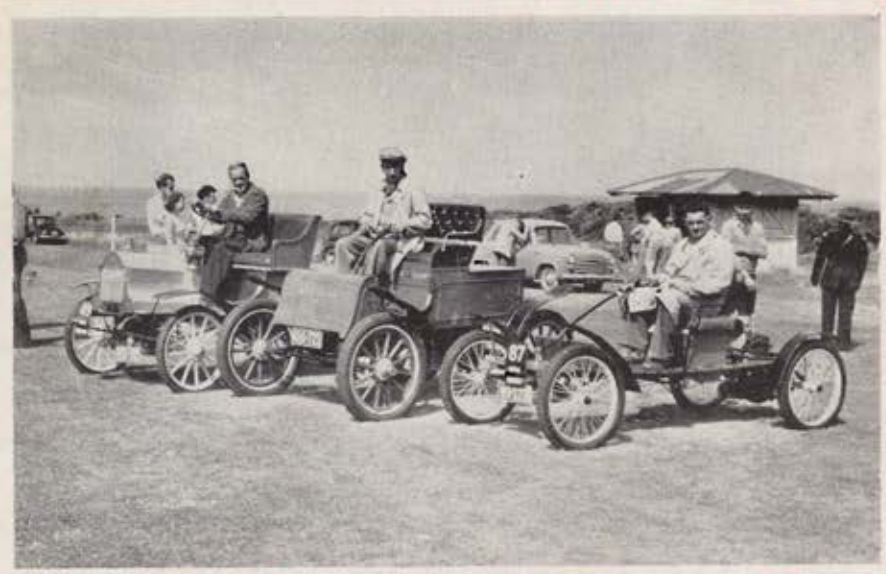
In continuation of the
SERIES OF RECORDS

BEADED WHEELS

VETERAN AND VINTAGE MOTORING

MARCH 1958

THE THRILL OF POWER



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—

BEADED WHEELS

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IN THIS ISSUE

COVER PHOTO

The Shadbolt Trio at the Dunedin-Brighton. L. to R.: 1903 Weston, 1901 Northern and 1904 Orient Buckboard.
Photo by Don Oddie Studios

Editorial

Every so often the Club is plagued with rumours which cause a great deal of concern to members and involve a lot of effort on the part of the Executive of the Club before they are dispelled. At one time we hear that there is pending legislation to ban from the road all vehicles with 2-wheeled brakes, at another that it is impossible to obtain a warrant of fitness for a certain make or type of Veteran or to obtain a daylight warrant for any make of car—and so the rumours erupt like pimples and disappear as quickly—aggravating but harmless. They result perhaps from butterfly reading of inaccurate newspaper reports perhaps from cocking half an ear to idle chatter, and sometimes from imagination.

By your Club Executive most of these rumours are regarded as misinformed clap-trap and dismissed accordingly. When there is, however, the slightest cause for doubt, the Executive investigate it and if necessary instruct the Vigilance Committee to inquire into the story and report on it. This is one of the many functions performed in the interests of all members by the National Executive. If each and every one of you who hears of rumours of any action by any body in the Country which is likely to be harmful to the Club then it is your job to let the National Secretary have the fullest details immediately, remembering that it won't help yourself or the Club to repeat the rumours elsewhere. Through virtue of our internal organisation the National Executive is a body directly responsible to members and as such can act promptly and with authority in matters concerning their interests.

One of the most common complaints from members and a cause of silly rumours concerns obtaining warrants of fitness for our cars. For many years it was generally regarded as impossible to obtain any sort of warrant for certain Veterans. This is not so, and is chiefly the result of ignorance on the part of members. Copies of the Traffic Regulations are readily obtainable and members should refer to these for information. If members are refused a warrant on any grounds other than a sheer failure to comply with the elementary mechanical standards for the test then the matter should be referred to the Club Secretary for it is possible for the issuing authority

to misinterpret the Regulations. There is no reason why any of our vehicles kept in good mechanical order as they are should not be able to obtain warrants.

Our Club has many well-wishers and friends in all walks of life because we try not to offend any one in the pursuit of our hobby. Our relations with local authorities, their traffic officers, the Police and officers of the Transport Department have always been most happy and we have always received the closest co-operation from them.

