# BEADED WHEELS

## VETERAN AND VINTAGE MOTORING

SEPTEMBER 1957

LEA-FRANCIS

*Beaded Wheels is the voice of the Vintage and Veteran 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—*

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VOL. III, No. 11 SEPTEMBER 1957

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*Editor*

MRS M. J. ANDERSON

* *

*Assistant Editor*

R. PORTER ESQ.
Andersons Line, Carterton

* *

*Advertising Manager*

J. S. P. PALMER ESQ.
P.O. Box 976, Christchurch

To whom all Advertising enquiries should be addressed.

* *

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COVER PHOTO

The Renault Limousine in dignified surroundings. Photo by Barry McKay, Auckland.

## *Editorial*

The Club has given its answer to the question put to it in the last sentence of the June 1955 Editorial. It has ventured further, a long way further, and in so doing it has happily and successfully overcome the difficulties it faced at that time. It has grown from something provincial into something national but in so doing has lost none of its character. It has, however, lost most of the vices of provincialism and the outlook of members has broadened considerably as they have met and competed with their fellow members from other centres. This has been especially true since we in the South Island have had the pleasure of receiving competitors from the North. We hope that South Island members will show their initiative and go North in return.

Greatest boost to the growth of the national body has been the smooth functioning of the National Executive of the Club during the first year of its existence. Great credit is due to the branches especially Wanganui for the support they have given this body and the very great deal of time and work their de egates have put into making it function so well. The Club is only as strong as its constituent parts and if the branches want to get the best from the Club then it is up to them to put time and work into national matters.

There are in New Zealand too many relics of the bad old Provincial narrowness of outlook which summarised is—"I'm from Canterbury, you're not, therefore you are a foreigner and therefore I don't care for you!" As soon as we realize that we are all New Zealanders then the sooner we'll be able to get along better together. Fortunately, there is little or no evidence of this attitude in our Club and the reason would seem to be the fact that we are too pre-occupied with our hobby to be troubled by such pettiness.

The National Executive has done a solid job of work in the past year—Beaded Wheels is now firmly established and is acknowledged as being of excellent quality, national newssheets fill the space between issues of Beaded Wheels, the Register, Dating and Tyre Committees have assembled a mass of information which will be a great help to all members and which will form the basis of a complete National membership list showing name, address and car owned in respect of each member; the Constitution has been brought to a stage where it can shortly be printed and made available to members. In addition, as a result of certain disturbing information it has received, the National Executive is investigating the future position regarding supplies of tyres for Veterans. It has also set the calendar of major events for 1957/58 and is investigating the running of a National Rally to Picton at Easter, 1958. We have taken the risk, we have ventured further, we have succeeded. Our future solidarity and happiness as a National organisation depends on you.

# Northern Natter . .

*by Chet Parker*

**OFFICERS OF THE VINTAGE & VETERAN CAR CLUB (AUCKLAND INC.)**

**President: H. Robinson, Esq.** **Hon. Sec. C. Parker, Esq., 17 King George Avenue, Auckland.**

**Auckland Editor, P. V. Maxwell, 38 Golf Avenue, Otahuhu, Auckland.**

The efforts of a sub committee to find suitable accommodation for Club Headquarters have not been successful as yet, but we know that something will eventuate fairly soon. What is envisaged, is a largish barn type structure within reasonable distance of town, and capable of housing various cars and parts and also to serve for informal get togethers and Club evenings as well perhaps.

Recently, stalwart members Dick Messenger, and Mr and Mrs George Gilltrap were farewelled on overseas trips and we look forward to hearing of their observations on Veteran and Vintage affairs over there.

Dick wrote several excellent articles for Beaded Wheels and his vast store of personal knowledge of the earlier days of New Zealand motoring, plus his always helpful technical skill, will be sadly missed for the next couple of years or so. The Messenger Vauxhall is safely housed pending his return and has only had a few runs really since the completion of its beautiful restoration. The last public appearance of this fine car was on the occasion of the Auckland Queen Street Parade in June, when eight representative cars turned out to represent different eras of transport. This "D. 25" of 1920-1921 is in marvellous condition and it certainly is interesting to view early photos at Muriwai of Dick driving this very car when it had a racing body fitted—that was before the days of his much quicker Ford T specials and the T.T. Sunbeam.

Local car happenings of note are quite numerous and a few months should see some most commendable additions to those already well known . . . A 14/40 Sunbeam is being really worked over by Jim Chapple of North Shore whilst an unusual bodied Ford T coupe is slowly getting the treatment by Bill Copple of Gisborne. The Holsman buggy so long lurking in Munroe Motors, has finally got into more sympathetic hands and Len Southward now has a handful indeed of cars. Fortunately the Holsman is in good shape already.

In the sparse ranks of P.V.T. types, new member Bryan Symons has a 16/80 Lagonda of 1932, which when rebodied will be a handsome and most useable sports tourer. Vic McCready of Kaikohe has worked wonders with a 1920 Minerva two seater, and this car will uphold the honour of the marque, as the Club's other two examples are lying low. One indeed is in a dealer's yard, and the large ex Wells limousine is forlornly garaged with engine trouble.

Another welcome addition to Veterans, is the 1914 T Ford that Maurie Close of Rangiriri has acquired from Ron Roycroft, whilst Mr Nolan in Hamilton is outdoing everybody else as a perfectionist in the restoration of his delectable 1902 Wolseley, and his rare 1910 Ford T.

Yet another Edwardian, this time a 1914 Daimler has been discovered and started on by member Dave Hall of Hamilton, already the owner of a good Willys Knight tourer. One of the prettiest Edwardian light cars in the form of an A.C. two seater of circa 1913, is being rebuilt by Mr Keegan of Ponsonby, and it makes one ponder as to the whereabouts of the various later A.C.'s of the twenties that once ran around Auckland. As examples of high-grade workmanship with lean graceful lines, they take a lot of beating.

The foregoing vehicles, plus quite a few more, are additions to the ranks and show great encouragement for the success of future events.

A correction to the June issue report on the Rotorua Rally is announced. The R. Goldingham Ford A driven by D. Gardener came second in the overall results.

## The Whangarei Run

*by N. C. Adams*

The Whangarei run, an unusual event in that 14 really good cars were called for to take part in Whangarei's Six Week Centenary Festivities, was organised on an all expenses paid basis. Unhappily it is quite a task for the Technical Committee to rustle up 14 really presentable cars! However the following were eventually chosen: Miss A. E. More (Standard), James (Rolls Royce), R. McKeating (Rolls Royce), Lawrence & Moses (Daimler), C. Parker (Sunbeam), W. Johansen (Sunbeam), N. Adam (Sunbeam), G. Gray (Bentley), P. de Roo (Bentley), W. Jelacca (Ford T), E. Brickell (Rhode), J. Irvine (Alvis), G. Hughes (Benz), D. Cameron (Sizaire Naudin).

Well the weather wasn't exactly sparkling but at least the cars were sparking, for they made Waipu in very good time and here the drivers of the faster cars had ample leisure to consume the carrots, that doubtless had lured them thither so speedily. Thence to Whangarei, where we were overjoyed to find an efficient service organised to take over the cleaning of our very muddy automobiles. Meanwhile the Crews were tenderly cared for by a bevy of 'Ministering Angels' (Whangarei Variety) who regaled them with, amongst other things a most heavenly Chicken Stew.

The Cars had been lined up facing each other in two rows in the luxurious workships of Whangarei's up to date V . . . . . (No Advertising) Agency. What a pity that none of the Club's protaganists of this famous marque saw fit to show this particular Motordrome what

a real Velox, D or 23/60 looked like! Can it be that their cars are not so roadworthy as the contemporary Bentleys and Sunbeams, or is it that the drivers are getting soft, preferring for instance a comfortable ride in a Sunbeam, fitted with real springs, shock absorbers and a lid?

During the afternoon and evening, to the tune of half-crowns rattling into the tills, an eager, appreciative and considerate local populace viewed the cars, enlivened by a 'Floor Show' in period costumes, whilst crews were free to do as they wished. Many crew members stumbled (oddly enough) into a secluded spot on the premises where refreshments were being dispensed. Later they were dined and wined and finally, with the Public locked safely out, the cars put to bed for the night in their palatial surroundings, the crews were locked safely inside the above mentioned secluded spot, for what subsequently appeared to have been a highly successful period of fun, culminating in some illuminating spectacular, if not altogether coherent speechmaking, which continued until the very, very early hours. Worry not dear wives who read this report—the married men whose wives were absent of course dutifully went to bed early! With no further engagements a leisurely return was made the following morning. Special praise is deserved by Don who brought the old Sizaire Naudin into Whangarei in all that rain and mud, sans lid, and managed to arrive at such a perfectly timed moment, bringing in a greater crowd than ever. The old girl really looked the part in the showroom as she stood there plastered so liberally with mud, but let's hope that is the last time we have to leave so much mud on to cover so many imperfections! Congratulations also to Mr James and family for bringing the Rolls all the way from Tirau. Thanks to Garth for bringing up the 1898 Benz. Doubtless she could have done it under her own steam, but it would be a folly to try. One or two Sunbeams seemed to be missing, how come only three were fielded? Passing thought—Will any very large Auckland Motor Car Agency be kind enough to lend the Club a showroom, so that we can hear the halfcrowns tinkling into our tills, in lieu of our usual role of acting as a Philanthropic Society?

## The Mystery Run

*by Marsden Robinson*

The Mystery Run is one of the two events in which Members are permitted to compete in modern tinware, if they wish. This is an excellent idea, as it means that the Club does not sink into a state of dormancy during the winter, when many cars are laid up for overhaul. The idea of the run was that Competitors had to follow a series of clues which lead them about the City. On the way a number of diverse articles and pieces of information had to be acquired. Points were deducted for getting lost, failing to produce the articles, lack of handsignals, or the heinous crime of not driving a Vintage Car.

The cars set off from the Railway Concourse at two minute intervals, but as may well be imagined did not finish in the order in which they started. Vintage Cars present included the McKeating Silver Ghost, Adam's Sunbeam, the usual Ford T's in this case indescribably dirty, as unfortunately on this occasion Jelacca was unable to grace the show with his splendid model T. Ron Roycroft was there in his Veteran Buick (quite a change from the V 12 Ferrari). A 16/80 Lagonda was a surprise appearance, a surprise in fact in more ways than one to judge by its sorry appearance, which however we understand will shortly be put right. We look forward to seeing this car again when the present body building is completed—it takes a lot of courage to restore a car that is found minus body. We imagine few members knew about this one. It was pleasing to see Bricknell's charming, but as yet unrestored O.H.C. Rhode. Anderson's grand old Packard was looking as well as ever and Miss More's little Standard made a very quick trip indeed. No Bentleys alas (one of which is reported to be undergoing a serious operation). The Lawrence and Moses Daimler made its usual impressive appearance.

The Writer competed in a not so vintage Singer Le Mans (How shameless, when there was a lovely Sunbeam languishing in the garage—Sub. Editor), which was the cause of dark mutterings among the purists, who as usual mentioned the 1935 Ulster TT.

The clues were highly ingenious, many being in rhyme, the following being a typical example:—

> Though Adam and Eve knew nought of this,
> Its name to them sounds not amiss,
> Go climb, fall not in the abyss.

This of course referring to Mount Eden. Several competitors, including the President, who competed in a TR2 of all the strange devices (yes Vices—Sub. Editor).

The instructions for the Domain Check were to find a marshal who will have a flower in his buttonhole and there followed much accosting of strangers, not all of whom were amused it appears. After Mt Eden, out via Gribblehurst Park to a street, 'to which the seventh letter of the alphabet leads you'. Here my navigator, whose name is Gordon, failed to recognise Gordon Road as starting with the 7th letter of the alphabet.

We passed on out to Blockhouse Bay, overtaking the Daimler of ancient repute and stopping to offer assistance to the Lagonda in its trouble with mixed up sparks and things. Thence followed a series of sights of unusual interest to be looked for, all being plainly visible from the road but easily missed. One tended to think one had passed them, turning around and retracing one's steps, when in reality they were still ahead.

The run finished at the One Tree Hill Tea Kiosk, which proved an ideal spot in which to hold the inevitable post mortem. All participants appeared to have thoroughly enjoyed themselves. (Yes it was gratifying to receive their thanks—but what a pity so few members turned up.—Ed.)

