team Event, Concours — Social and Dinner
Good Accommodation and Food

Vintage, Veteran and P.V.V. Cars and Motor Cycles

Entry Forms available from:

The Secretary,
Mrs W. R. Janes,
37 Church Street,
Tauranga.

Accommodation Closes 30th November,
1968

Or your Club Secretary

Entries close 31st January, 1969.

Late Entries accepted with fee, up to
28th February, 1969

WHAT WE DID ON FATHERS' DAY or How to find 20/60 Vauxhalls

by Denis Pickering

We all know that the more spares a bloke collects, the more secure he feels. They can be collected a little at a time, or as a parts car. Well, several years ago two of our Branch Stalwarts were out in the Upper Buller, testing the abilities of a recently acquired Land Rover. To test its paces a little, and to penetrate unknown parts, they went up into the Wilds of the Howard, across creeks and over hills until there was no more road, or track, or anything, and there, too, sat a virtually com-

plete 1927 20/60 vauxhall, once a tourer, but cut into the inevitable ute.

This surprise packet of information was quickly passed on to Andy Beattie, well known for his very nice (and original) 20/60. Enquiries from the land owners located the owner of said derelict, who had abandoned the car. With the owner found, and the price agreed upon, the transaction was complete. But the car stayed where it was for many months, until Andy set out



Photograph by K. Ivory.

to retrieve the wheels and fit respectable tyres.

Eventually, nearly two years after the initial discovery, Andy, the original finders and Scribe set out in the same Land Rover (4 wheel drive and 8 speeds are useful when towing) one fine Sunday (actually Fathers' Day, 1966) to retrieve the Vauxhall.

Some 85 miles later, having crossed the Hope Saddle (2082 ft) and around Devil's Gate, up the Buller and into the rough of the Howard, and there she still sat, on blocks, but showing a classic line in spite of the wooden deck and cab.

It did not take long to fit the wheels, unload the wood and boulders, fit a cushion on the seat springs, pick up all the loose pieces, bolt up the rigid tow bar, oil diff. and remove drive shaft. (This revealed the smashed pinion, more's the pity, that ended her days.) Off we all get, crawling in and out of deep creeks. A brief stop for lunch, then on to the main road. Here our official photographer just had to include a shot of vehicles and A.A. sign posts at the crossroads, and they, at his feet, was a perfectly good Model T tourer door! This was promptly added to a few rims and odd pieces already found.

Looking like Steptoe and Son, with Andy feeling very cold in the Vauxhall, course was set for Nelson. In many places the case was one of being dusted off rather than blown out of the Vauxhall, for dust sections were common over road works.

A heavy car, the 20/60 was loath to follow the tow, and we zigged and zagged closer to home, without many incidents. The brakes did cause trouble when tried

coming down Spooner's Range, but this was soon remedied by cutting the brake cables!

For such a derelict, there were many original parts on her, including the glorious Griffin radiator cap! All engine parts were untouched, tool box, kick plates, crank handle and wheel puller, side windows, and other parts, all were still there! The story behind the car is not all known, but she was running around Murchison about 1962/63 as a hack.

Much later in the afternoon, whilst running freely down the Clark Valley an old Chev. 4 truck was spotted on a farm, and this necessitated a stop. The usual junk of an old farm stead, with an equally old owner, both interesting, but the more interesting pieces were not to be parted with. A most intriguing, and even lovely, alloy casting was seen. This, very English, and probably Arral Johnston engine, had a 5 bearing crankshaft, bronze bearings and 4 separate T head cylinder blocks bolted to a delightful alloy crankcase and sump. (It had been brought home, for the bronze bearings might become useful as bushes, so the old bloke said!) This plus a 501 Fiat front end etc. are still there.

Well, we all got home, including the Vauxhall, and what is to be done with her. She could be re-built, the rear half of the body could possibly be found, there again the chassis and running gear could make an excellent 4 wheel trailer for Andy's current restoration, a 1911 Martini, so that he could challenge both vintage and veteran concours in one fell swoop. Any way, its all good spares, which may as well be in captivity as out in the wilds of the Howard river.

SOUTH ISLAND RALLY

**SHOWGROUNDS,
CHRISTCHURCH**

EASTER, APRIL 4/7, 1969

**FIRST CLASS FACILITIES
AMPLE ACCOMMODATION**

Hotels, Motels, Private Hotels and at the venue Cabins of a good standard, Caravan Sites, Tent Sites, a limited number of Caravans, and Sleeping Bag Alley.

All Meals Available

Contact your Branch Secretary for an Entry Form or write to:

The Secretary, Canterbury Branch,
Mr N. C. Skevington, Box 5, Belfast.

Entries Close Friday, January 31, 1969.

GIVE YOUR CAR FINEST ENGINE PROTECTION

WITH AN



OIL FILTER



MADE IN NEW ZEALAND BY GENERAL MOTORS

AVAILABLE FROM ALL GENERAL MOTORS DEALERS,
GARAGES AND SERVICE STATIONS.



THE LINE-SHOOTING GAME

by Smoke-ring

With the experience of Winter, less motoring and more nattering, the offering is made of a formula establishing an Index for the "Line-Shooting Game". After all we have a consumer-price-index and are constantly reminded of road fatality facts and figures so let's have an index of our own, free from the Government controls which daily seem to be encroaching on our whims and liberties (blinkers on a 30/98, pahhh ! ! ! a pox on officialdom).

It is therefore recommended that the "Line-Shooting" season be officially opened on July 1st to compensate for the expiry of registration and to provide an inexpensive alternative to the actual enjoyment of vintage motoring or perhaps as an excuse for not getting on with a restoration job. Of course there are some who play all the year round but this lacks balance and is liable to exhaust the repertoire.