These men are doing their best to keep law and order on the roads. It is our job to help them to the fullest extent. The present Government, when in power previously, showed that it recognised the growing importance of motor sport and gave it an encouraging amount of support. Were it not for the actions of the late The Right Honourable Peter Fraser and his fellow Ministers, motor sport would not enjoy the security which it does today. Major landmarks in the period prior to 1949 were, the granting of permission to race at Wigram, the passing of legislation enabling road closures for events and the policy of the Main Highways Board in allowing speed events on Major State Highways. Do not forget either that this Club was the prime mover as long ago as 1947 for a race on public roads and also pioneered the Kiwi and Governors Bay Hill climbs. Its relations with the Highways Board were always most happy. This is not a piece of political backslapping but a cogent reminder that it was the fore-bears of the present Government who did much to help us become established in the post-war years. Our present Minister of Transport is a keen and sympathetic follower of Motor Sport.

We must not lose the support which we have —we must honour it and maintain it.

On the eve of our greatest event ever—our first National Rally—the Picton Pennzoil—remember that the honour of the Club is at stake. Your conduct to, from, and at the event will be under constant scrutiny—do not fail because if you do—you will earn your penalty and the sincere disfavour of your Club.

Road Test No. 13

1925 3 LITRE BENTLEY
A. A. Anderson

The cult of Vintagism being primarily an individualist's obsession, it is no small wonder that when two or three are gathered together to discuss the respective merits of their mounts agreement is seldom reached, each being slave or addict to one particular breed and incapable of seeing merit or even common sense in the possession of any other.

Like all the laws of nature this observation has one blatant exception as though to lend it even greater emphasis: in any gathering of vintage types there is one name which seems to command at least respect from all—The Bentley Taking for example, a Napier fancier, fellow Vintagents would naturally expect a contemptuous snort of "bl . . . . . .d cyclecars" when conversation turned to mere 3 litre cars—excepting Bentleys and likewise a chain gang man or De Dion basher would be heard to mutter "mere white elephants" of things above 2 litres—excepting Bentleys.

It is therefore high time that Beaded Wheels once again road tested one of these machines that thus set at nought the time honoured natural laws of vintage "line shooting".

The Bentley is not the product of the heroic age of motoring like Renault, Panhard, Mors, Mercedes and others whose vintage blood and thunder models were mere examples of Darwins theory of evolution; no Edwardian Bentleys hurtled through the dust and heat of European summers from Paris to Vienna or Berlin thus depriving Bentley drivers of the feeling of kinship with the Olympians of motoring; the successes and failures of the Wagners, Jarrotts, Edges and De Knyffs had no direct bearing upon the design and concept of the Bentley.

Nor were the cars the product of the vast resources of a business pouring through its production lines thousands of bread and butter vehicles with one or two prestige models to leaven the mixture and add lustre to the name. Not even long experience in construction or design can be offered as a reason for the Bentley legend. The Bentley Company was the exact opposite in both these things. Instead of the vast acres of Puteaux, Turin and Unterturkeheim we find a few tiny buildings in Cricklewood with all castings and the larger part of the machining operations being performed by outside concerns. In place of the

opulence of Molsheim we have a company plagued by financial worries, a firm in which obtaining cash for next week's payroll did not depend upon the Managing Director signing a cheque but rather upon a harassed Sales Manager obtaining cash for one of last year's team cars.

Finally and probably most paradoxically, we can search in vain the personal records of the great Edwardian motor manufacturers for the name of W. O. Bentley in their design staff, racing departments or even in any humble position at the bench.