# Road Test No. 11

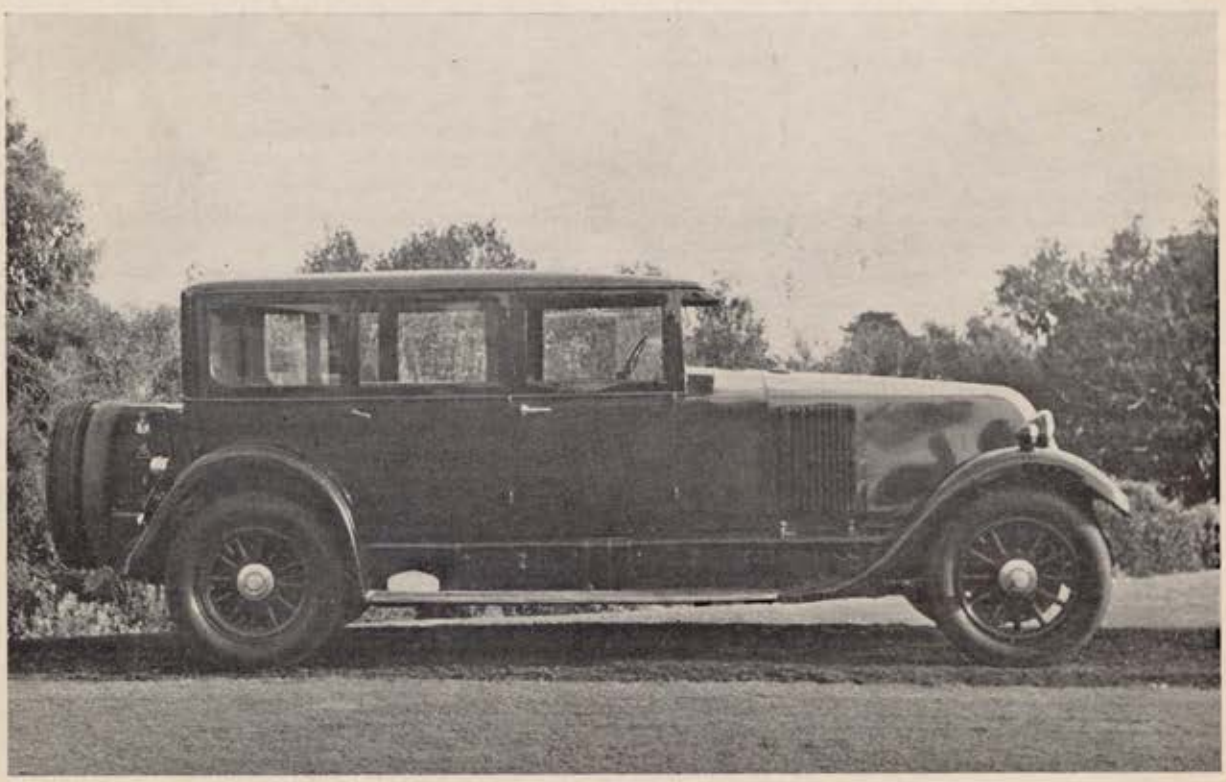
## Type P.Z. Renault

*by Peter Maxwell*

The Type P. Z. Renault is the first limousine to be described in this road test series, and as such it is of interest in that it is an above average survivor of the Vintage era in which the expression of both the coach-building and the engineering trades as applied to the motor car attained their highest peaks. Being a Renault, it does possess certain individualities of its own which were not common to most other cars of the period, but the solidity of its construction, the superb finish of the chassis and the high standard of the coachwork and fittings allow it to occupy a respected place among Rolls-Royce, Hispano-Suiza, Lanchester, Isotta-Fraschini, and the other luxury cars which truly characterise that exotic age.

All this is a far cry from the beginnings of the great Renault organisation located at Billancourt, France, which we could to advantage briefly survey.

The Renault brothers would certainly have maintained their family association with the drapery business, had not Louis Renault constructed his little De Dion engined four wheeler on the Levassor principle in 1899. Marcel Renault, who lost his life so tragically in the epic Paris-Madrid race of 1903 was the chief associate of Louis at this time, and between them the brothers proceeded first to dominate voiturette racing with their machines and later in company with Darracq, the light car field. Like many other manufacturers, both then and now, racing constituted an attractive means of keeping the make before the public eye. After the death of Marcel, Louis himself never again raced a Renault car, and while following a lapse of a couple of years the firm again indulged in racing, the interest of the brothers had now shifted to the large car, as was evidenced by the 13 litre giant with which they won the 1906 French Grand Prix. In 1912 when the Grand Prix was revived after a spell of some years, the firm did not resume their racing activities, and while other manufacturers such as Peugeot developed much more advanced machinery, the design of the Renault engine as fitted to a wide range of models, remained relatively static throughout the Edwardian and Vintage periods, which thus provides us with a background and explanation of some of the anomalies evident in the car under consideration.



**Renault in Profile.** Photo by Barry McKay (Auck.)

The past history of this particular Renault is largely lost in the mists of time. However, it was purchased locally last year in a rather sorry state from a builder, who had used it for six years for much the same purpose as other builders would employ a truck. Shattered door glasses, faded paintwork, dirt, dust, and dilapidation bore mute testimony to the rigours of its existence. Prior to this period, the car is believed to have been the property of a respected Dunedin family, who doubtless cared for it in the manner one would wish. The present owner, Jim Francis, a well known and enthusiastic club member, has done much to restore the ravages of time and misuse, though much in turn remains to be done. In particular, the aquisition of the many special tools and comprehensive equipment which once filled its cavernous tool boxes and trays, would greatly simplify his future tasks.

Once again the absence of handbooks and other records, does not enable me to present a very complete specification of the machine, but the following information is relevant.

Date of manufacture: 1926-1927 approx.
Engine: 6-cyl. S.V. 85 x 140 mm. 26.9 h.p. 4,768 c.c.
Chassis: Type P.Z. No. 276636.
Wheelbase: 12ft 6in.
Track: 4ft.
Overall Length: 18ft.
Maximum Height: 6ft 4in.

*Mechanical Details:*

Beneath a long sloping bonnet of the type which used always to typify a Renault, lives the power unit—a smaller replica of the famous Renault "45". It is a very massive motor of Edwardian appearance, two blocks of three cylinders being bolted to a common alloy crankcase. The cylinder heads are non detachable and the valves are mounted side by side, screwed valve caps permitting their removal and servicing when required. The tappets are fully enclosed behind neat alloy covers. The crankcase is a massive alloy casting attached solidly to the chassis at four points, and at the front end of it is bolted a large 12v. dynamotor. At the rear can be seen the vast flywheel, vaned to assist cooling. Sheet alloy valances surround the engine and are continued, to form an undertray below the flywheel. The heavily finned sump projects below the valances, and contains 4 gallons of lubricant, which is circulated on its way to the bearings through an oil cooler between the dumb irons, and an elaborate mechanical filter. The camshaft is driven by a silent chain at the front of the engine.

On the left side of the engine, the inlet and exhaust manifolds are arranged one against the other in a manner which allows the incoming mixture to be heated, this in turn being supplied via a large multiple jet barrel throttle carburettor of Renault manufacture. Fuel is supplied to this instrument by means of a huge 2 gallon cast alloy vacuum tank, hidden beneath the cowl, which draws its supply from the capacious 26 gallon rear tank.

The cooling arrangements are one of the typical Renault time tested features, employing the thermo syphon principle of circulation with a rear mounted radiator. The back of the engine disappears into a vast cavern, flanked on each side by a nest of ungilled tubes possessing a common header tank. The water take off from the top of the blocks, is reminiscent of the town drain, and is matched in size by the intake at the side. Air is admitted to circulate round the tubes by a number of large louvres on each side of the cowl, some assistance being lent by the flywheel vanes.

On one side of the aforesaid water take off, the spark plugs are to be found, and these are matched on the other side by an imposing row of compression taps, possessing long handles with ebonite grips.

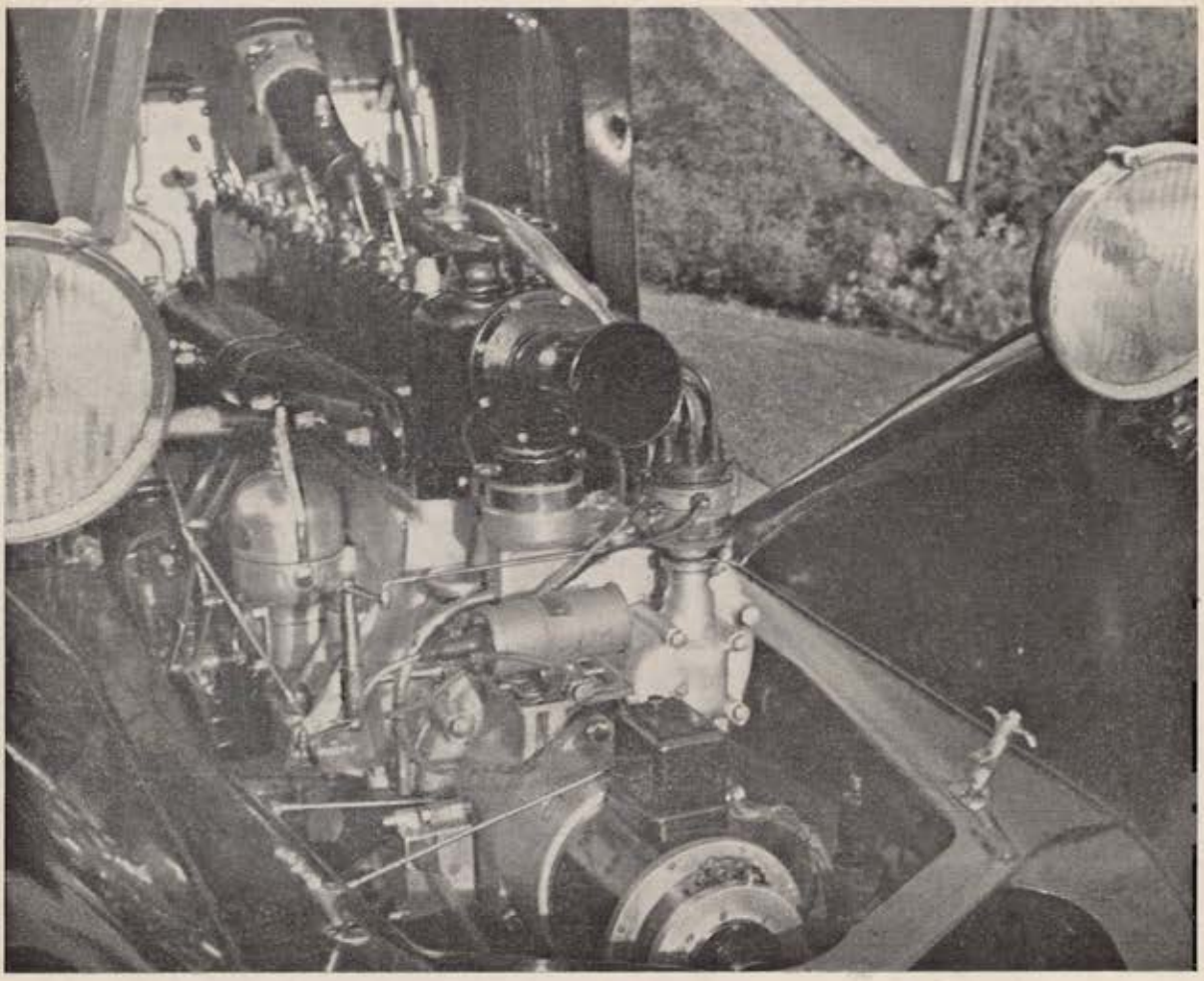
The entire power unit is beautifully finished, all alloy castings being lightly polished, while such parts as tappet covers are liberally covered with crescent scraped patterns. The non alloy parts are well enamelled black, and the minor controls, neatly arranged and nickel plated, emphasize the care and craftsmanship which has gone into the making of this engine.

The drive from the engine, which is secured in a heavy, well braced channel section chassis of conventional design, is conveyed via a large diameter single plate clutch, to a substantial looking separately mounted 4-speed gearbox with right hand control. From the gearbox, the drive is taken to an outsize in bevel type rear axles mounted on widely splayed cantilever springs shackled at both ends, and an additional transverse spring behind the axle casing, which is secured by U bolts to a rear crossmember, and shackled to the brake backplates. This arrangement is naturally not sufficient to take the braking and driving torque and a heavy torque tube, braced by two stays to the axle casing, proceeds forward to a ball mounting behind the gearbox.

At the other end of the chassis, the front axle is of normal though solid construction, and is supported by rather short wide semi elliptic springs, shackled at the rear end and incorporating a large number of tapered and ground leaves. All the shackles incidentally are machined all over and appear to have been milled from the solid. They are most rigid and substantial unlike the pair of plates which serve as shackles on most modern cars. Large hydraulic shock absorbers front and rear control the action of the springs.

Braking on all four wheels is attended to by a fully compensated layout assisted by gearbox driven servo, operating a pair of shoes with very heavy linings in each of the 17 inch heavily finned drums. The actuation of the front brakes is arranged in an elaborate fashion by means of beautifully made brake camshafts incorporating two Hookes universal joints and a splined telescopic joint to permit the application of the brakes irrespective of the movement of the axle or the turning of the wheels.

The steering is conventional in design, and includes a huge 20 inch five spoked wheel, and a well constructed



**"The powerhouse of the Renault."** Photo by Barry McKay (Auck.)

worm and wheel steering box. A friction type damper is attached to the track rod in order to prevent excessive re-action being felt at the steering wheel.

The detachable wheels of which there are six, including two rear mounted spares, are of the wooden artillery type, and mount 33 x 5 tyres at the front, and 700 x 21 at the rear. These wheels are carried on splined hubs of rather small diameter, and are secured by hexagonal cast aluminium caps.

*Coachwork Details*:

The body is manufactured in the Renault works on traditional lines. It is an erect, but handsome four door fully enclosed limousine, with double sliding glass division, constructed of steel above the waistline and aluminium below, on a wood framework. The guards and valances in which are concealed the capacious tool boxes are also of aluminium. All mouldings and other fittings are of solid brass, plated or painted as the case may be.

Externally, the car has recently been repainted a very pleasant olive green, tastefully picked out with a minimum of deep yellow lining, while the upperworks and guards are black.

Internally, the car is upholstered in the front in pleated leather, and at the back in a pleated moquette. Folding armrests are included front and rear, while additional items of equipment for the benefit of the occupants behind the division include two folding occasional seats, parcel nets, quick release silk blinds on all windows and silk assist cords. The interior fittings are of good quality, and the door fillets are of mahogany with inlaid walnut, and brass lining.

For touring purposes, a large fabric covered luggage box is mounted above the petrol tank, behind which live the two spare wheels.

*Road Impressions*:

Having inspected the car, Jim Francis suggested a short drive, and presently, when I had the opportunity of admiring the calm and unhurried manner in which

he operated this huge machine himself, he suggested that I take over the controls.