The game is played by any two protagonists but as many friends, Romans, countrymen who will lend you their ears may join in. Scoring is done by an Ear count, previously around 6.20 p.m. on the pavement outside where by that time it was drier underfoot and the visibility clearer, now however, that our civilisation parallels that of the Old World and now even some Australian States, decisions may be deferred until a much later hour and the results broadcast amidst bursts of song. Not that anybody ever wins, yer can't win, it's the game that counts. The players line up with the right foot (or left, as the case may be) nonchalantly relaxed on brass rail after a hard day's heeling and toeing. Any stools available should be graciously offered to Ford T owners to enable them to rest all three feet. Play should not commence until suitable comment has been made on the colour, flavour and clarity of the amber liquid catalyst or lubricant and the pump-master primed as after all he is another pair of ears and may know the whereabouts of goodness

knows what treasured local "buckets of bits". On those occasions where the game concludes a timed run, hill-climb or rally, pilot and navigator may discreetly lay odds on likely winners, noting such features as tousled hair, motifs on pull-overs, leather patches, type of moustache, early or late keenness to shout and other significant data such as far-away look in the eyes and smoking habits or affectations.

You get the picture so now on to the rules which are best explained by a breakdown of the formula which is:—

STATUS SYMBOL equals FLATUS FACTOR
EGO

Breakdown of Formula

Let us ignore the square root symbol for the time being, mostly because I can't do it on this typewriter and hope the printer gets along with it better.

Status Symbol In the modern idiom this denotes or rather betrays a facility for fiddling overseas funds and is hand in glove with one-upmanship. In Vintage circles it is matter of taste perhaps tempered with nostalgia and something you couldn't really afford either to buy or garage let alone restore. Having acquired it you cannot less than adore it because if you try to flog it off, the true value becomes painfully apparent. This factor is usually the subject matter of the game so the best play can be observed where the protagonists status symbols or vehicles are from the manufacturers of similar but rival firms or alternatively, manufactured on opposite sides of the Atlantic.

Ego This is self-esteem expressed as self-opinion and is infinitely variable but unlike some early transmissions where friction provided the drive, here lubricant raises the ego limited only by 10.15 p.m., lack of cash or double vision, whichever onsets first. Other influences prevail such as:—

(a) Inner cleanliness (advt.) a good thing

(b) Guilt complex (bad thing) induced by withheld secret knowledge, e.g. softened skew-gears, untraceable burning smell, itinerant shellac, forgotten split-pins, epileptic gears, welded drop-arm, general crystallisation, concealed fencing wire, transposed number plates and or blue sticker, warrant of fitness twelve months out of phase, lapsed insurance, starving wife and kids, unpaid bills. Any or all of these undermine the ego and lessen the power of argument for if you take another look at the equation it will be easily seen that the status symbol is divisible by the ego and doesn't leave you much to square root about.

So — let battle commence. Opening gambits such as “that old bomb of yours” are a bit heavy footed and the use of the word “heap” is likewise to be deplored. Now if those dart-playing peasants in the far corner would lessen their noise a little, one could perhaps better appreciate the sheer artistry of a potential winner with a super-charged Bacardi ego and far-away look in the eyes murmuring something about savouring the brittle fragrance of a Bugatti exhaust warming-up in the paddock at Prescott, blue-bells underfoot and the track snaking upwards through the semi-shade of dotted oaks and elms, the car-park packed with Hispano-Suiza, Isotta-Fraschini, Austro-Daimler and other double-barrelled marques, his own mount regrettably out of action with sick mag. (but probably impounded by creditors or scrutineered out with visible canvas) . . . well played Sir ! ! !

All this is a bit much for several pairs of pink ears who gravitate along the brass rail to where a more vociferous contender is deliberating on the limpet-like cornering ability of a Lioness 3½ litre job fitted with multiple friction dampers and triple expansion modifications to transmission-drum brake. No far-away look in the clear blue eyes of this ruddy-faced contender but with shoulders squared and swung to every tight corner, he sweeps across the bar a right arm which skittles a couple of handles and adds to the general tumult

scoring a few more bashed ears in the process.

excuse me for a minute while I take a toll-call . . .

Oh, that was only the M.P. for Manawhenua offering the remains of a partly submerged Detroit he had tripped over in the dark while wading out to the mai-mai on his new farm — just a hobby you know but the shooting is good, you must come out some time. The offer was politely declined and I didn't tell him the boys had done over the property years ago and acquired anything worthwhile that's for sure. After all, he only wanted to get rid of some shin-barking junk but it was as good an opportunity as any to shoot his particular line.

While on the subject of phone calls, how about the offering of a Pullman seven passenger saloon, 2 occas. face/fd, ex Royal Tour, driver's partition, not quite vintage but must be pretty near. Would restore good if you got rid of the mud-grip tyres borrowed from a light tractor, bit scratched here and there got a tow-bar tho, no, the sliding roof doesn't work and the gear-box a bit noisy . . . excuse me, did you say on a pig farm and doubles as a ground to air tender for a top-dressing plane. Oh the upholstery used to be better did it, that was before the kids smashed a back window about the time the fowl house got blown over . . . won't be available till after the hay-making, how much did you say? no, not interested personally but we'll put it in the newsletter, line wanted for a toll call, whew! thank goodness.

To get back to the index, formula, equation or whatever it was, the end result Flatus Factor is governed by Boyle's Law which you will remember states:— “The volume of a gas is inversely proportional to the pressure”, or does it? In any case I feel much relieved having got rid of some hot air and after all, open confession is good for the soul. If you can't understand these junketings try reading James Joyce. I have and fail to see why he should have it all his own way let alone get paid for it.

“MY CAR . . .”

—with acknowledgments to BDC Review, etc.

My car is an old car; it looks old.

It has no “New Look”, it looks like a car — a man’s car. You cannot confuse the front with the back. The radiator is up in the front for anyone to admire, and the thing you put the water in through is right on the top. It has one wind-shield; it faces the front. Also the lights are different; the ones in the front are large and light up the road. They are not part of the fenders or body. The rear lamps are relatively small and red. One is attached to the number plate which it lights up. When I reverse into things I bend the plate straight again: there is no glass to break or body panels to crumple. From the outside I can see all four wheels. They are very big and ugly. I can change a wheel in two minutes while keeping my dinner jacket clean (I own a dress suit as well.) It is not necessary to crawl under the car to change a wheel. The spare tire is on the outside where I can get at it.