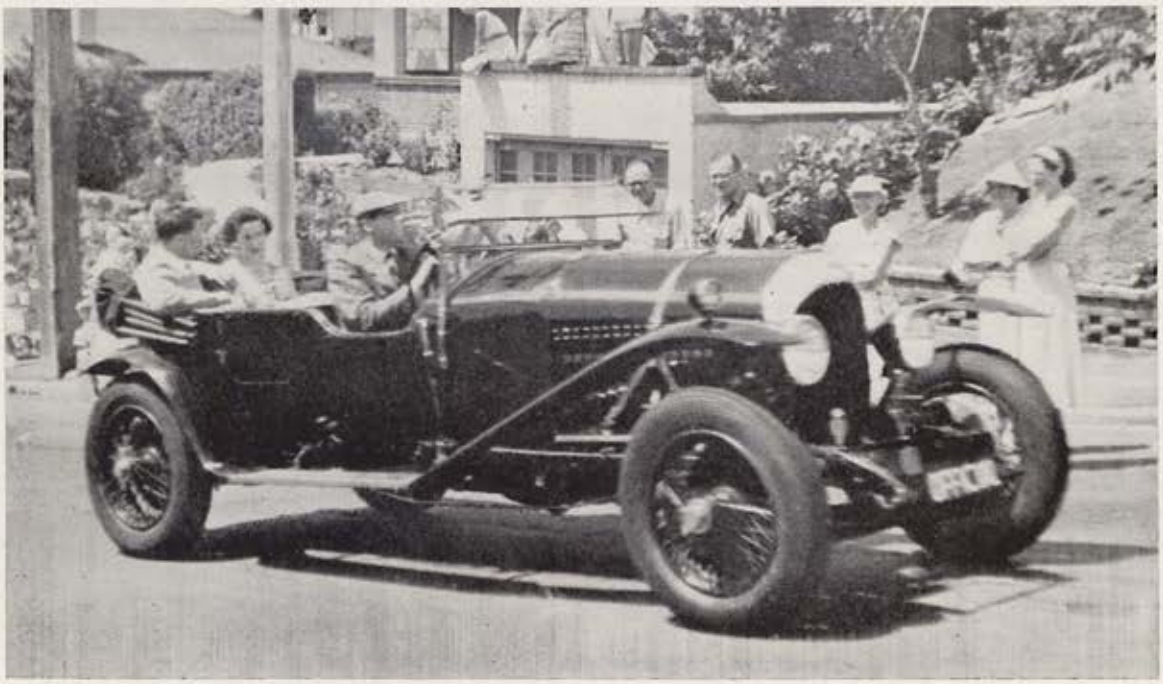
In fact if one was thus searching archives it would be a very long time before one descended to the Great Northern Railway Works at Doncaster and to associations with such essentially pedestrian motor cars as those produced by Messrs Doriot, Flandrin and Parant which constitute the motoring and engineering experience of W. O. Bentley up to 1914. Yet in 1919 there was shown to the world the prototype 3 litre Bentley car which was in production by 1922 and continued in full production until 1927.

In all our researches above there is not the trace of a reason for the Bentley legend, nor indeed is there cause for the car offered to the world by this young man with the most unlikely background to be anything other than a complete fiasco. Yet Bentleys were to become the most famous of all sports cars within the short space of nine active years and in which 3,047 cars were produced any and all of which are still in strong demand to this day. Vintage characters pawn their possessions, sell their children to white slavers and even forego their ale to restore examples of the marque without owners of Napiers, Vauxhalls, Lorraine-Dietrichs etc., raising an eyebrow.

If there is no answer to our eternal WHY? in the past let us explore the present and for the purpose your humble scribe took over the wheel of Michael Haggitt's 1925 3 litre whilst recently in Dunedin. This car has just emerged from a three year rebuild embracing every part of the vehicle and presenting it as one of the most perfect examples of vintage sporting tourer that one could find.

I have always divided Bentleys into 2 categories both of which are entirely separate—4 cylinders and 6 cylinders; likewise, I classify as real Bentleys only the four cylinder versions, the 3 litre car and its ultimate forms the 4½ litre and finally the Blower 4½. They can really be treated as one car gradually growing up as tough rugged blood and thunder animals alongside their rather more dignified larger sisters the 6½ litre and 8 litre 6 cylinder cars.

As they grew larger so they lost much of the simplicity, lightness and elegant good looks of the early 3 litre which I must confess are my favourite Bentleys and the subject of this road test is



a good example of the type.

The history of the car in question is easily traced. It was brought out as a farm hack for Tekapo Station where it was, of course, stablemate to Lucy Wills' later 4½ litre machine being affectionately known as "Lucy's Little Bentley". It had a truck body as originally fitted out complete with a canopy though I imagine the coach builder, if taxed with this enormity, would have described the ensemble as a shooting brake.

In this service it remained until 1950 when it was purchased by Russell Beach of Havelock who hastily threw away the rear half of the body and botched up a dickey seat from some battered American roadster of unknown make. However, before Russell had proceeded any further with the car he acquired his now well known 4½ litre car and sold the 3 litre to its present owner for which transaction your scribe was, to some extent instrumental. Michael, having driven the car in the form in which he acquired it for some months, finally decided that firstly he very much liked the 3 litre Bentley and therefore secondly it would be restored regardless of both time and trouble if not expense. It was decided to reverse the usual sequence of operations, wisely as things turned out, and to first thoroughly restore the chassis and transmission and simultaneously build a new body, no work being attempted on the engine though it was known that this component was very badly worn. This decision was the outcome of seeing many incipient good restorations come to nought because of the owner completing the engine and then getting so fond of "driving round on a butter box" that bodywork etc., was just never finished.