In the driver's seat, I found myself sitting behind the steering wheel and peering through the spokes over the long sloping bonnet. At the centre of the wheel, clustered the horn lever with adjustable volume control, and the advance and retard, throttle, and mixture levers. Looking at the handsome alloy dash finished in matt black, I saw it contained by way of instruments, an ammeter, clock, speedometer, and temperature gauge, while additional controls consisted of an exhaust cut out, an on/off tap for the vacuum tank, a ki-gas primer, two dash lamps, and lockable light and ignition switches —all very comprehensive. The headlamps by the way are 9 inch Marchals, with Miller parking lamps mounted on the guards.

The engine now commenced easily and silently on the dynamotor, which is supplied with current for the task by two 12 volt batteries connected in parallel. The operation of the clutch was light and quite smooth, but the arrangement of the gear gate was distinctly unusual, first speed being back to the left of the gate, second speed forward on the same plane, third back to the right, while like the Bugatti, the lever is pushed forward into top.

The engine despite its slow and refined tick over, proved capable of accelerating this heavy car through the gears in a decidedly lively fashion. The indirect gears themselves are very quiet in all speeds, and the change keeping one's wits about one, is leisurely, but smooth and positive.

As the car gained speed one became conscious of the steering. On the heavy side at low speeds, it becomes amazingly light and very sensitive once the car is under way. It is by no means low geared, and while a variation in road surfaces produced little re-action, yet nevertheless some may have preferred the steering damper to be in action to combat the extreme sensitivity. For myself, I revelled in the positive control over the car that the driver was able to exercise.

The springing I thought was decidedly firm for such a vehicle, but it was never really harsh. Though the unsprung weight on this car is fairly considerable, yet the action remained firm, but never violent over roadside potholes and undulations.

Cornering on some main road bends induced mild oversteer, and some traces of roll, and it is possibly as well that the springs are not too supple. The relatively narrow wheelbase and great height of the car, would probably tend otherwise to encourage it to lean at a considerable angle, especially on some of the reverse cambered bends about the Auckland area.

While backing and manoeuvring are not such arduous tasks as one would expect owing to good all round visibility from the lofty driver's seat, and the fact that the controls are not really tiresome to operate, yet nevertheless, one soon appreciates that this is the car for long distances. The Renault seems fairly to eat up the ground once it gets into its stride. It soars over small ascents on just a whiff of throttle, with a complete absence of fuss and noise. The power unit can be heard loafing slowly over in a very subdued way, but so beautifully balanced are the reciprocating parts that there is an entire absence of vibration.

With such a large and heavy car, the efficiency of the brakes is of major importance. An initial application of the brake pedal resulted in a very marked degree of retardation, but this was only sustained by fairly heavy pressure on the pedal. This department admittedly has not, as yet, received a great deal of attention, but meanwhile the braking qualities inspire reasonable confidence, and with further time spent on it the system should give excellent results, being similar as regards the servo operation to Rolls Royce and Hispano-Suiza.

Re-assured in this respect, we drove on, with the big wheel held loosely in the fingers, and the left arm comfortably supported by the well placed folding armrest gradually appreciating more and more, the potentialities of this splendid machine.

All too soon our run came to an end, and with real regret, I handed the car over to its proud owner, to return it to the garage where it spends its days quietly beneath a dust sheet, appearing only occasionally on suitable Club outings—a superb tribute to the highest realms of motor manufacture thirty years ago.

# Vignette . .

*by Marsden Robinson*

Scene: The Secretarial Garage.

Participants: Callow youth, aged about twelve, Father of same, and Self.

Youth: "Gee Dad, look at the old Genevieve. What sort of old crock is that, mister?"

Self: "A Vauxhall 30/98."

"What speed'll she do?"

"About ninety."

"Gee, our Ford Customline can do easy a hundred."

Self: No comment.

Pause.

Youth: "Is it yours?"

"No."

"How old is it anyway?"

"She's a 1921 model."

"Why's it got a body made outer tin?"

"That's aluminium, not tin."

"Well why doesn't it rust in the rain then? Can't the man wot owns it afford to paint it?"

Self: No reply.

Pause (longer).

Youth: "How fast have you driv it, mister?"

Self (lying): "About eighty-five."

"Betcha our Ford Customline could beat it. Anyway our has got lots more chrome, an' it looks much flasher."

Self: No comment.

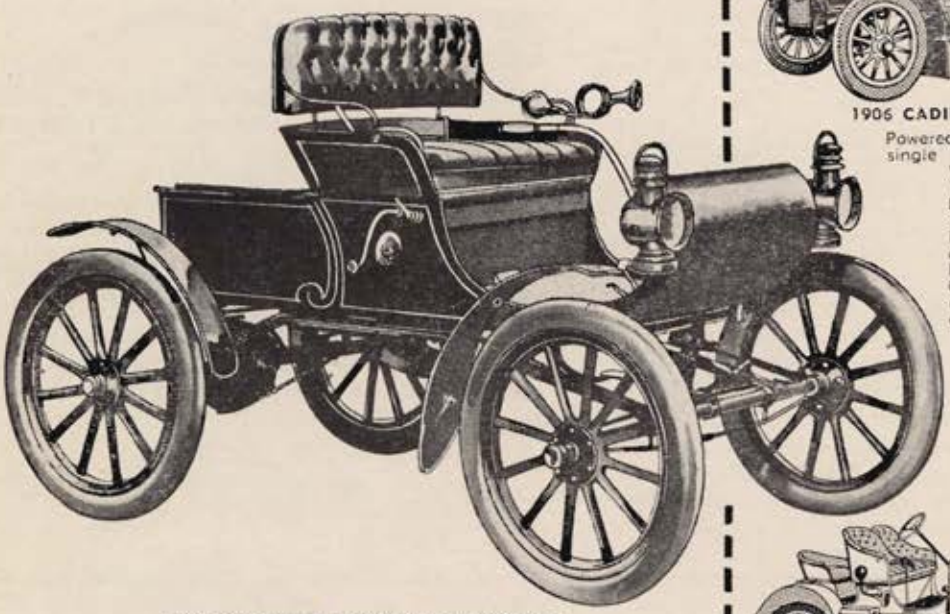
Another pause.

Youth: "Sure would make a beaut stock car," glancing to his father for verification of this profundity, or should I say profanity?

Father: "They certainly don't build them like that nowadays . . ."

Self: No comment.

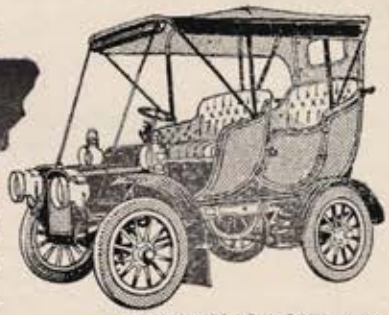
# Cars that built G.M.



**1903 "CURVED DASH" OLDSMOBILE**

The famous "curved dash" Oldsmobile was the first mass-produced car. The Olds Motor Works produced 425 of these in 1901. Production zoomed to 3,299 in 1902, 4000 in 1903 and 5000 in 1904. It was described in those days as the "perfected Automobile".

The car was powered by an 8 h.p. single cylinder engine, stated in the 1903 Oldsmobile Catalogue to be "of simplest construction and unusual strength; anybody can understand it". Engine had two gears —reverse and low. Power was transmitted through roller chain to rear axle from the motor. Body mounted about two feet from the ground, hung independent of running gear. Axle width 4 ft. 7 in., wheels 28 inches in diameter, fitted with heavy 2½ inch pneumatic tyres. Top speed 20 miles per hour. Price 650 dollars, leather top extra at 50 dollars, seat at rear to carry two more passengers 25 dollars extra.



**1906 CADILLAC MODEL "M"**

Powered by a 9.7 h.p. single cylinder engine. Weight, 1578 lbs. 76 inch wheelbase. Top speed 30 miles per hour. Price 950 dollars. 1025 dollars with Cape Cart top. Lamps not included in either price.

**1908 BUICK "10" SINGLE RUMBLE**

This model, with its "mother-in-law" seat, was one of the most popular of the early Buicks. Four cylinder valve-in-head engine developing 18 h.p. Planetary transmission with cone clutch, shaft drive. Current supplied by Remy magneto, reserve set of cells for starting. Wheel base 92 inches, tyres 30 x 3½. Price 1000 dollars—including oil lamps, tail lamp, generator, gas headlights, horn and repair outfit.

**1914 CHEVROLET "ROYAL MAIL"**

The Chevrolet "Royal Mail" and "Baby Grand" were the first Chevrolet cars with valve-in-head engines, and the first to carry the Chevrolet trademark. The Chevrolet "Royal Mail" had a two passenger body, with curving cowl and flat deck at rear. Powered by a four cylinder engine, rated at 21.7 h.p. Wheelbase of 104 inches, tyres 32 x 3½. Weighed 2250 lbs. Sold for 750 dollars, with bumper as an accessory.

# GENERAL MOTORS

General Motors New Zealand Limited,
Bouverie Street, Petone, and at Upper Hutt

**Chevrolet, Vauxhall, Holden, Pontiac, Oldsmobile, Buick Cadillac Cars. Bedford and Chevrolet Trucks. Frigidaire Household Appliances. G.M. Diesel**

# Lamentations of a "Hybrid" Bentley

*by Capricorn*

Fairy stories usually have happy endings, but this fairy story is the exception to the rule, the truth of the matter is it is still looking for an end!

Seven years ago he was stored away with little thought to the future, and was paid only the occasional visit by his second cousins twice removed, the visits unfortur ately not for admiration or even a tiny bit of pleasure, but rather to replenish for a while those supplies which are so essential for second cousins twice removed. However he didn't mind, he was in actual fact just a little bit pleased to know that some of his parts were so much superior and so essential to keep his relations on the road. Like most patient reservists he knew his "Dunkirk" would come eventually. As indeed it did, out went the call, "England expects, etc." Garage doors were flung open and in the dead of night furtive figures worked feverishly replacing all those parts which the second cousins twice removed had "borrowed" and with a shudder (it was rather cold outside), he slid out onto the road and rolled away.

Another twenty-four hours were consumed in which figures now a little less furtive toiled and eventually did up the last button and zip fastener and sat back to admire their work, the first admiration he had received in years. Of course he was much too proud to speak until given permission and when granted, he burst forth with the throaty cough of a venerable old gentleman, then, quite suddenly with the voice of one dying in the last ghastly stages of some throat or lung disease. Despair, then pandemonium, figures rushed to and fro, kicked him, pushed him, shook him, in fact did everything except write a prescription, possibly they had filed their quota for that week. Apparently the early hours of the morning are not conducive to clear human thinking for he was left to rest with the promise of a specialist in the morning. Fortunately the Specialist was not too busy and after listening to that agonised gasping he diagnosed immediately. One of those simple things, no operation necessary. Within minutes he was on the road, almost as light hearted as his occupants, just another of those little ships saving stranded warriors. However, all those "little ships" didn't make the other shore and he was to come under this category before many miles were to pass under his tattered "boots." Oddly enough he had never had stomach trouble before, but at 200 miles he felt rather sickly, at 201 he felt decidedly ill and at 203 he felt he really better let his occupants know so he screamed as loudly as possible, whereupon they readily stopped, for never let it be said that these occupants could ever be cruel to anything on four wheels (they were naturally financial members of the Society for Prevention of Cruelty to Automobiles). Diagnosis was fairly simple once again, but so much more serious this time, one of those stomach ulcers had perforated, most people rather crudely call it a "burst piston", but he was of too fine a breed to be spoken of in such vulgar terms.

His day of glory was over, however he had carried his occupants out of "enemy" territory and to a spot where they could readily call upon reinforcements. Even this could barely cheer him, the ignominy of his illness added to the pain he had suffered made him turn quite "white"! His occupants were not too unkind, they took him with them when reinforcements arrived and left him sitting in the cold, this, of course, did not improve his condition, but to add insult to injury he seemed to have arrived in the domain of the unsympathetic. They scorned him, abused him and even went to the extent of laying bets on his inability to return home. This I'm afraid really made him bristle and there and then he decided to show them that even an "outsider" can come home, once attended to by several specialists and handled with the loving care of his still proud if not a little daft owner.

Faith won, home he came with all the pride of his race restored to him and there he sits today, a little sad because no one wants him, but for all that a 'hybrid' of quality, one who knows he has had his day before any of his relations were capable of motoring and one who will show the pride and breeding of his race once again if someone will only give him the chance.

The moral of this story is don't drive your car and then store it for five years: drive it flat out, compete in hill climbs, rallies, etc., clock 90 as often as you can, brag, boast and then offer it for sale with a "shot" diff. Some sucker will buy it for its reputation alone.

# A Wolf in Sheep's Clothing

*by D. Messenger*

*Continuing Dick's reminiscences of the 1922 T.T. Sunbeam.*

With the new body fitted, an exhaust pipe with a fish tail, self starter and lights, it became a fairly average looking sports car, a little deceptive in appearance for many people made the mistake of thinking it was the usual sports job made up of bits from a touring car instead of being a racing car disguised. Over the next 2 years work in modifying the engine was carried out. It was quickly obvious that the Claudel-Hobson carburettors were not suitable for my purpose; they did give it urge at the upper end but going down the scale they would completely cut out at 1,050 r.p.m. and one had to quickly release the accelerator to get on to the pilot jets before the engine stopped altogether. As 1,000 revs was about 20 miles an hour, to slow down to that speed on a hill and then try to find a suitable cog was tricky to say the least and sometimes it was necessary to stop and start again in low gear. The engine would idle nicely at 250 to 300 r.p.m. but between that and 1,050 there was literally nothing and one had to start off with a quick jab on the accelerator to lift the r.p.m. before taking off. I fitted a couple of old Hudson carburettors of the constant velocity type as an experiment before buying a couple of S/U's but they were so successful that I never got round to the latter. The overlap was narrowed a little and the car now proved completely flexible, it being possible to let the clutch in almost with a bump in top gear with the car stationary and the engine would pull steadily away from nothing to 4,200 or more in top. Fuel consumption at normal speeds was 22 miles per gallon, but if driven hard this would increase considerably up to the flat out consumption of 7 miles per gallon, a cruising average of 50 miles per hour being a normal speed.