There are no modern improvements on my car. There is very little tin or chrome either. There is no independent front suspension to get out of adjustment. If I do not drive much faster than 80 m.p.h. my tires will last longer than some modern engines. There is no heater in my car; warmth radiates from the exhaust system in the right quantities. There is no radio to distract me when driving nor to annoy others when I am parked. I get my music from the quiet hiss of the carburettors, the bass burble of the exhaust, the powerful whine of the gear box. It is best to listen to this concert when the car is in motion, there being a better balance between bass and percussion. When I am driving I humm along with the accompaniment. There is no hydraulic master

cylinder to leak on my car; when I push the pedal a series of iron rods, assisted by booster, connect my wishes with the brake drums. They are very large. The crank handle goes in at the front — there is a little hole for it. If my car has a flat battery, I crank it and it starts on a magneto. In a special pouch are all the tools I might want to use when tinkering with my car; I often just tinker with my car for the pure pleasure of it. When I do not want to tinker with my car, I do not tinker with it.

On my car I can look into the gasoline tank to see how much gasoline there is left. I do not necessarily have to trust a little guage. When my car has no oil pressure or the battery is not being charged, there are dials on the instrument panel to tell me. The only lights on this instrument panel are to light it up at night.

The steering wheel is for steering with; it is round and plain. My car goes exactly where I steer it. From my seat behind it, I can clearly see both front fenders. On the hub of the steering wheel are the ignition timing and mixture setting controls. Also there is an auxiliary throttle control there too; on a long journey I can take my foot off the accelerator pedal for a rest. The gear lever is comfortable for the right hand; it is very positive in action; it does not slip out of gear. There is no need to pre-select a gear nor wait till it changes automatically and mechanically I just change it when required. The hand-brake holds my car on any slope.

In spite of its age, my car performs very well. It is very fast; it is quite noisy. It is very reliable. It has travelled several hundred thousand miles; I hope to drive it several hundred thousand more.

GENERAL NOTES

NATIONAL OFFICE:

Following on the very full discussions held during the A.G.M. in Wellington regarding the functions of the Club Headquarters, we advise that the Club Office is now located in Briscoes

Building (1st Floor) 225 Cashel Street, Christchurch. Phone 74-003 and that office hours are 1 p.m. to 5 p.m. The Post Office Box remains unchanged as 2546.

The Club Registrar has his offices in the same suite and correspondence can be addressed either to the P.O. Box or direct to Eric Galt, 63 Hoon Hay Road, Christchurch, 2.

MARLBOROUGH VISITORS:

Marlborough Branch advise.

"We run two outings a month from September to April inclusive and would welcome any member visiting our district to join us."

JAGUAR AND S.S. MATTERS

(see letter to Editor.)

Restoration of a 1936 SS Jaguar 2½ litre saloon has led a Tauranga enthusiast to attempt to form a N.Z. Register for these cars.

During his work on the car, the enthusiast, L. W. Patterson, a former owner of an SS11, discovered that there was widespread interest in these cars.

For instance, in Putaruru and Tirau, he discovered that there were two Jaguar owners who between them had an SS saloon, an Airline SS and one of the Standard engined SSs.

Knowing of further restoration work on similar cars in Wellington and Christchurch and that the Jaguar factory in England could not aid much with information on early models as this had been lost during the major factory fire of recent years, he has decided to try and collate informations on N.Z. Jaguars, and start a Register.

Basically this would deal with the earlier models through to the Mark V, although it is no way intended to discriminate against later models. The reason for establishing a register of the earlier models is to have some organisation whereby enthusiasts could learn of similar models to their own, have access to sources of spare parts and information or be able to offer on an enthusiasts' market parts or vehicles.

The register would also establish contact with overseas Jaguar organisations and bring out a newsletter probably on a quarterly basis but mainly be as a contact service for enthusiasts.

Any Jaguar enthusiasts interested should contact L. W. Patterson, 37 Smiths Road, Tauranga, giving information of their vehicles, needs, or surpluses, while any suggestions or aid for the running of the Register would also be welcome.

REGISTRAR'S RUMBLINGS:

Please! Will members who have been written to asking for "Further information such as Engine or Chassis numbers etc." make a real effort to reply in the near future.

And Please! In members files there are some 268 Register and Dating forms without photographs. These forms all sent in over the past few years have printed on the front in the instructions "At least two clear photographs of this vehicle should be sent in with this form". If you are one of these 268 people will you send the required photographs and save me writing 268 letters. While on the subject, no new Register and Dating Forms are now being accepted without photographs.

The Chairman of the Dating Committee has to advise that the following vehicles are now dated,

56 88 93 113 123 124 183 184 198 237 247 265
501 502 508 522 537 538 539 551 560 567 571
573 574 590 612 625 629 631 633 641 650 653 654
656 658 659 675 680 688 712 719 728 729 734
737 749 750 751 752 754 756 759 760 765 766
768 79L 798 808 810 828 834 845 860 861 913
928 932 933 936 943 946 948 956 958 974 987
1000 1001 1002 1006 1007 1010 1013 1014 1017
1018 1021 1033 1049 1089 1105 1107 1110 1142
1158 1170 1171 1177 1181 1203 1210 1216 1220
1222 1223 1224 1242 1248 1249 1256 1264 1265
1268 1274 1275 1287 1288 1293 1304 1323 1339
1345 1246 1347 1348 1350 1351 1352 1353 1354
1355 1356 1357 1358 1359 1360 1361

POST VINTAGE

ACCEPTANCE MATTERS:

At the A.G.M. some correspondence between Mr G. Tofield a member of the P.V. Sub Committee and Mr Anderson was formally adopted by the meeting as being the Interpretation of the Rules.

Tofield's question 1. Has a branch committee the right to refuse to forward to the National Executive an application for post vintage status?

Reply A branch committee may not refuse to forward an application to the National Executive. All they can do is recommend acceptance or rejection.

Tofield's question 2. Is it necessary for the Branch to recommend acceptance for the National Executive to approve the application?

Reply The final decision is that of the National Executive and they could over rule the Branches recommendation.

Tofield's question 3. Are Branch committees allowed to promulgate lists?