The old bodywork having been removed the chassis of a 1925 long standard 3 litre was exposed to view and work commenced.

This consisted of a complete overhaul of the back axle including importing a crown wheel and pinion set giving the ratio of 3.53:1 as used by the Le Man's team cars and fitting a Hardy Spicer U/J in place of the pot type. The new body was a replica of the 1925 Le Mans team car No. 9 though the chassis was not shortened to the Speed Model specification since it was felt that the long chassis gave far better handling on shingle. With body and chassis completed the car appeared at Irishman Creek Rally in 1956 after which it was decided to tackle the engine and at this point your scribe comes into the picture once again for whilst reassembly of the engine was progressing your scribe burned a few candles at both ends and assisted Michael in the final "buttoning up" process for which slender service he was rewarded by a weekend with the car.

It would be as well at this stage to give a brief specification of the machine and to show its place in the Bentley hierarchy. In 1925 the 3 litre was still the only Bentley model produced and it was available in 4 versions known as the Standard with long chassis (10ft-10½ft) wheelbase, the Speed model and Light Tourer both with shorter chassis (9ft.-9½ft wheelbase) and finally the 100 m.p.h. (9ft- wheelbase) model.

All were fitted with the basic 3 litre Bentley engine with various degrees of tune achieved by various compression ratios, carburettors etc. and had a variety of gear ratios and axle ratios as follows.

Model	Com'rsn. Ratio	Carbs.	B.H.P.	Axle Ratio
Standard	4.3	1 Smith	70	4.23
Light Tourer	4.3	1 Smith	70	4.23
Speed Model	5.3	2 S/U	80	3.785
100 m.p.h.	5.6	2 S/U	85	3.533

As originally purchased the car in question was a Standard chassis but the subsequent rebuild brought the engine and axle ratio into line with the 100 m.p.h. model though retaining the long chassis and the touring (B type) gearbox.

The general character of the Bentley chassis both long and short is extreme flexibility. The axles both front and rear are massive and heavy and are attached to the chassis by heavy and rigid semi-elliptic springs both front and rear all springs being further suppressed by B and D friction shock absorbers. Brakes are fitted to all four wheels and are also of massive construction in large drums though the compensation device is ingenious and effective Bentley brakes never seem to live up to their appearance.

The main components are arranged in a satisfactorily logical and Edwardian manner along the chassis, the gearbox being separate from the engine and connected to it by an inverted cone clutch. From the gearbox the drive is taken via open propeller shaft and pot joints to the rear axle whose massive exterior serves to camouflage its fairly delicate internals.

The engine is a four cylinder unit of monoblock construction the block and cylinder heads being one integral iron casting. Two inlet and two exhaust valves in each head are actuated by a camshaft having three lobes per cylinder the exhaust

valves having a rocker each whilst the inlets share one lobe by means of a forked rocker. The camshaft is driven from the front of the engine by a vertical shaft and bevel gearing and a set of skew gears half way up this shaft drives the water pump and 2 magnetoes (originally M.L. now B.T.H. aircraft). The crankshaft is carried in 5 main bearings in the aluminium crankcase which latter relies for its rigidity in large measure upon long through-bolts from the main bearing caps up through the crankcase to form the block holding down studs.

The oil reservoir complete with oil pump forms a detached aluminium tank suspended beneath the crankcase presumably for better cooling.

The statistics of this particular car read thus:—

ENGINE — 80 m/m x 149 m/m bore and stroke ratio giving 2996 c.c. capacity compression ratio of 5.6:1 gives 85 B.H.P. at 3,500 r.p.m.