I do not recall any car which gave me the pleasure and thrill to drive than my T.T. Sunbeam did. Its road holding and manners were beyond comment. It could be placed accurately on the road at any speed, no one had ever told it about corners, so it ignored them completely and you just drove it around as if the road was straight. Only once did it ever let go at the rear, and that was shortly after I first drove it. Someone had flung some fine screened metal on the corner of a road I knew well, the tail flung out, I gave a full skid correction and she came out of the slide instantly, and I mean instantly, for I was jerked from my seat into where the passenger should have been as the car regained course. This taught me, she only liked a little skid correction, better still none at all and rely upon the throttle to keep you on course.

I quickly decided that it would be undignified to have sporting "goes" on the road with anything short of a Bentley, but there were few of them. Under no circumstances would I dice with any ordinary car as I felt it would be childish "showing off." Motor cycles, ah! there was something. Have a good look at him as he passed by. If he was a good Norton, A.J.S. or Velocette, must be in the 500 c.c. class, O.H.V. and all, it could really be a go. If he was a good rider on a good machine, he had the heels of me, but not by much, but if he was not or the machine was not quite on the peak, he was meat.

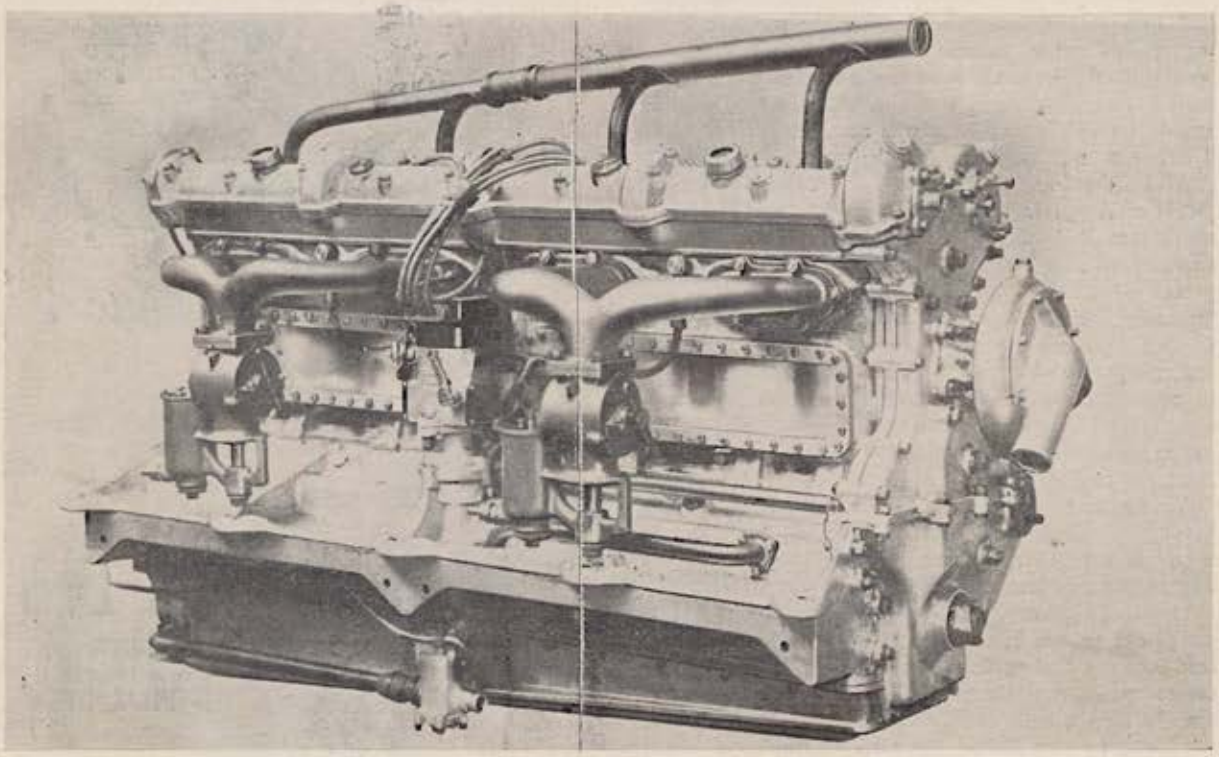
How well I recall, one day proceeding towards Patea from Hawera, I overtook a chap riding a Norton, a toot to clear the road and he looked over his shoulder, saw me and lay down and wound it on. Having shaken me off (so he thought) he sat up, only to be greeted with another toot, another look to discover that I was still there only a little closer than before, this time he really did lay it on, and a very twisty piece of road it was too. A short straight gave him the chance of another look, I was still there, and now he flung the machine into a difficult part of the road, a succession of curves pressing it over so far that he was throwing sparks off his foot rests. I don't doubt he was certain he would drop me behind this time, and he nearly did too, when I had to shut off in the middle of a fast curve to avoid running him down. It is not funny to shut the tap in a power corner, and the resulting dice would have been fatal in any other car, but the old lady was enjoying herself playing at what she was created for, and under no circumstances would she leave the road. It is a remarkable thing, that bike was flat out on the corner, but I am sure I had at least 10 miles on him if required. A short distance further, on an uphill grade I felt it was time to bring this struggle to an end, allowing him to get 100 yards or so ahead, I slipped into third and closed up on him, pausing alongside him for a few seconds, most amused to watch him twiddling levers with his thumbs, trying to look down at his motor, searching for more revs. There were no more, he had them all. I pushed down the pedal, let the meter climb up to 4,500 and went over the top of the hill. I met him afterwards in Patea, a good sportsman, the local speed merchant. He brought all his friends along to see the car and tell the tale, a bit embellished, on how he was vanquished.

The speed in the gears was largely responsible for the excellent performance, 2nd would give a maximum in the vicinity of 70 m.p.h. while third would give a shade over 90 m.p.h. Top somewhere about 108 or so, though I seldom attained this speed as I never used the car for racing and there was no need for such speeds in ordinary touring. The fantastic road holding and cornering ability made it possible to maintain high averages without the need for a high maximum, it was always able to corner a bit faster than you were game to take it around. I well remember one day cruising along at the usual 60 m.p.h. dreaming miles away from what I was doing, just automatically steering it around a tight curve and I carelessly allowed it to drift a little towards the centre of the road, when around the corner appeared

a farmer in his short-spring Chev. only 20-30 yards away, almost plumb in the centre of the road. A quick flick of the wheel to the left, she turned like a train taking the points, without sliding a tyre. When I looked back, a hundred yards or so later, the Chev. was stationary in the middle of the road with a farmer probably wondering if he was in heaven or just seeing things. What other car could have done such a thing? Yet I never doubted the Sunbeam would follow the wheel.

The funniest memory of the car occurred in Wairoa, before the bridge over the river was rebuilt after the earthquake of 1931. There was a pontoon ferry which took three or so cars at a trip. It had a hinged ramp at each end, counter-weighted to each other by a continuous steel wire passing over the side rails of the ferry and across the outside edge of the opposite flap ramp. Now my new exhaust pipe was fairly low and had a big bolt at the bottom holding the clip at the end. I had been stationary a long time in North Clyde, so I made sure I was the last car on the ferry, as the Sunbeam was a bit temperamental when cold and I didn't want to hold the other cars up. Halfway across I started the engine to warm it up, and it gurgled gently in the pipe for the rest of the voyage. All the cars moved off, and I moved after them and just started up the steep river bank when my worst fears were realised; a pop and a bang and the engine stopped. Too cold. Whirr of starter, a few second of wait and I had another try. Moved up a few feet, pop and bang, stopped again. By this time there was quite a crowd gathered, and it seemed so ridiculous that this low, long snouted monster with the snarling exhaust could not climb the grade ordinary cars did so easily. This time there was no fooling, whirr of starter, out came the mixture control, open the throttle and with a full hearted roar she leapt at the bank. Half way up only, she stopped, exhaust roaring, rear shaking, wheels spinning, the ferry master running up beside me, dodging stones and shouting. I could not hear a word. Since I was stationary again, I shut off to listen to the ferry master! I had hooked the ramp wire on my exhaust and had dragged the ferry at least four feet ashore at high tide! It was still there when I left town a few hours later.

I know now I should never have sold my dear old 'beam. There has never been any other car with such perfect road manners or one in which I had such confidence in its ability to do the right thing at the right moment. War is a drastic change in the even run of life and after six years of it, I was still in the lost stage gradually adjusting myself to life again, when along came Ken Hemus and took my Sunbeam. She is in good hands now and I am glad, for I know that Rob Shand intends to properly restore her and undo the dreadful things I did. She was only six years old when I first acquired her, and she's thirty-four now, so I suppose she's a sedate old lady, living on the memories of when she was a fast and lively young thing, but I do hope she has forgiven me for converting her into the finest sports car I have ever driven.



**The works—or what pulled the Ferry up the Bank at Wairoa.**

# Steam Up

*by H. B. Anderson*

Steam powered vehicles of all sorts have a peculiar fascination for most of us, and many regret the passing of the Traction Engine and the Steam Tram that was the constant delight of hundreds of Christchurch children (and adults too) who travelled to Sumner. Before the trams were electrified in 1905, the ten o'clock Sumner tram was an institution indeed. On a fine day during the school holidays at least two, and sometimes three 'trams' of 5 or more double-decked cars would be assembled in the Square, whence they would be hauled to Sumner by one of eight steam engines which were the "power motive stock" of the Christchurch Tramway Company.

These engines had small loco boilers mounted on a 0-4-0 wheel arrangement, the chassis carrying the boiler being roofed over. The roof carried a series of pipes which acted as a surface condenser and from which the condensed exhaust steam could return to the boiler. This arrangement, together with the long funnel, which projected well through the roof, eliminated exhaust steam and, as coke fuel was used, there was no smoke. The decencies of life in the town were thus safeguarded, and compared with their fearsome brothers the Traction Engine and Steam Road Roller, the Tram engines held few terrors for the horse traffic of the day.

On the Sumner route, as far as the 'Tanks', the line was urban and the tram ran on conventional tram rails—light and rather badly laid, with the resulting oscillations and swayings, especially to those in the last car. From this point on to Sumner township standard railway section flat bottom rails were laid and on these progress was a great deal smoother and more rapid, so that speeds up to 25 m.p.h. could be comfortably made. There was no 'causeway' at that time and the line followed the foot of the hills to the Redcliffs cutting (of Moa bone fame) where the negotiation of the sharp curve into Redcliffs was quite a thrill. From Redcliffs onward, the real highlight of the trip began as the line passed close under the Clifton cliffs, or should we say 'precipice'? Here the curves were severe and with the beetling cliffs on the one hand and what seemed like the open sea on the other, there was plenty of incident to occupy the mind of the traveller on the top of the car, that is, if he or she had by that time survived the journey without having both eyes blocked with cinders from the engine.

After a stop at Sumner township to disembark those heading for Cave Rock and the Pier, the tram had to negotiate a very sharp curve into Nayland Street on its way to the terminus at the 'Baths' at Head Street.

The whole journey, with its formidable load, would be completed on one bag of coke, which the driver would feed into the firebox from his cramped and rather precarious position at the rear of the engine, at the same time keeping a look out for traffic ahead and sounding a warning on a small bell, the cord for which was above his head. One conductor per tram was the usual rule, and even allowing for the low fares of the day (children under twelve half price and those in arms free) the holiday traffic must have been very profitable to the Tramway Company.

The return journey in the evening was an even greater thrill as the tram crew was anxious to get home to its supper and good time was made at least as far as the 'Tanks'.

The eight stalwart engines continued in service for many years after the line was electrified and were used for hauling ballast from the quarries and for track maintenance, in fact, as late as 1928 several were reboilered and carried on for several years after that time.

To turn now from the pleasures of holiday steam travel to the more utilitarian subject of road haulage. Before the First World War a high proportion of road haulage was carried out in Great Britain by Steam Waggon, Carrying firms, Breweries and most firms dealing in heavy bulky goods used these extremely efficient machines. Like our tram engines, they ran on coke, were reasonably silent and were very cheap to run, both in fuel cost and maintenance. There were at least four well known makes—Foden, Sentinel, Mann and Clayton, the Fodens and Sentinels being the better known. Before the First World War, two of these waggons (Sentinels) were used by Ross & Glendining at Dunedin, where they hauled heavy loads from the town

to and from their Roslyn Mills. After the War, at least a dozen found their way to New Zealand. Curiously enough, the popular Foden was not, to the present writer's knowledge, represented, probably on account of their very great rear axle weight when loaded.

Of some ten Sentinels imported, two went to the Auckland province—one at Taumarunui ,where it did a good job for the Borough Council, and one owned by the Tamahere Road Board near Matangi in the Waikato. In those days a surfaced main road did not exist between Mercer and Hamilton, and when the latter machine was landed in Auckland, before it could be taken South over the Rangariri's, preparations like those of an army commander in the Peloponnesian Wars were put in hand. The oracles to be consulted were those of weather and road state, Delphi being the then embryo A.A. which took under its wing both functions.

Water was always a problem, for the feed tank had to be refilled every 25 miles, and many a horse trough had to be raided when teamsters were not about.

In the Summer months, particularly in Canterbury, the fire hazard was a serious one. The Sentinel Waggon had a particularly good 'beat', especially going uphill, and if good care was not taken with the fire if the coke consisted largely of 'fines', the sparks did fly. On one trip over Spye Saddle, on a light nor'-west November day, the hillside paddock to the East of the main road suddenly went alight and a harassing ten minutes was spent with wet sacks getting it under control. After that, the spark arrester was fitted; but unfortunately our New Zealand coke, after a few miles, successfully blocked up that useful fitting and steam pressure began to drop. By trial (and many were these) and error a routine was worked out: Clean spark arrester every 10 miles or so, water every 25 miles, drop fire (keeping enough clean fire in a bucket to relight with), slice all clinker from between the grate bars and re-make the fire with the larger coke, this last task every 50 miles. In this way, journeys were never dull and finally, like many a Transport driver in World War 11 (spotting for enemy aircraft) a sharp lookout to the rear had to be kept for the possible grass fire.