Reply Yes. Branch committees are allowed to promulgate lists and to try to hold their members to these. But under (1) above a member has every right to put forward an application for a vehicle not on the list of the Branch and the Branch would be bound to send the application forward.

Tofield's question 4. Is any specific information required in reports from Branches?

Reply No. Just sufficient to justify their submission in their own opinion.

Tofield's question 5. Must the National Executive consider the application only on the basis of the report forwarded with the application?

Reply There are no statutory rules for acceptance. Each decision is arrived at on its merits and on the Data presented by any party.

Tofield's question 6. Does the acceptance of any make, model, or year of vehicle create a precedent?

Reply The quality of the presentation of the individual vehicle is the deciding factor with decisions and recommendations. As the rule stands, it is designed to prevent the establishment of precedents.

THE LEVELS SPEED DAY

by Brian Goodman

On June 15th the South Canterbury Branch followed up it's Easter rally with a full days speed events. This was held at the S.C. Car Clubs new circuit at Levels. The track is only 10 minutes drive from the centre of Timaru and is 1.01 miles in length. It has a very good surface and is an ideal circuit for Vintage Car Club activities. The event was organised by a sub-committee with Barry Goodman as it's secretary.

Approximately 30 entries were received and these were highly diversified ranging from T Model Fords and Veteran Triumph M/C to the potent and desirable C type Jaguar.

The day got under way with all vehicles being thoroughly scrutineered by Darcy Nicholson and Brian Middlemiss, and then the track was open for practice. This resulted in Duncan Rutherford in the Lycoming Special having a torrid time trying to keep the nose pointing in the right direction. Duncan cured this after a few tyre changes and then settled down to turn in some thrilling laps. In the M/C section Bill Vietch on the 1936 Norton International was without doubt the most formidable combination of the day. The Norton was performing very well and was hitting around the 100 m.p.h. on the back straight.

At the conclusion of practice all vehicles were sent off in pairs for a standing and a flying lap. This proved most interesting and gave the handicappers a fairly reasonable yardstick to use for the rest of the day. As a comparison Ian Archibald turned in a flying lap of 57 sec's in the Jaguar while it took 1 min 37 sec's for the Fords.

This left time for a few scratch races to take place before lunch. These were, naturally, dominated by the heavy metal, with Gavin Bain in his 3 litre Bentley driving most forcefully and having some spirited duels with Mike Haggitt in a sim-

ilar car. Lunch was provided on the grounds by our caterers and by all reports this was a most enjoyable meal.

After lunch the handicap events got under way and resulted in some close finishes and exciting racing. Space would not permit me to give detailed reports on every race, but Williams in the Wolseley tried very hard to catch Bob Scott in the Fiat and just missed out by 100 yards. Rutherford and Archibald were well handicapped in the levels Grand Prix, but came through with Geoff Owens taking 3rd place in the MG. Haggitt drove very smoothly to win races 5 and 6. These races were very closely contested with McKellar in the Lagonda holding his own and actually winning the last race. (Rumour has it that the Lagonda was only using 5 spark plugs until this race.)

The M/c. races also provided some close racing. David Goodham and Ted Tolhurst had a great duel in the vintage race but the Velocette's extra gear told the tale and the chequered flag fell with Goodman about 25 yards in front. Vietch gained 2 firsts and a second including the Levels T.T. Peter Henry gave a masterful display of handling the B.S.A. and Sidechair. Eyewitnesses claim that Peter was actually sitting in the "chair" on some corners. Ivan Taylor circulated regularly and smoothly on the 1914 Triumph and picked up a second and a third during the day.

Other machines to impress during the day were Timm's Alvis, Hadler's M.G. Dodd's big Vauxhall saloon, and Chaston's Harley Davidson when it kept going. Other disappointments were, Mauger's Stanton Special which unfortunately had gearbox trouble and was a non starter. Oddie's M.G. which popped and banged its way around for a couple of laps, before retiring, and Hassel's Cooper which broke the driving chain with monotonous

Continued on page 29

PAGE TWENTY-THREE

1913 TRACTION ENGINE TRIP

(As told to Rex Porter by Joe Catt)

When I was fifteen I worked as "tailer-out" at Rathbone's mill (Kent Street, Carterton). Mr Tommy Rathbone dived out of his office one morning after I had been working there a few months, called me over, and said, "That blasted Jimmy hasn't turned up today. We've got to get the logs from the bush. Think you could steer old "Jane", Joe?"

Full of youthful confidence I said, "I guess so."

"Well, hop up and we'll see how good you are."

"Jane", the old Burrell, had steam up, and a rake of three empty four-wheel logging trailers and the "canteen" trailer ready coupled. The engine-driver, Frank Dixon, was already aboard and as soon as I climbed up and took a timid grip of the steering crank, he opened the throttle.

I had to crank furiously to get round the corner of the shed, then full lock the other way to get out the gate, and again the other way into the road. About 20 turns it took from lock to lock.

"You managed that all right, me boy," chuckled Frank. It was my first shot at steering but as we hadn't actually hit anything, I suppose I was doing fine. It was scary, though. I had no control over the starting, stopping, or speed. I COULD have reached the throttle valve from my position at left on the platform, but I knew Frank wouldn't have liked me interfering. All I had to do was try and keep the brute heading in the right general direction. Steering was considered a minor duty to be handled by the driver's junior assistant. Our fuel was scrap wood, slabs and off-cuts, so there was a lot of stoking to do and the two-man crew was needed.

After half a mile Frank opened the throttle a bit and then got busy with the stoking just as a sharp right turn was looming up. I cranked the wheel round but must have left it a bit late for we nearly crashed through the fence into the gasworks. As it was, the hubs of the trailers all rattled along the corrugated iron fence and the mark can still be seen

to this day.

I expected a good telling-off for that but Frank just laughed and gave "Jane" a bit more throttle.

What with the smoke and heat from the open fire-box door and my exertions on the steering, I was sweating, I can tell you!

People think of the steam traction engine as cumbersome, and extremely slow, but with empty trailers, a good head of steam, the high gear in mesh, and a driver like Frank, we trundled along at a good 15 to 17 m.p.h. That was plenty fast enough on iron wheels.