CHASSIS—Wheelbase 10′ 10½″. Track 4′ 8″. Ground clearance 7¼″. The total weight of the car would be approx. 34 cwt. and 6.00 x 20 wellbase tyres together with the 3.53:1 axle ratio give a maximum road speed of some 92/93 m.p.h

It was a Friday afternoon when I collected the machine with the promise of a full weekend of motoring. Since running-in was nowhere near complete we were limited to 2,500 r.p.m. and otherwise there were no tags. The starter button summoned up the horses at the first blast and after a short warm up period we moved off to fill up the tank. The hood and side screens were lowered revealing the very fine workmanship that Michael has lavished upon the interior. The seats are of wicker, bucket type in the front, with real hide covered cushions, a combination giving a wonderful driving position combined with maximum support for the back and supreme comfort. The seating position is slightly higher than most other Bentleys I have driven which fact seems to give a greater feeling of control; the right hand gear lever comes very readily to hand and one doesn't bark one's knuckles every time a sharp change into 3rd is executed a fault inherent in almost all other owner-built bodies and not unknown in some products of Messrs Vanden Plas who should know better. A new Smith Tachometer faces one set in a polished aluminium dash board surrounded by original Bentley remaining instruments and minor controls—we mentally give full marks to one who has resisted firmly the customary Bentley malady of garnishing the dashboard to resemble a combination of MK.V Comet control panel and new American kitchen stove—even the usual rows of toggle switches have found no place here. To complete the driver's surroundings the floor covering is embossed aluminium sheet the interior body side trim being open cane work which looks most effective.

The long chassis gives plenty of leg room to rear seat passengers who have real sealskin carpets to distinguish them from the plebs in the front!

On the road you have a genuine dual personality car; we doddered out of Dunedin in a very sedate manner, the engine throttled back to a mere 950 revs in top with spark half retarded, down to 3rd and 2nd finally to crawl our way up Lookout Point with just a "bumbling" sound from the exhaust. But once clear of Green Island a gap shows in the traffic whilst pottering at 1000 r.p.m. in top—advance spark, down to immediate 2nd gear and at 2000 r.p.m. the engine note changes and with it the entire car. The engine no longer burbles, it howls and with it the gearbox and the entire car takes on a more purposeful feel, hunches itself up and goes. Your scribe feels much as Tamburlane in the mists of antiquity must have felt as enemy hordes fell before the scythes of his chariot, buzz boxes are metaphorically mown down and scattered as chaff before the hub nuts of the Bentley.

The gearbox is difficult to master especially as the ratios in the B type box are not so auspiciously spaced as those in either "A" or "C" types. One feels that a higher third would be a distinct advantage. However, the long chassis' ability to hang onto the road long after theoretical "gilhooley point" has been reached more than compensates for this lack; unlike 4½ litre cars where ample power keeps things pointing in the right direction Michael's car's road-holding is a product of the beautiful balance of the chassis as a whole and not mere brute force though force is by no means lacking and the way other traffic disappears behind one at a mere 2000 r.p.m. in top indicates plenty of power with hair on its chest.

The Bentley legend lies in a car that gives the driver Real Motoring and if you ask me what that is I shall reply "Gawd knows; just wait till you have the chance to taste it!"

"Denny" De Dion

by Rex Porter

"Come down Saturday and you can take it away. Seems I'll never have time to work on it myself." So said the eighth owner of the skeleton of a 1907 De Dion Bouton.

To preserve the full flavour of veteran motoring, we turned up on Saturday morning in "Buster," the grand old 1900 De Dion Bouton 4½ h.p. Voiturette. We made a full load in Buster. Self driving, son Kerry to steer the wreck in tow, and friend Joe Catt armed with cine-camera to record the event.

A brief interlude at the back-door and the rustling heap in the long grass had acquired its ninth owner. And what a HEAP! But what possibilities an active imagination can conjure up!

It had stood out in the weather for the past seven years, completely denuded of body, guards, bonnet and lamps. The chassis was broken and sagging on one side, and a two inch block under one front spring in an attempt to compensate, gave it a really drunken and derelict appearance. But behind the little horizontal gilled-tube radiator stood the massive 8 h.p. single cylinder engine—the first De Dion model with mechanical inlet valve. "No, not quite seized, but won't turn right over. Wonder if that Bosch mag. will still throw a spark? Oh horrors, a Ford "T" carburettor. What has happened to the clutch and driveshaft?" "It got full of oil and slipped, so I dismantled it, and that is as far as I ever got," said the late owner, "But it's O.K., I've got all the parts in a box here ready for you." (An anxious moment of crisis passed).