The front axle tare load was of the order of 4 tons (unloaded) so that the weaker bridges of the day needed careful negotiation.

Notwithstanding these immediate preoccupations, long distance travel with a steamer was a great thrill, especially when hauling a full load with trailer. Maximum road speeds were 12-15 m.p.h. The earlier waggons had a single chain drive direct from the engine crankshaft to the rear axle, with the differential housed in the main drive spurwheel.

Later models had a most ingenious differential worked into the crankshaft with a double chain drive, giving a higher road clearance—most useful on the ungraded country roads of the time.

Four of these Waggons were at work in Wellington for many years for the Wellington Gas Company, the State Coal Depot (two) and the Wellington City Council. Four were at work in Canterbury for the Cheviot County Council and for three private owners. A Mann Steam Waggon was also in use in the Sheffeld district for some time.

When the Main Highways Board took office, loading restrictions were rigidly enforced and the steamers were gradually replaced by the lighter and possibly less interesting petrol truck.


Photo by Andersons Ltd. Christchurch

**An Awe Inspiring spectacle. A Sentinel waggon in Riccarton with full load of wool bales. (See "Steam Up".)**

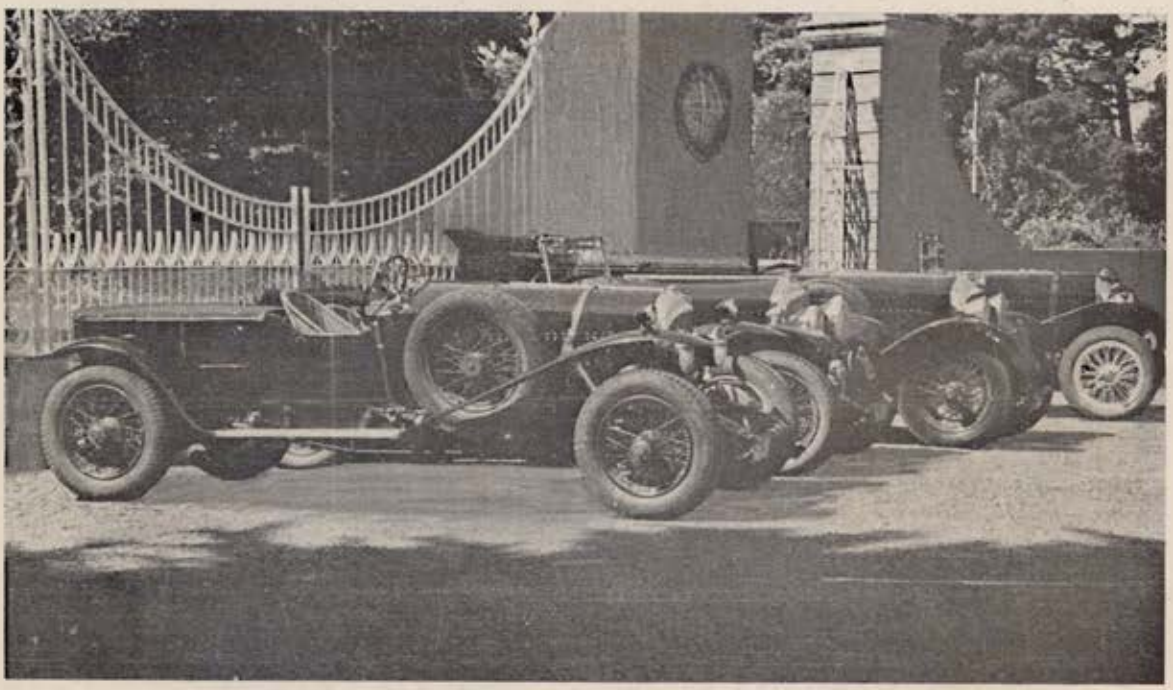
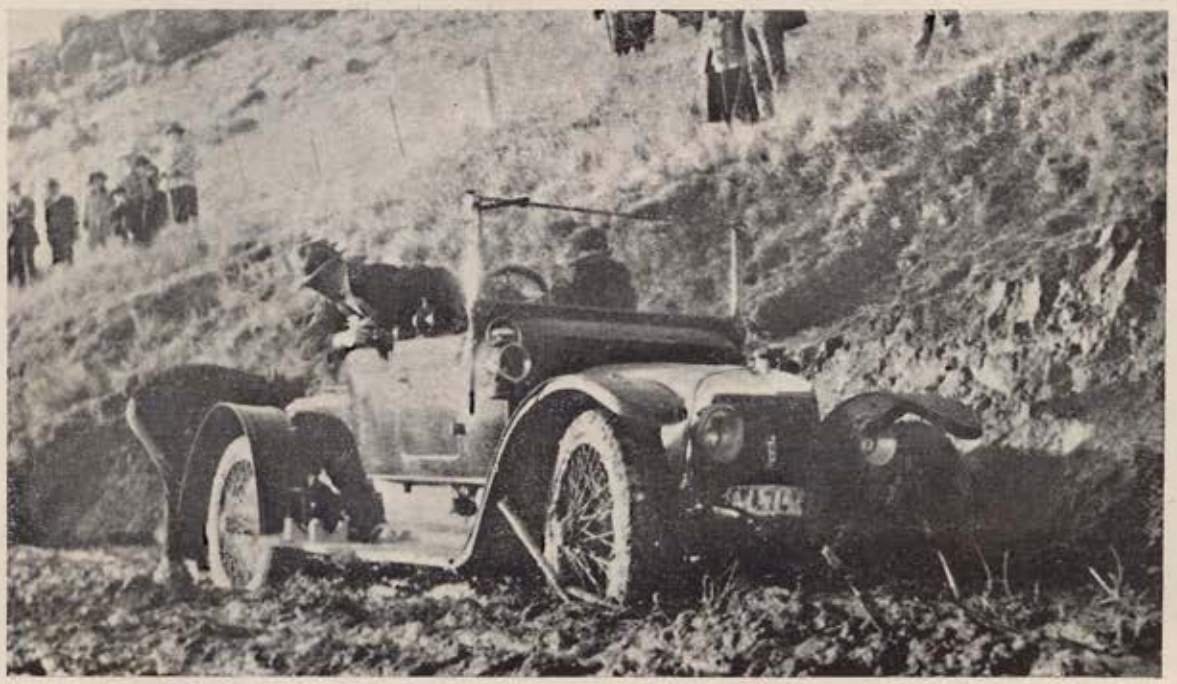


Photo by W. Brown

**Shades of Le Mans and Brooklands. Seen in Invercargill, Haggit's 3 litre, Beach's 4½, Robbie's 4½ and Brown's 4½.**


Photo by Wanganui Branch

**Not the Fire Brigade's Annual Holiday, but Wanganui Characters masking most of their latest acquisition, the 1921 Denn's.**



**A 15 h.p. Panhard in difficulties on the Cashmere Hills during an early Canterbury Trial.**

# Restoring an Early Model T

*by Hugh Mercer*

## PART I — FINDING THE PARTS

While making inquiries for a body to fit a 1912 Ford T chassis which I have had for some time, I happened to ask Bill Miller of Ashburton and he told me a friend of his at Palmerston had located the body and wheels of what he thought was a very old Ford T. On the homeward trip from Roxburgh after the closing of the dam we called at Palmerston and Bill's friend directed us to Macraes Flat, about 30 miles inland from Palmerston, and believe me it was cold there, as it is very high up on the hills and snow was lying about at the time. Not knowing the district we made inquiries at the township of Macraes Flat and were directed to the wrong farm, but the same name (a brother) and after receiving instructions of how to get to the original farm, I happened to say I was looking for body parts for an elderly Ford car, and he told me that he thought his brother still had what was the remains of an old Ford.

"There is an old one here too; you can have a look at if you like," and under the trees not far away was the remains of a 1915 Ford T Roadster which had been made into a half ton truck. It had been under the trees for 32 years and the branch of a tree had grown between the steering wheel and the windscreen frame. All the easy to remove parts were gone, but the engine was there minus all accessories, the axles and wheels were also gone. One feature that appealed to me, *it had been a roadster* (two seater). The body panels were rusted through in several places and the wood was badly affected by rot. Anyway I asked the farmer if I could have what was left and he said, "if it is any use to you, take it". I thanked him and said I might be back in the near future. On returning to my car I discovered the luggage boot beside a shed still in reasonable condition.

**Before; Taken August 1956.**

We then set out for the original farm and although the farmer was not home we were told where the old car was and had a look at it. It had been in a leaky old shed for about 20 odd years and was dragged out a couple of years ago and left in the open. This car was also a 1915 model, but had been a five seater, and had been converted into a half-ton truck also. The engine, radiator, windscreen and hood were gone, the wheels and axle were in fair condition and the body was rusty, but the wooden frame was not so bad. Much easier to copy than the first one.

About three weeks after returning home I telephoned the owner of the second find and made a deal with him. At this stage I decided to rebuild a 1915 Ford and leave the 1912 chassis till some other time.

On the following Saturday, with two friends and our respective wives, we set off for Macraes Flat (about 130 miles) with a large sized trailer and arrived there about 11 o'clock. The snow was still about in shady places.

We set to work on getting the roadster out of its 32 year resting place, but not until we removed a limb off a tree and also many year's collection of pine needles. The next problem was how we were going to get it on the trailer, as there were only 3 of us to do the lifting. We removed the engine, and what a job, as the whole car was resting on the ground, but we finally got it apart and loaded the body on to the trailer, then we placed the engine in.

About 2 o'clock we had gathered up all the pieces and moved off to the brothers farm a few miles up the road. We immediately started to attack the other old car. This one had a steel tray which the farmer wanted, so we removed that and left it on the farm.

Then the puzzle was how were we going to get it on to the trailer which appeared full as it was. We removed all the mudguards, wheels and axles and turned it upside down and wedged it in on top of the other one, then started fitting the mudguards into all the odd corners, the wheels and axles were also tied on and as you can imagine, the load was getting very high by this time.

We left for home about 5.15 and arrived in Timaru about 8.30 and pleased to be there as it rained most of the way from Macraes Flat.

We left the trailer complete with contents in a quiet street in Timaru for a few days while I had a shuffle in our yard to make room for the junk and also to get my wife used to the idea of it being in the yard while rebuilding it. A new clothes line had to be erected so as the clothes wouldn't be touching the rusty old bits.

During the few days it was still on the trailer in the quiet street, there were several enquiries as to "what are you going to do with the junk?" and actually a scrap dealer called and volunteered to cart it to the dump if we didn't want it. Some of the local vintage car boys also made enquiries about it and on being told that it was in the hands of a vintage car member, were quite relieved.

It was duly dumped in our yard a few nights later and what a sight. Scrap iron Joe had nothing on me. I did not have the courage to start on it for about three weeks and the rebuilding of Lizzy will come in a later issue of 'Beaded Wheels'.

Photos by H. Mercer

**After; Taken 27th October 1956.**

# Behind the Scenes

Perhaps you may or may not know but the Register and Dating Committee DOES exist and IS in operation. When it was formed nearly two years ago we collected together the few books, records and a vast collection of small notes made on scraps of paper which had somehow accumulated on our Club Secretary's desk. These books formed the nucleus of the library which has grown to over 90 volumes and periodicals through the generosity of some of our Canterbury branch members to whom we are indebted for volumes presented or offered on long term loan. Offers such as this are always gratefully accepted and already these books have supplied information enabling us to date pre-1919 cars in the club and helped members restoring Vintage and Veteran machinery with valve timing, ignition settings and other data often hard to acquire for the rarer makes.

While still on the subject of the library it should be realised by every member that in a few years this may be the only accurate source of information on the cars we drive. Even today as any member running a veteran car knows it is difficult to find people with reliable memories of the motor car they knew 40 or so years ago and such research involves a lot of time and many disappointments. Therefore if you have or know of any pre-1931 motoring literature such as copies of the "Auto Car" or the "Motor", any technical books and can not use them to assist others we would be interested to hear from you. The work in hand at present is the indexing and cataloguing of books for easier reference which will greatly increase their usefulness.

The scraps of paper and notes were sifted and analysed and written into a register of interesting vehicles originally started by one Christchurch member. Since then it has grown, with the aid of standardised register forms, one for Veterans and a slightly modified one for Vintage owners to fill in, into three large files, containing Veteran forms, Vintage forms and general correspondence plus a photo album. Perhaps if you recall receiving some envelopes containing one of these forms and are storing it away 'until the old bus is finished' or just not interested and plain forgetting about it, we would remind you that it is not essential to have the car completed before filling in as much as possible and returning the form, that good photos of the chassis are just as interesting as those in which the machinery are hidden and that it is easiest to measure the bore and stroke BEFORE the engine is assembled and running. Until your car is listed in the club records it does not officially exist and we are unable to assist with knowledge of what spares there are still about and the whereabouts of similar models, etc., all information which is very handy during the rebuilding stage. However, if you prefer to motor, looking for what we already know about, it is your petrol and time.

So far 73 members have filled in and returned forms for inclusion in the register but we feel sure the other 250 cannot ALL be associate members without elegible vehicles.

For dating purposes of course an accurately and completely filled in form is a must for often everything hinges on some vital part of the engine dimension or chassis. When the dating committee has sufficient evidence to fix the year of manufacture of a vehicle the owner is sent a certificate on which this is stated. Each certificate has a serial number which will eventually become the "competition number" of the vehicle. Thus at rallies or events anywhere in N.Z. a Veteran car would always carry the same number paving the way for permanent rally plates, to save the organisers of events, such as the last Dunedin-Brighton run where a large percentage of outside entries meant a lot of expensive last minute signwriting.