We were now out of town and on a narrow road that ran straight for a couple of miles. It was so deeply rutted that there was no need for me to steer. We just ran like a train on rails and I was able to relax on the little padded seat.

Frank took pity on me and slowed well down for the very sharp turn into the main road. Perhaps he had had a scare there in the past. All went well on the ten miles to Morrison Bush logging-site where Frank and I had a feed of tucker from our "canteen", the small canvas-covered trailer that was always hitched on the rear. With logs loaded and a fresh supply of fuel and water, it was time to set off on the return journey.

Because of the heavy load we now ran on the low gear and I had ample time to crank the steering wheel and to allow for taking up the back-lash and slack in the steering-chains which amounted to one or two full turns. There weren't any Warrants of Fitness in those days.

Once or twice a week we made a start at 3 a.m. and went right down to Kahutara and back, 25 miles each way. We would get home about 11 p.m. On one of these trips, we had just left the bush camp with a heavy load of logs, and were chuffing along very satisfactorily I thought, but Frank, considering he could get a bit more out of "Jane", turned on the forced-draft. It certainly drew up the fire and sent the pressure gauge up.

There was a satisfying increase in our smoke and steam plume and I suppose an infinitesimal increase in our speed. Kahutara school was just out, and as we passed a group of kids heading for home, they all waved, yelled and pointed to something behind us.

"Hell, the canteen's on fire, Joe", yelled Frank as he made a grab for the throttle.

The forced-draft on green slab mire had been sending out showers of embers and these had set light to the canvas canopy of our canteen trailer.

There wasn't much we could do about it but with a few buckets of water from the roadside ditch we managed to save the trailer itself and most of the gear on board. Our canteen caught alight three times during my few years with the mill.

Every trip was an adventure. Whether that was just my youth, or something about steam and the primitive nature of the roads, I don't know. Perhaps it was a bit of both. There WAS something about steam, though. There was the friendly warmth of the boiler on a cold morning, that pleasant, almost musical "chuff-a-chuff-a" of the exhaust, and the feeling of tremendous power, possibly all a bit glamourised now by the passage of time. One is apt to forget the discomforts of riding over steel wheels, hard manual toil, grime, scorched trousers, burns and grit in eyes.

Letters to the Editor

Dear Mrs Anderson,

I wonder if you could assist me. I am in the process of restoring a 1936 SS Jaguar 2½ litre saloon and in doing this have come into contact with a number of people engaged in similar projects or owning early model saloons.

As there seems to be considerable interest in these models—in Putaruru and Tirau for instance, there are three early models, an SS, SS Saloon like mine and an Airline SS—I would like to see if I could establish a Jaguar register for New Zealand.

This would deal with known cars and if the response is adequate I hope to get out some sort of newsletter, probably on a quarterly basis detailing the cars and also covering request for parts or information or parts available.

I have made contact with the Classic Jaguar Association of the U.S. and also the Classic and Historic Cars' Association of Australia which

deals with 1931-1942 vintage vehicles and if the interest is great enough will through contacts in England and Australia join up with the Jaguar associations there to give an international aspect.

I think there is enough interest to warrant a register and would be obliged if you could include the accompanying article in the Beaded Wheels, which I get regularly and find most interesting—even if there's not a lot about Jaguars! Still, if I could get the register established it could be a source of material for your magazine, even though these cars do not qualify as vintage.

I will also be writing to individual car clubs asking for their co-operation in passing on news of this attempt to form a register.

Hoping you can be of assistance in this respect I am,

Yours sincerely,

L. W. PATTERSON.

37 Smiths Road, Tauranga.

Dear Madam,

In reply to Mr Barrie Grant, "Beaded Wheels", June, 1968, I think I may be able to throw some light on the vehicle he is seeking.

According to the last known owner, Mr Meyers, a Pawnbroker and Jeweller of Manchester Street, Christchurch, the car was one of three special models built by the Packard Company in 1932. The car was bought new by Mr R. E. McDougall of Aulsebrook and Company and was used by him for many years. According to Mr Meyers the price was well in excess of that usually paid for a car of this breed, and the general lines of the car conveyed an unusual elegance for a car built in the depression years.

The body was a close coupled two-door saloon with wire wheels and a rather graceful radiator and boot treatment. Mr Meyers, who lived only a block or so from me, kept the car in immaculate condition and virtually every-day use. The running gear, carefully finished in a rather bright orange was always spotless as was the Royal Blue and Black coachwork. The interior had at some time been retrimmed and the seats were covered with clear plastic covers to protect them from any stains.

Mr Meyers passed away some four or five years ago and his property and effects, including the car, were sold at Auction by Tonks, Norton Ltd., Lichfield Street. The car realised was I seem to remember £575, not a terribly high price these days but rather startling then, before our enlightened club had seen fit to allow Post Vintage machinery into its ranks. The car was I believe purchased by an American gentleman, certainly it has not been seen since, and perhaps a note to the Auctioneers could give some further lead to the fate of this unusual machine.

Yours sincerely,

GAVIN M. BAIN.

89 Merivale Lane, Christchurch, 1.

BRANCH NOTES

AUCKLAND NOTES

by Doug Wood

Despite the weather there is plenty of activity in our area, in all aspects of the movement. The June run, planned and advertised as being of "easy proportions", turned out to be muddier, trickier and wetter than the entry of 24 cars expected. However, like all North Shore runs, it was voted a success, C. Wood winning in the Austin 12-4. The event for August was a pleasant untimed affair in the form of a Scavenger Hunt, 22 cars entering, finishing at Parakai Hot Springs. Two members had their first run with the club, Frank Knight in the Dodge Saloon and Merlin Storey in the "A" Tourer, both from Waiuku. Our energetic club captain has plenty of work ahead of him, with something different each month—an economy run for September, a rumoured "hum-dinger" of a Hunua 100 plotted by Phil Jones for October, and a proposed 24-hour trial, well into the planning stage, for January.

An Auction of bits and pieces was held one evening in August, the building fund benefitting by well over \$100. The function was very well attended, with any amount of items of the widest possible range and condition, being sold under Jim Lewis' hammer.