The wheels were all reasonably sound in spite of the paint having peeled off long ago, and very perished tyres had been solidly secured by several strands of fencing wire bound tightly round the centre of the treads. The steering was free and safe enough, but brakes non est. Hub brake-shafts seized and disconnected, and the transmission foot-brake shoes missing. Otherwise quite towable, so we push it out to the road, tie on the rope, and while the cine camera whirrs, wind up "Buster" and start off on the two miles to home. "Buster" made no demur and trundled along quite happily in low gear. What a sensation we caused going through the main street! On the way, we called on Mr Every, a previous owner. "Why, that's old Denny, isn't it? Never thought I'd see

Photo by R. Porter

"Denny" as found.

it again. You know, we called it Denny because its exhaust reminded us of the grunt of a pig named Denny. Hope I live long enough to see it on the road again fully restored." Then followed reminiscences of its life as a garage hack, towing, etc., from 1913 to 1925. Before leaving we obtained the name and address of yet an earlier owner. Some very interesting correspondence over the next few weeks pieced together the full history of Denny De Dion. The first owners 1907-09 were Wright Stephenson & Co., whose Carterton agent used it daily. J. B. McEwan & Co.'s representative used it similarly for the next two or three years. Third owner was a Government Stock Inspector and still it was on the roads daily throughout the Wairarapa. By 1913, much in need of repair, it was taken over by a local Garage, Broadbent & Smaill. The latter retired and the garage became Broadbent & Every. At this period new piston and rings were fitted, exhaust valve re-seated, and universal joints repaired. Broadbent served in the war, and on his return left the business to take up an orchard property. Mr Every still used Denny as a hack till about 1925 when it was relegated to the back yard and left to perish. Joe Catt who was apprentice mechanic under Mr Every, says it was a great old bus and it could "Lick along at about thirty-five, and many is the breakdown I towed in with it."

In 1930 the garage junior was sent out to smash the rest of the body off the old wreck in the back yard, and the bare bones were given to Mr Broadbent to use as transport and power-

plant for a spraying outfit in his orchard. On this work it did noble service for the next twenty years with pump and tank mounted on it. A pulley on the open drive-shaft gave power for the pump, and as the gearbox was incorporated with the diff., it was ideal for the job. It could spray while stationary or while being driven along.

The orchard property was required for housing development in 1950. Denny was auctioned and fell to the lot of one of the young partners now running the Garage. He made a start at restoration but with pressure of work, very little was done.

What an extraordinary full and active life Denny has had so far.

The rest of the homecoming Saturday was spent in appraisal and next morning the "pot" was removed after much effort and application of emery cloth to the lower two inches of the bore. Fortunately the upper part of the bore was in perfect condition. New gudgeon bush was made and fitted and by afternoon Denny's engine was running—sort of—by feeding petrol to the intake from a plastic oilcan.

During the next few evenings the magneto was thoroughly dried out and overhauled and a carburettor modified to suit. At the weekend the clutch (single dry steel plate gripped between two bronze plates) and the drive shaft were assembled. Then with a quart tin on the dash as fuel tank, Denny moved off under its own power. What a thrill! Engine pounding with open exhaust, packing-case for a seat, no brakes, and four flat tyres, Denny was driven a mile down our quiet and fortunately deserted country road. The clutch was found to be very smooth and gentle with a wonderfully light pedal and the gears changed readily both up and down. Considerable growl from low gear can no doubt be attributed to the twenty years of orchard spraying.

Yes, Denny has distinct possibilities and is really going to be worth the herculean job of restoration. That was in June 1957. By the end of the year, and after 278 hours of spare time work, the chassis has been repaired and painted, all springs rebuilt, with new shackle pins, both axles rebuilt, all hubs rebushed, all wheels dismantled, spokes and fellowes re-finished and stained and polished, rims repaired, and rebuilt, hub brakes freed up and repaired, steering box, spark and throttle controls, and drag-link overhauled. May not sound very much put like that, but a lot of work has gone into it, a lot of trueing-up, re-bushing, welding, fitting new HT bolts and nuts, and making sundry parts both big and small such as a brake backing plate and hardened pins for engine controls in the steering box. Anyway, it is now a chassis, standing on its own wheels once more, and not a shake anywhere. Standing alongside, under a sack, is the big one-lung power plant, and under the bench is the diff-gear-box unit with a shockingly tarnished brass radiator beside it. It will be a great day when these units are all overhauled and can take their rightful positions. Then one can start thinking about building the body and guards. A very rewarding and worthwhile pastime, this hobby of ours.