# The Panhard et Levassor in Canterbury *by W. S. Turnbull*

PART I — NOTES AND EARLY HISTORY

Before starting I would like to remind the reader that as this is mainly a collection of reminiscences, gathered from those owners, drivers, agents and mechanics connected with the make, dealing with events of over four decades ago, it must of necessity be disjointed for many links with the past have been broken and cannot be reformed.

The earliest Panhard known in Canterbury was almost certainly the one from Bluecliffs Station near St Andrews, described by a sprightly old gentleman in Winchester, himself a Boer War veteran and proud of it, who remembered the machine from his young days as a "five seater tourer with chain drive."

From another source it was confirmed that this was one of the 4 cylinder chain drive cars of the 1904-05 period owned by Mr Robert H. Rhodes of Bluecliffs Station. At the time the Panhard was considered quite a massive machine, the adjective "hulking" being used, but apparently the engine was inadequate to give a good performance and the gear box was 3 speed, or 4 speed, whichever it was, in the truest sense, for the driver had to urge the engine almost to bursting point in first before the change to second could be made successfully, and so on up the scale until when the last gear was reached the machine was almost at its terminal velocity. Of course to go slower one did not merely decelerate but had to change down a speed. The cone clutch used to give trouble, particularly in fords where it slipped if wet.

The whole ensemble must have been quite impressive for it was painted bright red with an abundance of brass fittings, being known usually as the fire engine. The amount of noise it produced when in motion was also a well remembered feature and once when Mr Rhodes drove up from Bluecliffs to "Meadowbank", his brother's farm at Ellesmere, as he occasionally did a stable hand remarked that "We had the fire engine up here today but we heard him a long time before he came."

Eventually this car was sold by A. W. Smith Ltd., Christchurch agents for Renault and F.N. in about 1911 or 12 to a North Island engineer, it is thought in the New Plymouth area, his young son taking delivery of the car in Christchurch. I wonder what finally became of it?

The next Panhard and the first to come to the Christchurch area, was a considerably later 4 cylinder tourer with the standard 5 seater French built coachwork, we think an 80 x 120 mm. 12-15 h.p. or perhaps the slightly later 15 h.p. with 10 mm. longer stroke. It was finished in grey with green upholstery and was bought about 1911 by Mr Reg Barnett.

In general the layout of this chassis was very similar to the later 1913 12 h.p. models derived from it, but due to flatter springs and a dropped front axle instead of the nearly straight ones on the 1913 cars overall effect was a larger, lower slung machine. The power plant compared with the long stroke 1913 12 h.p. unit had a definite ability to "rev" which was disastrously demonstrated later on. I wonder is this the reason for the small valves and curiously restrictive carburettor choke size on my own 1913 car?

This Panhard originally bought as a private car was later used as a kind of private taxi and hire car and in this service must have seen quite strenuous use. On one day Mr Barnett remembers well he set out from Christchurch at 6 a.m. with a load of people to Barry's Bay, to meet the launch from Akaroa across the harbour, took a party off the launch back to Christchurch to find a second party waiting, so repeated the whole trip arriving back late in the afternoon and was then asked to drive another party to Hanmer approximately 80 miles away, arriving home again finally at 2 a.m. This day's motoring must have run up at least 300 miles, an exceptional distance at a time when a daily distance of 90 miles was considered good going, because of the poor condition of the provincial roads, an instance being the hundred or more water courses to be forded between Christchurch and Timaru. On another occasion he was taking a party of people down to the Christchurch railway station with only 10 minutes to catch a train when one of the tyres punctured as he was passing not far from the "Panhard Garage," so without stopping the car he turned and drove straight into the garage on the flat tyre. At that time the garage employed a well built young man as a general hand who must have been a priceless asset in those days of beaded edge covers. Seeing Reg's predicament he jacked the wheel up, levered one side of the tyre off, exchanged the punctured tube with a sound one, replaced the tyre and reinflated it, all in a total time of three and a half minutes. Needless to say none of the passengers missed their train. Even considering that a garage jack and air supply must have been available those three and a half minutes must have been very busy ones indeed and I think that even those of us who could be judged to have considerable practise would find it difficult to approach this speed especially considering the variety of cover sizes we seem to fit on our rims for reasons economic or otherwise.

Mr Barnett had replaced the original P-L carburettor on his car with a Zenith which because of the range of jets available and simpler construction must have been much easier to tune satisfactorily, that is, if the earlier instrument was similar to the Panhard Levassor 'Carbu a eur Automatique' on my own car with its complex system of jets which feed petrol, or air and petrol, depending on the throttle opening.

Once when driving into the garage in Armagh Street, he noticed a small bearded gentleman in a black suit jumping about excitedly on the footpath opposite. This individual rushed across and introduced himself, turning out to be an engineer from the factory in Paris who was

apparently making a tour of inspection around the agents. He had been impressed by the running of Reg's car and after a demonstration was able to express his satisfaction in spite of a very limited English vocabulary but with ample gesticulations thus "With Pwanam carburateur she go whooh!—with Zenith she go WHOOSH!" This as far as I can find was the only personal contact the agents had with the factory or its representatives.

As well as using his car for taxi work he also entered it in reliability trials organised by the Automobile Association, usually driving himself. One of these, a distinctly arduous run from Christchurch to Kaikoura was reported in "The Auto Car", April 25th, 1913:

"A N.Z. RELIABILITY TRIAL"

"A very interesting reliability trial was held on March 7th and 8th by the Canterbury (N.Z.) Automobile Association. The route was from Kaikoura to Christchurch and back, and 18 cars started. In the open class the winner proved to be Mr W. B. Scott, who drove a Vauxhall and was awarded a gold medal and certificate for reliability and also the first prize for lowest petrol consumption. Mr Scott made a non-stop run and his petrol consumption of 44 ton miles and 29 car miles per gallon was the best in the trial irrespective of class."

In describing the contest the "Lyttelton Times" remarks that only three of the cars returned to Christchurch with non-stop records, there being a Vauxhall, a Panhard and a Cadillac. Many of the cars lost marks through being forced to stop while attempting to cross river beds.

The crossing of the Conway River which defeated so many competitors was, Mr Barnett assures us, accomplished by the Panhard only because the rear wheels were prevented from sinking very deeply in the shingle river bed by the 16 inch diameter brake drums. Other trials around Banks Peninsula and also long distance events as far afield as the Hermitage at Mount Cook were spoken of, the general road conditions and difficulties encountered by the competitors making any of our Irishman Creek runs look tame by comparison. It should be put on record that apart from one memorable occasion the Panhard was never eliminated by mechanical trouble. Occasionally trials were run as a fuel consumption competition in which case Panhard owners found it most rewarding to compete in the "ton miles per gallon" section in which the all up weight of the car was considered in conjunction with the fuel used rather than out and out m.p.g. The best figure obtained for a 15 h.p. Panhard was 28½ ton miles per gallon.

The mechanical disaster alluded to previously occurred during a speed hill climb organised by the Canterbury A.A. on one of the notoriously steep Canterbury Penin-

**"The only Panhard known to have been fitted with closed bodywork. A 15 h.p. coupe about 1913 owned by the late Dr. Simpson, of Christchurch.**

sula roads which ran up out of O'Kains Bay. Bill Berry, foreman at the Panhard Garage, was driving the Panhard with Reg as passenger mechanician, one of his jobs being to maintain air pressure in the fuel tank by means of the customary hand pump to ensure that the engine was not starved of petrol on the steep grades. The first practise run went very well and an excellent time was recorded. However on a succeeding practise climb with Reg Barnett working so furiously on the air pump that, as Mr Berry assures us, the petrol was almost spurting from the carburettor, and the Panhard going really fast in one of its lower gears, there was an explosion from the engine, rending noises and pieces of flying metal came up through the scuttle. The cause was found to be the flywheel which had burst breaking the clutch housing and spraying the occupants with pieces of metal and shattered woodwork from the body, injuring Bill on the hands and face where he still carries scars. Scott who was driving his Vauxhall in the same event recalls that most of the flywheel finished up in the bush at the side of the road. On inspection of the wrecked engine it was found possible to look into the shattered flywheel housing (on these cars the engine and gear box were in one unit with the flywheel and single plate clutch totally enclosed by the aluminium sump and gearbox castings), and see there in the clutch shaft with the clutch plate mounted on it suspended in space with hardly a vestige of the flywheel or clutch surrounding it.

It is whispered that on close inspection there was found to be a flaw in the flywheel casting but whatever the cause a very terse cable was sent to the Panhard-Levassor works. The outcome of this message was that on the next ship out there arrived without charge a complete new motor and gearbox unit. Obviously the factory were very jealous of their good name even in New Zealand where as far as I can ascertain they sold no more than about a dozen cars.

The broken sump and other parts from the damaged engine lay about the agents establishment for some time and it is a tribute to Panhard engineering that an ex-mechanic who worked there for several years was able to say that these were the only internal parts of a Panhard engine he saw until many years later.

Panhard cars were first imported several years prior to the first World War and it was probably in 1911 or 1912 when Mr Mervyn Stevenson operated as an agent from a premises in Armagh Street where Hay's Ltd. store now stands and which became known as "The Panhard Garage." At that time there were no currency problems for the dollar had not yet become the universal basis of exchange but there was the very real one that the buyer in New Zealand was doing business with a French speaking firm 12,000 miles away who probably did not realise that this country existed. The same state of affairs plagued those trying to import other continental makes, notably F.N.'s from Belgium as it was said to be extremely difficult to carry on negotiations with the Belgian factory, probably again due to language difficulties.

Mr W. R. Carey, Manager of Carey's Ltd., drapers and importers had noted the obvious engineering excellence of these continental products and their superior lines when compared with their rather angular looking English or American equivalents, this introduction being principally through having hired Reg Barnett and his car on several occasions. This car impressed him very much and led to him offering the facilities of his London buying house to the Panhard agents, the almost "on the spot" contact greatly simplified negotiations with the Panhard factory at 19 Avenue d'Ivry, Paris, or their English agents. Mr Stevenson continued in the business until 1914 when it was taken over by Bill Berry who had earlier left A. W. Smiths to join the Panhard garage as foreman.

One of the Chassis imported was bought by Careys, and, fitted with a van body built by Boon and Co. was used for deliveries in connection with their drapery business which used to be situated in Gloucester Street where the State Theatre now stands. This van was fitted with Dunlop detachable wire wheels, the splined hubs having serrated plungers which locked the wheel nut until released by the special spanner provided, £25 extra being charged for such luxuries which in the event of a puncture relieved the driver of the worry of having to prise off a deflated cover by the road side. It was said to be the smartest vehicle of its type then on the Christchurch streets, this elegance being coupled with commendable fuel economy being obtained in town on short run delivery work, rising to 24 m.p.g. over longer distances, a decided asset when once in spite of what people like to think about "the good old days with petrol at 6d a gallon", the price rose to 30/- or even 35/- a case. For those of us who do not remember motoring before there was a service station at nearly every second corner a case of petrol comprised two four gallon tins packed in a wooden box.

The exact date of this van is uncertain but it was most probably 1912-13 and it is unfortunate that it cannot be traced later than 1924 when the firm was bought out by Beath & Co. Ltd. and the van fleet including the Panhard was dispersed.

To our eyes it seems perhaps a little wasteful using a Panhard chassis for commercial work but what a desirable motor van it must have been, Mr Oakley!

Another chassis, a 15 h.p. with gate change was bought by Mr Carey for his own use and driven for him mainly by his son. This car had a five seater touring body painted French grey, also built by Boon and Co. and showed similarly good fuel economy for over 25 m.p.g. was quite usual. Eventually it went to another member of the family in Wellington and has since disappeared.

Research into the history of other Panhard cars known to have been imported, including my own, is still going on and I would like to thank those people who have helped with scraps of information or photographs and hope that shortly I will be able to embark on part 2 of this article.

# Otago Notes

*by R. S. Ferens*

**Vintage Car Club N.Z. (Inc.) Otago Branch**

**Chairman: R. S. Ferens.** **Hon. Sec.: A. W. Bramwell, 37 Marion St., Dunedin.**

The annual meeting of the branch was held at the Club Rooms on July 18th, the attendance being excellent.

The office bearers for the coming year are as follows:
Chairman: R. S. Ferens, 9 Gresham Street, Dunedin.

Club Captain: J. A. Kennedy, 46 Ascot St., Dunedin.

Secretary: A. W. Bramwell, 37 Marion St., Dunedin.

Committee: I. G. S. Sharpe, 5 Macnee St., Dunedin, F. L. Bertenshaw, 376 North Rd., Dunedin, R. E. N. Oakley, 511 George St., Dunedin.

In general the finances are healthy, and quite a bit of discussion took place on various matters reflecting an active interest by members.

It was decided at the A.G.M. to hold a function of some sort once a month at the Club rooms. These rooms are really going ahead now, under the house committee of six headed by the Club Captain, and improvements are well and truly in hand.

Roy Ferens is busy organising a dinner-dance for the branch, which we hope to make an annual event, depending of course, on the reception it receives.

We also hope to hold a speed event of sorts as soon as a course becomes available.

GOSSIP COLUMN

Club Captain Kennedy was observed emerging from the passengers seat of a TR2 with a great grin spread across his countenance. Worse to come though. A certain Beardmore owner was driving the thing!

Rumour has it that a well overloaded pedal car was seen in the vicinity of Princess Street South with the ample form of the National Secretary wedged in the co-pilot's cockpit, and D'arcy Read at the controls.