Restoration, winter overhauls and repairs are proceeding steadily. Alan Roberts has mended the damage caused to the Velie, despite its hydraulic brakes, in a city traffic shunt. Angelique, the club's veteran Renault, is growing more imposing month by month. Built in the form of a period Charabanc, Angelique will prove to be not only a useful asset to the club, but also an inspiration and a challenge to other clubs who are in the process of a similar task. The body has four rows of seats, comfortably accommodating, with panoramic views, a dozen enthusiasts. On a platform at the rear there will be storage for a few more "dozens". When finished, the story of Angelique will make a good article for "B.W."

George Mihaljevich is also deeply involved in the rebuilding of his '45 Renault, performing his usual fastidious workmanship on this leviathan of a car. Chris Wood has started on his Austin 20 Sports, though as the bodyless chassis has been lying for years in the open, it will be a long job. Bryan Jackson has his team working hard on various vehicles, amongst which is an attractive Hupp 6 Tourer. He recently acquired the Rolls Tourer from Tauranga. Another newcomer to Auckland fleet is the beautifully restored ex-Blyde Austin 16 Saloon, which Les Keys bought in the Waikato. Sel. Bonney was successful in securing a rare 1930 Pontiac

Tourer virtually complete in all details, which has been barn-bound for many years. Barry Birchall is chasing bits and pieces for a veteran four-cylinder Cadillac, and the ex-Allan Wallace 23/60 cum 30/98 Vauxhall has been bought by Ron Roycroft.

Odd item for the Useless Knowledge Column. If your car, like mine, should have a tundish in the tool kit, go buy yourself a filler funnel.

SOUTH CANTERBURY NOTES

by Daniel George

Due to a combination of lethargy resulting from the exertions of running the National Rally, normal winter hibernation, and the end of registration, very little has happened on the vintage scene here in South Canterbury during the last few months. Something new for this branch was a Technical Evening which was held in July. Judging by the quite good attendance of members who heard Darcy Nicholson discussing and illustrating the various possibilities of renewing mechanical parts, there is a need for such a service, and more evenings will be arranged at a later date.

Much interest is being shown by local members in the 10th International Rally to be held in Australia during April, 1970, and at a meeting held recently to discuss the various problems involved in going to this Rally, 13 South Canterbury members attended, three more sent apologies, and there was also one North Otago member present. No doubt quite a few of these may fall by the wayside in the next 18 months, but if even half of them eventually cross the Tasman, it will be a very respectable entry from a branch of this size.

And speaking of size, the South Canterbury Branch continues to grow at a satisfactory rate. In just over a year, we have welcomed 20 new members to our ranks, and when eight 'drop-outs' and transfers are taken into account, the membership now stands at 88.

Jim Sullivan has added another Rolls Royce to his stable—this time it is a monstrous 1932 model known as a short wheel-base Continental, but the "short" wheel-base is in fact 12 feet. Originally fitted with a Sedan de ville style of body, it has been used in England until quite recently as a hearse. However, despite the fact that Jim owned a 1925 Hudson hearse a few years ago, he assures us that he has no intentions of going into the trade, and has plans eventually to convert it to an open body style.

CANTERBURY NOTES

by Gavin Bain

Following the decision made at the A.G.M. in Wellington to continue with the "Beaded Wheels" Supplement for another four issues, Canterbury Branch Notes will be kept to a bare minimum in "Beaded Wheels" over the next twelve months. It is felt however, that something should be printed to ensure continuity in the event that the supplement does eventually prove to be either unnecessary or impractical and is discontinued.

The advent of Spring has seen a noticeable rise in the number of Branch members venturing outside their front doors and on a recent Saturday no less than half a dozen were seen to gather very early on this frosty morning to assist in the unearthing of yet another interesting vehicle. The car in question is an early, probably 1919, four-cylinder Austin 20. This has been acquired by that well known Austin 7 exponent Ross Haynes who as our honoured Immediate Past President would have said, 'has gone from the sublime to the cor blimey!'

The 20 had been winched into its resting place in 1938 and since then had been slowly covered with old wood, iron and sundry junk. Not only covered I'm afraid, as this rubbish was underneath, inside and all around the car, and although Ross did not exactly buy the car 'sight unseen' he only saw some 12 square inches of it. The extent of this mass of junk can be better assessed on the realisation that it took six healthy men some four hours to clear the car ready for extraction. Eventually the deed was done and a wire rope produced and hitched to a long suffering 'Jag' which proceeded to spin its wheels, rev. its engine and generally gasp and smoke for some time before the new find was dragged down the 50 foot drive with only an inch to spare at times. The street was eventually made and the rescuers gathered round to survey the prize and wonder if perhaps they weren't a little mad, while the locals gathered round more than convinced that Vintage Car enthusiasts must be mad.

Words can't convey the appalling junk that completely covered the property where the car was found, but Steptoe wouldn't have even been in the running! Thirty years of junk is quite a collection but at least the Austin is safe and will be getting a complete rebuild in months to come.

SOUTHLAND NOTES

by Barry Barnes

Although there has not been much activity on the Rallying scene lately, the Club has been fairly active—first with the acquisition of a 1924 Chalmers Fire Engine and secondly with the building of a 60 x 20 shed to store it in, together with Club parts and a few restored cars belonging to Club members, the rental for which will help pay the cost of erection of the shed. Funds have also been raised by the auctioning of parts on a "bring and buy" basis, some \$300 or so being raised. It is amazing what members have lying in their sheds which will bring in a good few bob for the Club. This is a way of raising funds I would recommend to other Branches, as it provides an extremely entertaining evening as well.

In Gore, the members there have just opened their own Club Rooms in the form of a Nissan hut raised on high piles as the area tends to get a little wet when the Mataura river rises. The effort involved in obtaining the Club Rooms and renovating it to a high standard is very commendable and the local members now have an excellent gathering point and this is no doubt assisting towards the rapid growth of membership in the area.