Recollections

by A. L. Macbeth

The excellent articles on steam haulage in the last copies of Beaded Wheels, took me back many years; to, I think, about 1923, when my brother and I were the proud possessors of a Super Sentinel Steam Wagon. At this stage I had better state that I am not trying to persuade anyone to take up Vintage traction engines as a hobby; steam needs coal, and coal makes smoke, soot and ashes, which, when mixed with oil, and probably a bit of road dust thrown in for good measure, would leave one at the end of a rally, looking like a darkie-town minstrel. I know this in itself would not deter any of our keen members, and probably some have come home after a rally with visual evidence of some mechanical bout that has gone the full number of rounds. I am thinking of the one, who, in his exuberance, takes his girl along with him, and I would hate to be blamed for their separation. However, I am digressing. As I said ours was a "Super Sentinel," the first changeover from plain "Sentinel," and although the external lay-out was very similar, when the English used such an adjective, they honestly meant something. Owners of vehicles from other English speaking countries please don't take offence. Both models had a cab in front about five feet long enclosing a vertical boiler carrying 230lb pressure in the extreme front, and just behind it a seat each side for driver and stoker with bunker between them. Behind this cab was an enormous platform, seventeen feet long, and damnably high, or so it seemed towards the end of a day's work. Under this body amidships was the engine, completely enclosed, and at the rear, the water tank. The later model had a more pleasing appearance, but this was not mere showroom glamour, having for a start, a boiler with inclined tubes against horizontal ones in the older one, giving better circulation, and steam could be raised in about an hour, but you took your time if possible. Both models had two high pressure cylinders exhausting into the funnel, with no condenser, and instead of the familiar Stevensons link motion with slide valve, the ports were opened by poppet valves worked by push rods, and adjustable tappets, with six thousandths clearance the feeler gauge is still in the instruction book alongside me. The method of "linking up" and reverse was ingenious, although it may have been copied from an old car which completely shut the valves off for descending hills. In both cases the camshaft slides endwise in its bushes, and in the case of the lorry was operated by a lever in the cab, giving reverse, stop, a full admission stroke for starting and heavy going, and finally an early cut-off for normal running. It was the crankshaft, however, which was the masterpiece. The former model had a single chain drive on one side down to the rear axle where the differential was housed, and did have the advantage that both wheels could be locked on the outside with a huge pin (like a traction engine) for slippery going, but the newer model had two chains, one from each side of the crankshaft to the sprockets on the rear wheels. This meant that the differential had to be in the crankshaft itself, and was brought about by a novel system of spur gearing in the webs. from side to side, but in this case the driving wheels could not be locked as one. It was counterbalanced and seemed free of vibration at any speed, and to heck with your rubber mountings. The chassis was of steel girder section with hefty springs, and instead of a flimsy shackle at the rear ends, had a solid V slide, like the bed of a lathe, as well as the pin. The rear wheels were larger than the front and carried twin tyres (all solids of course) and ample brakes. The front wheels were heavily dished, and I think she must have been the nearest thing to "centre point" steering for many years to come. I feel that you won't believe me when I say how delightful she was to steer. With her weight (about seven tons unladen) it must have been a fairly low ratio, yet she steered unconsciously with one hand on the wheel and probably a spoke between the fingers, quite positive to the touch—nothing like the modern foreign tin and chromium castle with its ghastly vagueness. I read the other day in the V. and V. magazine that in 1896 Alley and McClellan, later to become the Sentinel works, produced a steam wagon with hydraulic steering, but the ones of which I am writing had the conventional box.

She even had her own grease gun which screwed onto nipples about ¼in diameter, and the chains were oiled by mechanical drip feed. From stem to stern she was a masterpiece of engineering and turned out to be a true beast of burden. The photo shows her with 101 bags of wheat to

clean up a paddock, and each bag has 200lb of wheat in it, so work that one out.

It was when in the Waimate district we received a call from another cartage contractor, whose Dennis was stuck in a paddock, to pull him out. Near the gate we felt quite a drag, but just opened the throttle a bit and kept going. When out we all laughed—he had applied his brakes to try us out, but we won easily. It was about this time also that I can remember carting petrol from Timaru to Waimate. Now in those days there were no bowsers, and all the petrol came in eight gallon cases of two four gallon tins, and we carried at least one full load, with a good fire on and no spark arrester! I can't remember if we took more than one load, I know we were both a bit jittery, and I remember chewing over the pros and cons of putting a canvas cover over the load, but decided against it; as if a spark had settled it would have caught fire readily.