Joe Gough has now procured a gear box for his D-Type Vauxhall and we hope to see this machine motoring in the not too distant future. Joe is in the market for a Yankee vintage heap. Prospective vendors may contact him at Gough's Garage, East Taieri, Otago.

The Branch now has a typewriter and a monthly newsletter is being produced. Any contribution for the newsletter will be gratefully received.

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# What it was!

SOLUTION TO THE JUNE QUIZ PICTURE

This picture tempted quite a few to give it a try, and for those who inspected the hubcaps with a magnifying glass, the answer was easy. First in with the correct solution was E. T. Fairburn of Auckland, who told us it was a 1925 Velie Six Tourer. Mr Fairburn also won the March Quiz. Noel McMillan gave us the right answer too, while H. W. Mercer identified the car as a Velie, but was a few years out as to the date. Other guesses included Buick, Hupmobile and Chandler.

The Velie was a product of the Velie Motor Company, Moline, Illinois, U.S.A., who produced motor cars from 1909-1929. Most Velie cars in this country were imported during the 1920's, and they had the reputation of being smooth running vehicles of above average quality.

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# What is it?

Here is a Car Quiz for readers of Beaded Wheels. Try your hand at identifying the vehicle in the photo, and post your guess to the Auckland Editor, P. V. Maxwell, 38 Golf Avenue, Otahuhu. The names of the knowledgeable, and other interesting details of the car will appear in the next issue.

# Wanganui Notes

*by P. R. Williamson*

**Vintage Car Club of N.Z. (Inc.) (Wanganui Branch)**

**Chairman: P. R. Williamson.** **Secretary: R. Lee, 34 No. 3 Line, Wanganui East.**

There is a large Vintage machine in Wanganui (now owned by a few members) which develops power as follows:—50 B.H.P. at 1000 R.P.M , 60 B.H.P. at 1100 R.P.M. and 65 B.H.P. at 1200 R.P.M. Weight 5 tons and the price in 1920 was £2,254.

Yes, it is a Dennis 60 B.H.P. 450/500 gallon Turbine Motor Fire Engine and First Aid Machine. When we get the 60ft. Bayley escape ladder it will weigh 6 tons 2 cwt.

The Dennis was put up for tender by the Wanganui Fire Board who, having ordered a new machine, had to quit "Old Number One", as it is affectionately known, and the successful tenderers were a handful of our members.

The day to collect Number One was a Saturday, and it was good to see the boys out in force in their Veterans to add more colour to the sunlit day.

Chief Fire Officer Morton handed us the original specifications, registration, warrant of fitness etc., and farewelled "Old Number One" in a short speech. The Wanganui Branch Chairman replied, and promised that the machine would be looked after and kept in as good order as it had been in the Fire Station. Mr Ted Gibbs then handed over the cheque for payment and Deputy Fire Officer Smith gave an interesting account of the engine, with particular reference to some of the fires it had attended and the pumping done. The warning bell then sounded! Several members of the brigade hastily donned their tunics, helmets, etc., and climbed aboard Number One for the last time, then set off up the street to the accompaniment of the bell and sirens blowing at top. After they had travelled about fifty yards however, they turned and brought the machine back to be manned by willing members of the club. Peter Williamson took the drivers seat, and after a short course of instruction, got away with a full compliment of passengers, a line up of Veterans behind, and no gear grinding!

Thanks to the industrious cleaning and polishing of the members of the Fire Brigade the engine really gleamed in the sunlight, and needless to say quite a lot of interest was shown in our small procession by people en route.

The photograph in the magazine was taken at a spot by the Wanganui River, en route to Jack Alderton's where "Number One" was temporarily housed. Jack, by the way, owns a glorious 1910 Regal.

The machine is in excellent condition, having been maintained in the true Fire Brigade manner. All the tools, spare valves and springs, smog mask, suction hoses, manuals, spare part list came with her.

Some items of interest in the general specifications are:—

*Engine*: 4 cylinder cast in pairs. 127 Bore x 180 Stroke.

*Ignition*: Magneto and Coil.

*Gearbox*: 4 speed forward, 1 reverse, able to attain 30 m.p.h. and climb a 1 in 6 gradient. Gate control.

*Wheels*: 34in. x 5 solids (Now on pneumatics.)

*Petrol Tank*: 20 gallons—fitted Snercold non explosive device.

*Foot Brake*: Acting on drum at rear end of gear box, exceedingly powerful cam movement, operating two slippers. Brakes to be capable of bringing the engine to rest on a gradiant of 1 in 6.

*Pump*: Centrifugal made by Gwynnes Ltd., three stage type constructed in gunmetal where necessary. Capable of delivering 450 gallons per minute at 100lbs pressure and deliver up to 600 gallons at approximately 80lbs pressure through lengths of 100ft. unlined 2½in. hose.

*Payment*: Cash on completion of satisfactory tests.

Our hope now is that some time in the not too distant future we may have a meeting with Dennis Dunedin to compare notes.

# Canterbury Notes

*by R. S. Turnbull*

**Vintage Car Club N.Z. (Inc.), Canterbury Branch.**

**Chairman: R. S. Turnbull** **Hon. Sec.: R. J Cummins, 23 Randolph St., Christchurch**

Due to the season and the fact that motor registration expired on June 30th, motoring activity has been restricted to two events, namely a night trial intended for May 18th, but because of torrential rain postponed to June 1st, and on June 29th an informal afternoon run to Rakaia Huts.

The night trial which started from Christchurch, passed through the Southbridge-Leeston area and returned via Gebbies Pass, Governors Bay and the Sign of the Kiwi provided most interesting motoring, but very cold for the crews of the open cars. The route ranged from city streets to grass tracks and half formed roads, one of the latter having to be avoided as it was blocked by the 23-60 Vauxhall driven by Barry Ufton, submerged to its hubs in the mud. Of the 14 starters, 3 only were on the correct route at the finish, these being: 1st, Bill Clapham, Bedford Van; 2nd, Peter Shaskey, 1½ litre O.M.; 3rd, Keith Steffenson, Ford Thames Van.

The performance of the O.M. was quite creditable as carrying 5 people it was by no means lightly loaded, and although this may have benefited adhesion in the mud, it meant 2nd gear on the hills.

After the finish, all gathered at Bill Clapham's workshop for very welcome warmth and supper and held a post mortem on the event, mainly of the "Where did you get lost?" type, much to the secret satisfaction of the organizers as the route card was, this time, above reproach.

Although the venue of the run on June 29th was intended to be Mr McFedries farm at Te Pirita it unfortunately had to be changed at the last minute, ending instead at Julian Loughnan's week-end residence at Rakaia Huts, but with the fine weather that prevailed it was a pleasant drive in the country and enabled those not re-registering their cars till the summer months to have a final run.

The first A.G.M. of the Canterbury Branch resulted in the following executive being elected:

Chairman: R. S. Turnbull; Club Captain: R. Palmer; Secretary: R. J. Cummins; Committee: H. B. Foster, W. J. Mauger, A. Baker.

Our thanks are due to Julian Loughnan for his ability as Chairman during the formation and first year of the Canterbury Branch, and to Bill Luxton who, after 4 years on the executive of the Club is giving family responsibilities precedence.

After the recommendation that South Canterbury be granted the status of a full Branch, general business saw considerable discussion on the plan outlined by Andy Anderson for this years Veteran Rally, this involving a complete breakaway from the Deans Bush event to a run giving about 50 miles of motoring from Christchurch by devious routes to Kaiapoi and Rangiora and return with driving tests at both these towns. This should provide an event full of interest for all drivers of Veteran cars, and the idea was received enthusiastically by the members. Some interesting suggestions as to the method of financing the event were put forward, and after further discussion the meeting was closed.

At the National A.G.M. the standing Officers were re-elected, and the question of sales of "Beaded Wheels" dealt with. The sales competition decided on is described in the latest circular and we would exhort all members, and Canterbury in particular, to their greatest efforts for the good of the Club, and if they win, the Branch funds.

For the A.G.M. and the National executive committee meeting we were pleased to welcome Peter Williamson and Reg Lee, the delegates from Wanganui, and to hear of their Branch activities, especially the scheme to build clubrooms (Canterbury members note!) and the cars being restored by northern members.

Regarding local cars we hear that Leon Witte is making steady progress with the ex-Williamson 1912 Zero Fiat and hopes to be motoring for the Veteran Rally, whilst a visit to Alex Shadbolt revealed that the early American mystery car he is rebuilding as a stable mate for the Northern has been identified, believe it or not as a Western, made by the Western Motor Co. about 1903. In addition the original Northern epicyclic transmission has been found and fitted in place of the Ford one used at Deans Bush. But for the fact that he is assisting to introduce automation to the rubber band industry, Alex would probably have had the Western completed.

Another American Veteran which is about to emerge after a rapid but thorough restoration is Keith Steffenson's Oakland, this being the car that Bob Shand drove in the 1950 Canterbury Centennial Procession.

Allan Baker, having acquired Molly Anderson's 1914 10.5 h.p. Humber, intends to enter it for the South Canterbury rally to Mt. Cook at Labour week-end. If he gets it to motor as well as the astonishing Calthorpe minor, it should be a most suitable machine especially as luggage, etc., can be accommodated inside the 4 seater touring body instead of in pannier bags slung from the running boards as on the Calthorpe at Irishman Creek.

The number of single cylinder Cadillacs being searched for or worked on continues to surprise us. Dave Bowman, who has taken over Cockram's very sad but mobile 1906? model is, with Darcy Nicholson's car alongside,

rebuilding it steadily to its former glory. An example of the wear encountered was given by the driving sprockets, the new ones which have been made, although correct for the chain, appearing so different from the very worn originals that at first it was thought that some serious error had been made. However, with Darcy's as an example, Dave cannot go far wrong, and if all goes well the chassis should be completed about the end of the year.

One of the more notable events on the Vintage scene was the trial of Bill Clapham's Stanley in the alleyway alongside the workshop. This, I gather, was quite spectacular as it was carried out without the condenser piped up, amidst clouds of exhaust steam. Bill, who has spent much time and care in the re-tubing of the boiler, testing of the automatic controls and in general refurbishing, hopes to make the Banks Peninsula Rally and Hill climb at Duvauchelles his first event in the Stanley. This should be interesting, as steam cars were noted for their hill climbing and acceleration.

Barry Ufton's 12-50 Alvis, last seen nearly a year ago at Duvauchelles with a shocking "body" built mainly of hardboard, re-appeared at last months "noggin and natter" with its correct aluminium ducktailed body rebuilt and looking vastly improved.

The organisation of the next two main events, the Peninsula Rally and Hill climb on October 5th and 6th and the Veteran Rally to be held on November 30th to Kaiapoi and Rangiora, is well under way and both these promise once again to be first rate events. Entry forms have been sent out, so don't miss either of these events.

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# Timaru Notes

**Vintage Car Club of N.Z. (Inc.), South Canterbury Branch**

**Secretary: D. C. Oddie, 217 Stafford Street, Timaru.**

Jim Ellens is reported to be making a very excellent job of rebuilding a Humberette. We all hope to see it on the road this coming season.

The only F.N. in South Canterbury, belonging to Don Oddie is having the paint work done up. Christchurch F.N. owners will have to watch out this year.

Hugh Mercer will have his hands full finishing off the 1918 Rover 12 h.p. now that the tyres have come to hand after two years waiting.

John Hogg's 1901 Rambler has been running about quite a lot lately and we in South Canterbury hope to see it at the next Veteran rally.

The annual run to the Hermitage (Mt Cook) is being conducted by the South Canterbury Branch at Labour Weekend, October 26th, 27th and 28th.

This year it will be a vintage and veteran run and the final assembly point will be Fairlie where the first car will be sent off at 11 o'clock. On the first day there will be a timed run from Fairlie to Lake Pukaki Inn and on the second day another timed run from Lake Pukaki to the Hermitage and return to Lake Pukaki.

Plaques will be presented to all veteran cars at Pukaki and a trophy will be presented to the competitor with the smallest number of points lost.

Accommodation is the biggest problem at Lake Pukaki Inn so don't delay, send your entry form with money for accommodation, to the Secretary, Mr D. C. Oddie, 217 Stafford Street, Timaru. Phone 3045, House 1848.

Obtain your entry form and regulations direct from Don or from Andrew Anderson.

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# General Natter

*by A. A. Anderson*

From Ken Wright comes word that the Wanganui Branch have in their library a set of volumes entitled "Motors of Today" which give much technical and tuning information on most cars of the 1925-29 era from the common machines such as Bentleys (eh, Willis Brown) and Austins to the exotics like Berliet and Voisin.

The information includes such gen as valve timing, clearances, jet sizes and other hard to get facts and thanks to Ken this is available to any Club member who writes to Ken Wright, 11 Boydfield Street, Wanganui East.

Ken also tells us that his 12/50 Alvis has been pronounced as being the oldest O.H.V. Alvis in existence, being one of the only 9 S.A. series 12/50's left in the world.

Arthur Moffat, who is still in England, has sent out a programme of the recent Commercial Vehicle Rally held at Beaulieu. Amongst entries was an Edwardian fire engine, a Merryweather, mounted on a Gobron-

Brillie chassis—a combination simply bristling with unconventional features.

Back in the fold after a most interesting trip abroad we have Richard Palmer of Unic fame who has been handed the job of Club Captain of the Canterbury Branch.

Now that the V.C.C. of N.Z. has long passed its three hundredth member, some drastic action is needed to keep everyone in touch with everyone else. A complete members' list is to be published in November with a list of cars as we know them in the Register. Have you filled in your Register form or your Dating form? When did you last write to the Secretary to tell him what cars you now own? Do it now or you'll find yourself listed as an Associate when you actually might own a Delaunay-Belleville!

It is with great pleasure we welcome the Timaru Branch into the fold. We wish them every success for future prosperity.