The International Rally in 1970 in Australia is proving to be of considerable interest to Southland members and as many as 20 entries could come from this end of the Island. Motor cycles are not surprisingly popular and among the intending entries are a 1924 Norton sidecar, 1925 Douglas, 1912 Matchless, 1929 Sunbeam, two 1918 Triumphs, 1920 and 1926 B.S.A. combinations, a vintage Harley and a 1927 Triumph. Some of the cars which may be making the journey are 1930 Aston Martin, 1924 Beardmore, an Alvis 12/50, a brass rad. "T", a Bentley, a Chrysler and others. Some members with something of a fleet are undecided which one to take. Even if everyone can't make it, Southland will be there with bells on.

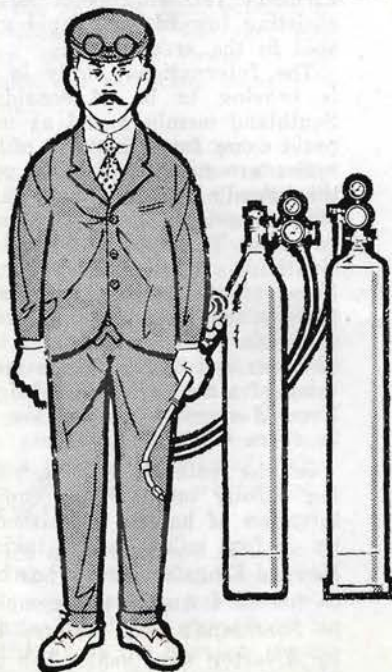
On the restoration front, yours truly is working fitfully on a B.S.A. combination with the intention of having it finished in time to clock up a few miles before taking off to Aussie. Howard Kingsford Smith has had the body frame on his 12/4 Austin van completed and this will be Southland's first restored commercial vehicle by Riverton next year. The other delivery van restoration in Southland, Alan Sutton's 1923 "T" has come to a complete halt with Alan's transfer to Wellington, which will in due course, be Wellington's gain and our loss.

Syd Ayling's flat tank Norton is nearly completed—the motor has been run and only a few finishing touches are needed.

One of our new Gore members, Gary Hale has acquired a 1915 Maxwell from the Wyndham area, which is pretty complete mechanically. This is a new make of Veteran for Southland. Another new member, Alan Miller has an early 1928 Model A roadster which would be one of the earliest Model A's in New Zealand. It has the right hand brake lever and no outside door handles. It has been excellently restored and motored well on the Gore-Te Anau Rally earlier this year.

Recently acquired by the brother-in-law of one of our members was a 1924 Dodge Tourer in excellent original shape and going like a charm. It has been owned by one family since new and has 15,000 miles on the clock, although it is likely that it has done more than that. There's no doubt that the good low milage ones are very hard to come by now. Lyall Bailey has just purchased an upright 1923 Dodge Sedan on 24in.

wheels as stablemate for his 1919 centre door "T" sedan. Apparently, Lyall likes the top hat jobs. From the same place came a 1928 Chev. coach as spares for Barry Ryan's Chev. National tourer. One of our members recently advertised a Model A roadster for sale and was almost bombarded with offers from Americans working on the Manapouri project. Quite a few Southland cars will be going across the water and while some of those are owned by enthusiastic types, the remainder have been purchased merely as a way of shipping funds out of the country. At least one car has had a small fortune spent on it with a complete restoration conducted by professional firms, while the owner barely laid his hands on it. Incidentally, I understand he expects to receive a fair return on his investment when he returns to the States. Judging by prices advertised in American magazines, though, he may be in for a disappointment.



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 kept 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

Continued from page 23

regularity. Bissland's K.T.T. Velocette was another, which did not live up to its reputation.

The Evening function was held at the Hibernian Hotel and turned into another "Normal" V.C.C. Function. (Hectic) Seriously, by this time next year we should have all the bugs ironed out of this event and will be able to turn on an event which is becoming more in demand and will prove an enjoyable days outing for more and more members both competitors and spectators.

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.

WANTED: Good 42 degree Mag. for Indian Power Plus. Carbon Brush Holders or generator, complete for 1930 10/12 Harley-Davidson. J. U. S. Nicol, 37 Holly Street, Avondale, Auckland, 7.

FOR SALE: 1929 Chevrolet, good motor. Can be inspected at Broomfield Est. Amberley. Price \$50. Phone 26J Amberley.

FOR SALE: Set of 1918-19 Buick Wire Wheels (knock-on type), Diff. and Front Axle. De Dion Front Axle (about 1901-03) and Hubs. Head Lights and Parklight of 1912-13 Cadillac. Apply: Leon Pemberton, 12 Lachlan Street, Phone 284, Temuka.

WANTED: For 1926 B.S.A. Motor Cycle, V Twin 770 c.c. engine and/or gearbox in any order. 50° 2 cyl. Magneto and any other parts. Prepared to buy, but would prefer swap car or motor cycle parts. Barry Barnes, 206 Bluff Road, Invercargill.

WANTED: Stromberg T-2 and 2in. Carter (as fitted to '28 Nash Light 6) carburettors. Rob Jacks, 284 Botanical Road, Palmerston North.

FOR SALE OR SWAP: Carburettors: Tillotson JR3 and Model X, Zenith 33-VEM 2. Tyres: 5, 4-75 x 19; 1 4-50 x 20. Offers wanted. Rob Jacks, 284 Botanical Road, Palmerston North.

WANTED: For 8 h.p. De Dion Bouton, Carburetor Water Pump, any Rear Springs, Brake Bands or Transmission Parts. For 1929 T.T. Replica Scott, Bulb Horn. For 1908 Humber, Speaking Tube for Landaulette Body or any parts of same. Please contact: Gavin M. Bain, 89 Merivale Lane, Christchurch, 1.

SWAP: 4 Cylinder Minerva Type A.D. parts for Clement Bayard or other veteran parts. Write: Gordon Hellier, No. 1 R.D., Gore.



FOR SALE: 1907 De Dion Bouton, 8 h.p. Voiturette. Dated and fully restored. Sensible offers to Alan Meredith, 199 Tay Street, Invercargill. Phone 89-747.

RILEY 9 Short Blocks, 2, to take away. Phone: T. Timms, 69-779, Dunedin.

WANTED: Aluminium Radiator Shell, 1924 Chevrolet. Must be good order. Bill Munro, Stokes Valley.

FOR SALE: 1936 Packard 8 Roadster, restored and excellent throughout. J. Senior, 5 Katui Street, Auckland, 9.

WANTED: 1928/9 Riley 9 Mk III Tourer parts or information. Harold Kidd, 39 Karaka Street, Takapuna.

WANTED: 1912/14 Swift 2 cyl. cyclecar parts, urgently required. Harold Kidd, 39 Karaka St, Takapuna.

WANTED: For 1915 Studebaker "Four", Hood Bows, 2 Rear Doors, 4 Wooden Wheels and Rims to take 875 x 105 B.E. tyres. Also Manual. R. P. Blyde, P.O. Hinuera, Waikato.

WANTED TO BUY: Tourer or Runabout (roadster) body for Ford Model T 1917-23. Guards and running boards not essential, but will purchase if necessary. Will consider anything—I'm getting desperate! If you have, or know of one, please contact R. K. Sherlock, 114 Estuary Road, South Brighton, Christchurch, or Ring 889-536.

WANTED: Lucas FT 57 Foglight and Lucas "New Alto" Horns or Slatted Fronts, as fitted to pre-war Riley, M.G., and other similar cars. Gordon Vogtherr, P.O. Box 71, Hastings.

ANYONE interested in 1931 Morris Minor motor, virtually complete, together with Spare Head, contact Winstone Oliver, 1000 Oliphant Road, Hastings.

FOR SALE: Vintage Chrysler Six, five seater car, 1926-27. Genuine mileage 95,800. Hydraulic Brakes. Good original paint. Chassis No. C.P. 976D. Good running order. V. A. McGeorge, Rakaia (Phone 171), Mid Canterbury.

SWAP: 1924 Buick 4 Tourer, no hood, but otherwise complete, plenty of spares, for English car about same size or a little smaller, suitable for restoring. Reply D. Kitson, Phone 83-936, Palmerston North.

FOR SALE: 1925 Model O Hudson Brougham, semi-restored. Spare motor, etc. Owes me \$520 but am open to offers. Write to S. A. Lankshear, 88 Miro Street, Upper Hutt.

FOR SALE BY TENDER: 1932 Merryweather English assembled Fire Appliance, Hatfield Pump, low mileage, current registration and W.O.F. Machine can be inspected at Gore Fire Station. Tenders close with the Secretary, Gore Urban Fire Authority, P.O. Box 8, Gore, at noon, 20th October, 1968.

WANTED: For 1931 Straight 8 Buick, Service or Parts Manual. Spare Tyre Clamp and Wing Nuts, R.H. Side Wing Glass, 1 Headlight Glass, Radiator Cap, Front Nameplate, 2 Side Lights, Camshaft Timing Gear. H. B. Rankin, 1 Tweed Street, Roxburgh.

WANTED TO BUY: Vintage or Veteran Fire Engine. Any make or model considered. Any condition. Replies to: S. A. Lankshear, 88 Miro Street, Upper Hutt.

WANTED: M.G. Radiator Shell; J type head; P type block and crankshaft; Front Axle. Contact: Robert Wyber, 384 Stuart Street, Dunedin, Phone 65-721.

WANTED: 1928 A.J.S. O.H.V. 500 c.c. motor, or any A.J.S. parts from 1927-31 (marked G.K.M.R.S.). Especially 250 c.c. "Lightweight" 1930-31 (Marked R. or S. 12). Have parts for swap or cash. Will answer all correspondence. W. G. Dalton, 5 Watson Street, Green Island, Dunedin.

WANTED: Rear Brake Assembly (Block Type) for 1925 model "P" Triumph Motor Cycle. Offers wanted for 1931 Austin 7. Five new tyres. W. J. Sorensen, P.O. Box 461, Hawera.

FOR SALE: 1926 Nash Tourer Ajax Model, complete mechanically with body shell restored, with new valances, etc., sound tyres, body to be trimmed, guards to be repaired, rewire and repaint needed. Price \$120. No offers. W. H. Gardiner, Box 23-590, Papatoetoe East, Phone POP 40-052.



C. HUNTON (1967) LTD

55 KILMORE STREET
CHRISTCHURCH

Telephone 69-786

Quotations gladly given for—

REBUILDING VETERAN & VINTAGE CARS

RESPOKING WIRE WHEELS

RENEWING ROTTEN WOODWORK

Specialists in . . .

NEW BODY WORK

CHASSIS STRAIGHTENING

PAINTING

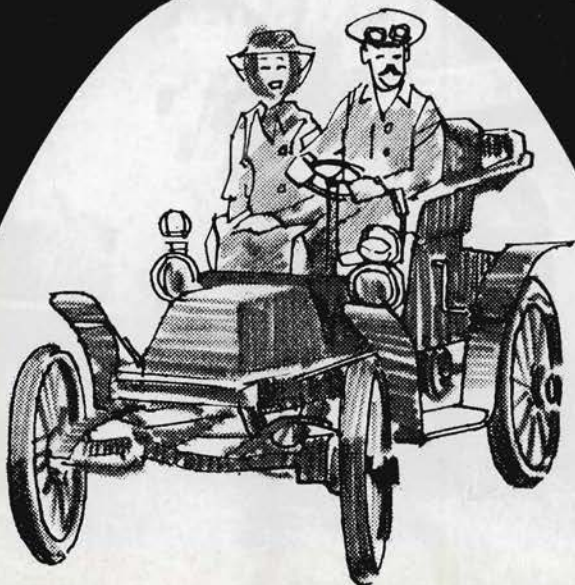
DOOR LOCK AND WINDOW REPAIRS

GLASS REPLACEMENTS

BUMPER REPLACEMENT SERVICE

WE TAKE THE DENT OUT OF ACCIDENT

*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**

when you need the power surge to safety



The Protector

When you must overtake you need a clear road ahead — and *power*. Methyl Benzine overcomes power fade when pick-up is needed most. You surge ahead to safety, glad you're running on Supershell, with the power to protect.

METHYL BENZINE more than a pint in every gallon of
Supershell



110.8