CRANKHANDLE CLUB, SOUTH AFRICA. We hear that the new club of this name is running an International Rally to Cape Town on 21st-26th October. We now exchange news with this obviously go ahead Club and any member going to South Africa should get their address from the Secretary before departing.

From Member Rob Gunnell comes news of Vintage activities in Australia. The Alvis Club recently held a hill climb at which was seen some very fine examples of the marque including four 12/50's, two post war 3 litres and a near vintage speed 20 saloon. Rob is anticipating taking his own Alvis (12/50) up to Brisbane for the Brisbane-Murwillumbah Banana Rally organised by the Vintage Car Club of Queensland. While in Newcastle recently a bit of garage space became necessary for Rob to check a noisy piston in the 12/50 and the former he borrowed from the local car sales proprietor. Obviously a gentleman of some taste, for the stable mates of the Alvis for the time being were none less than a 1923 Franklin 6 cyl. air-cooled, with left hand drive and all original bodywork, a completely original Safety Stutz Coupe (28,000 miles only), including original paint and a Riley nine with a beetle back body entirely covered with calf hide (fur and all). Tucked away in another garage he had a Rolls Royce Silver Ghost sports tourer and at the upholsterer was a 1913 Daimler. Needless to say his personal transport is a pre-war Cadillac Limousine in immaculate order.

## Motoring Literature

MOTORING LITERATURE REQUIRED: The Dating and Library Committee would like to hear of anyone having for disposal or loan pre 1931 motoring books, particularly handbooks, technical books and articles and anything dealing with N.Z. motoring history. Early garage and agents records or even any "old timer's" reminiscences would also be very welcome and make valuable additions to Club Library. If you have any of the above would you please contact G. H. Hall, 401 Bower Ave., North Brighton, Christchurch.

# To the Editor . . .

Dear Mrs Anderson,

With regard to your note under the heading of "Road Test No. 10" in the last issue of "Beaded Wheels," I too am inclined to prefer the term "Road Impressions" especially when it applies to Veteran cars.

I feel you will agree that the words "Road Test" are generally accepted nowadays as meaning—to test that particular car's abilities and efficiencies to the limit (such as acceleration over a given distance, hill-climbing, braking efficiency and general roadability).

Now, I for one would not entertain this idea for a moment with any of my vehicles, knowing that the safety factor of a 40 or more year old car is strictly limited.

I am not suggesting that the road tester would take the car to its limits, but surely the term "Road Impressions" is more fitting and self explanatory as he was only giving his impressions of what it was like to drive the De Dion Bouton on the road.

Yours sincerely,

11 Boydfield Avenue, Ken Wright.
Wanganui.

*(Without appearing to dodge the issue I feel that to reply to this in full would involve more space than any Editor should be permitted to use. Suffice it to say that our views still hold but it is encouraging to see readers asserting their rights. What about someone else's views. —Ed.)*

Madam,

This is being written in expectation of death—certain, but not imminent as far as I know.

I was worried about the fate of the vintage model if it survived me. It would be an embarrassment to my family because none of them can drive it. It would fetch no great price on the normal car market and my heirs and assigns would lose very little cash if it were given away. If it were sold it may finish up in a wrecker's yard or mutilated by someone who decided to "convert" it to something or other.

To resolve the problem I added this codicil to my will—"I give and bequeath to the Vintage Car Club of N.Z. (Incorporated) or any recognised body taking over its functions any veteran or vintage car of which I may be possessed at my death together with all spare parts and accessories with the recommendation but without creating a trust that the said Club should sell the said car and its parts and accessories to one of its members at a fair price and add the proceeds of the sale to the general funds of the Club."

The fair price will be at the discretion of the Club. The Executive may auction it amongst members, or they may even offer it to a prospective member at a low figure if they feel that he will give it a good home and good treatment. The disposal of the dear old thing is completely over to them, and they will make sure that it gets into the right hands.

I shall die happier for knowing that.

Perhaps some other members may care to take similar precautions to protect their cherished models.

Yours etc.,

Vigorous Vintager.

Dear Mrs Anderson,

Just to say how good I think "Beaded Wheels" has now become and what a good idea I think the co-operation of your Clubs has turned out.

I would guess that the car illustrated in the June issue is a 1922 Maxwell. (Later bought up by the Chrysler Corp.)

Sincerely,

Secretary, T. W. Carson.
Vintage Sports Car Club Ltd.,
England.

Dear Madam,

I am compiling a list of Vintage Vauxhalls still in use throughout the world, and would be grateful if you could publish this letter in your Magazine. I am seeking their Registration number, English number and any information that there is available about the car.

I have two 23/60's, one is a modified version, the other original in every way.

I hope to rebuild the latter, but it will take time as I am an apprentice Compositor. Hoping you can help me. I am

Yours truly,

Ronald W. Voller.

P.S. I am also a member of the Vintage Sports Car Club of Australia.

74 Whitehall Street,
Footscray, Melbourne,
Victoria, Australia.

# Classified Advertisements

CLASSIFIED ADVERTISEMENTS
RATES

CLUB MEMBERS: Free for first three lines (approx. 25 words); thereafter 1/- per line (8 words).

NON-MEMBERS: 5/- for first three lines or less; thereafter 1/- 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.

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WANTED: To complete 1902 Wolseley, 2 all brass oil side lamps, English type; 1 U-shaped horizontal radiator tube. Also for 1909 T Ford, 4 30 x 3½ wheels with good rims and wood less hubs or rims only in good order. 1 brass Model T radiator. S. T. Nolan, Motor Trimmer, Hood Street, Hamilton, phone 1206.

WANTED: 1 Sunbeam 20/60 Radiator, flat type 5 in. core, P. Maxwell, 38 Golf Avenue, Otahuhu, phone Otahuhu 305R.

WANTED: Scintilla Vertex 4 cyl. magneto. M. Robinson, 18 Waitoa Street, Parnell, Auckland.

WANTED: Cadillac carburettor for 1925 Model V 63. Also require workshop manual and/or owner's manual for same. N. C. McMillan, 54 Methuen Rd., Avondale, Auckland.

WANTED: Radiator 1910 Austin, about 12 h.p. Also lamps and anything available. C. Maxwell, 7 Tawa Street, Woburn, Lower Hutt.

WANTED: Model T Ford earlier than 1915. Would also appreciate any information on White Steamer parts, particularly boiler. L. Southward, 14 Massey Avenue, Lower Hutt.

WANTED: Set of four Hartford shock absorbers. Type 502M/2 or similar for 12/50 Alvis. A. K. Wright, 11 Boydfield Avenue, Wanganui East.

WANTED: Four speed gear box of Rolls Royce, Armstrong Siddeley or other make suitable for a 20/60 Vauxhall. Would need to be capable of coping with a 21 h.p. motor and 2 tons of car. Price and condition to C. W. Harper, P.O. Box 15, Dunedin.

FOR SALE: Tyres, two 35 x 5 Avon, smooth but very sound, one 33 x 5 Dunlop SS suitable for spare. Also two 600 x 23 Goodyear almost new retreads. Offers. N. C. McMillan, 54 Methuen Rd., Avondale, Auckland, phone 88-814.

FOR SALE: 4 cyl. Lucas Magneto, type GB4, in first class condition. Rewired and remagnetized. A. K. Wright, 11 Boydfield Avenue, Wanganui East.

FOR SALE: 1923 Delage. Resleeved in good mechanical order. Has not got original body. Enquiries. J. B. R. Loughnan, 24 Creyke Road, Fendalton, Christchurch.

FOR SALE: 1929 4½ litre Bentley 3 Seater, plate clutch model, in excellent mechanical order. New paint and bodywork condition good. Price £325 including spare wheels and tyres.

1929 Sunbeam 16 h.p. Saloon. General condition very good. 3 owners, complete history available. Spares including engine clutch, gearbox, rear axle and steering box for sale with car or separately. Best offer accepted. For further details and photographs write to W. M. Bremner, 24 Mansfield Avenue, St Albans, Christchurch, phone 56-567.

FOR SALE: What is fairly likely to be the best preserved Austin Twelve Four in New Zealand and one which is probably the most original and least tampered with is offered for sale to one who will treat the vehicle with the respect it deserves. There are no known tags or hitches. The car is being replaced with a vehicle of similar vintage and make but closed in this time. With beautifully preserved leather the car has recently been oxided undercoated and with not much more rubbing down is ready for spraying to the buyers desired colour. The price asked is that given for the car, plus the cost of a new hood, and totals eighty pounds. Running like a clock and pulling like a tiger, the car will go anywhere for plenty of years to come. Any trial or demonstration. Apply: J. S. Drew, P.O. Box 1868, Christchurch.

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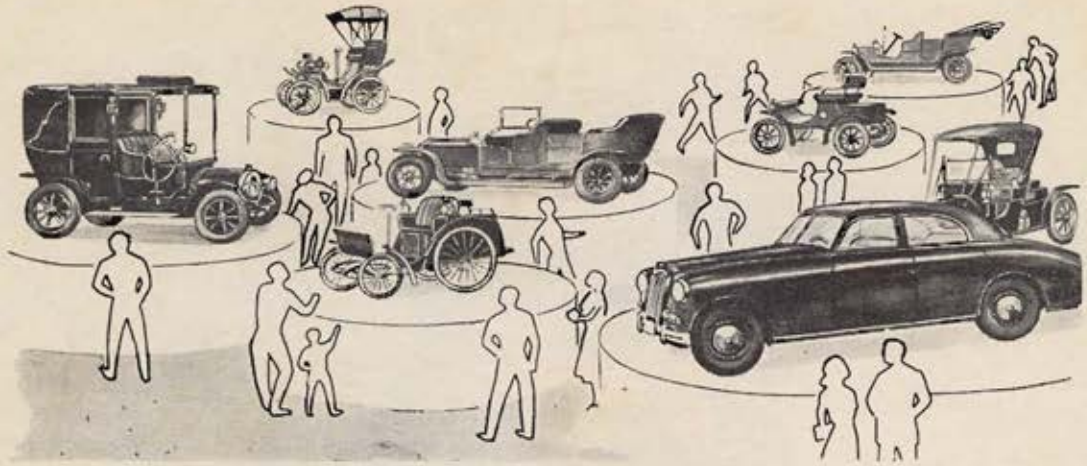
# Obituaries

The Club is sorry to learn of the death of Sam de Beer, one of the prominent drivers in New Zealand motor sport during the Vintage years. He drove mainly a large Austin 20, and competed successfully at Muriwai, Oreti and Waikouaiti Beach races as well as numerous sprints and hill climbs in Otago.

Also the recent death of Mr Con Shiel of Lee Stream has deprived the Club of a good friend and the country of yet another motoring pioneer.

The Club extends its sincere sympathy to their respective families.



# Some had famous names...

The sleek modern car and some of the older models shown above have names that are today probably as familiar to you as your own.

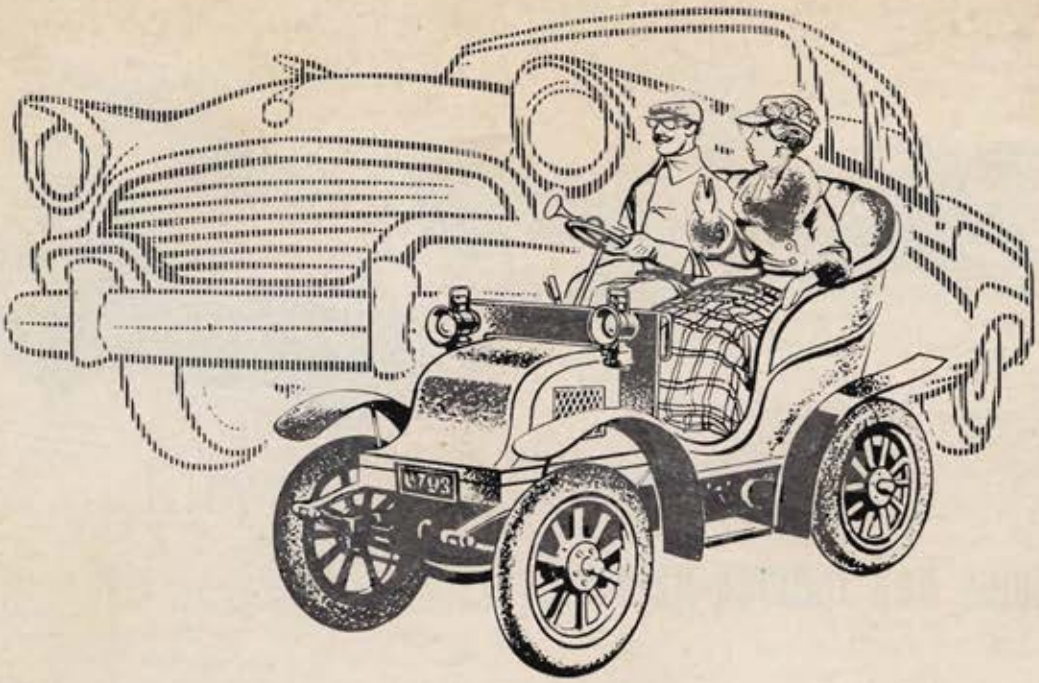
But the names of two of the group, the Arnold Motor Sociable and the Delaunay Belleville, have long since passed into oblivion along with so many other once well-known makes.

By contrast, the name Castrol—so well known even in the early days of motoring—has grown in prestige year by year because Castrol, the superlative product of specialists in lubrication, has always been

*The Masterpiece in Oils*

Castrol

N.Z.4



*as long as tyres are on the road —*

*Dunlop will hold the lead!*

60 years ago when the law required a red flag to be carried in front of a motor car on every road DUNLOP made the finest tyres. Today cars and roads have changed but DUNLOP still make the finest tyres.

# DUNLOP

## *Gold Seal*

**TUBELESS AND CONVENTIONAL**

DUNLOP NEW ZEALAND LIMITED