Reverting to the waggon itself, with all her sterling qualities, she had one disgusting habit: whether it was simply the mass, or the amount of liquid, I don't know; but she was a beggar to build up static electricity and if you got out unwaringly after a long run, she gave you a belt that would make Robert Bosch turn in his grave with envy. Strangers coming up to put a hand on her, must have thought from the smiles on our faces what kind folk we were—but they soon found out! When we remembered, we got over it by dropping the shovel down so that it fell with the handle bridging the tyre, if it did not fall right, we took a flying leap out of the narrow door and after putting it right let the other man know it was safe to alight. I don't know why we didn't put a chain on, it would have certainly saved us a lot of bother, but perhaps would have taken a bit of the spice out of life. Now before you can drive a thing like this, you need experience and a traction engine ticket issued by the Marine Department, which concerned mainly the boiler and its care. I can remember after a bit of experience I tried for this ticket when the inspector came down to Waimate, and I answered all his questions which seemed simple enough. He then asked me to draw a traction engine boiler. Now I think every boy with any gumption knows what a locomotive boiler looks like from his childhood yearnings, so I promptly set to, and adapted the idea to a traction boiler. It looked all right so I thought, and I did not know till afterwards why I had failed. Just in case you ever sit the examination, don't make the mistake of drawing a nice big firebox with the top above the water level! However, I got it next time!

Long before our lorry arrived I gained experience carting from Coalgate to Lake Coleridge, when they were extending the power house. Fred Pearson had two Sentinels and there was also a new Super Sentinel, which sported a windscreen as a factory extra. My first trip was quite memorable: I can remember Jack McDowell was driving one of the old ones, and I was stoking. The trip was about 30 miles, and towards the end would go to one of three places, the power house, the Lake or the surge chamber; the latter being much higher than the power-house and joined to it by the huge pipes that carried the water for the turbines. The surge chamber in turn connected with the Lake by a tunnel through the hill. This particular trip was to the surge chamber, twisting round the side of the hill with a hefty drop on one side, and not too good a road. As previously mentioned the steering on these lorries was perfect, but this one had just been done up and whether it stuck on full lock or did not return as usual I don't know, but we stopped after one turn just in time with my front wheel over the edge. I could not see myself, but Jack looked as white as a sheet—even for an engine driver. I had to get across the other side to get out, and later on another of the lorries managed to pull her back to safety. However, this was the first and last experience of this kind. I said the roads in those days were not too good, and the present generation should be thankful for the petrol tax which goes towards our road maintenance. I can remember in the winter when we loaded, I think, two lorries with all the hardened bags of cement we could find at Coalgate, and took them up and dumped them, sometimes several at once in the holes in the road! Incidentally the state of the roads and the loose stones caused a few chain breakages and I often wonder if this trouble was suffered in the early motor cars. In the summer of course it was dust, and the story used to go round that a man bought a new Buick and drove it home somewhere in this district into the teeth of an "Old Man Nor'-wester", and on arriving home, he found that the flying grit had taken all the paint off the tips of his front mudguards.

It seems incredible to look back on such times. I remember in 1920 working on a farm not 30 miles north-west of Christchurch and coming home for the weekends on a T.T. Triumph and later on an Indian Scout and part of the distance

over a well used road consisted of three tracks. Two narrow ones on the outside and a wider one in the centre—the outside ones being made by the dray wheels and separated from the inner one by thin strips of grass, this inner one being made by the horses hooves. Mind you, the whole stretch from Coalgate to Lake Coleridge was not bad, there being an excellent road from Coalgate to Hororata and for several miles further on. Later when I was driving our lorry (without the trailer) my brother following me in his car, checked the speed at 30 m.p.h., but this was good going. We usually took the trailer with three pipes on the lorry and two on the trailer, the pipes being, I think, 10ft long and varied between about 5 to 7ft in diameter. Besides the pipes we had loads of cement, timber, etc., and usually made one trip per day, although in an emergency I seem to remember making two trips, and coming home on oil lamps. Originally they had two lovely oil lamps with the Sentinel coat of arms and a tail lamp, but I got a "Prest-O-Lite" cylinder later on, and still later on changed to electric. I actually had the cylinder for workshop use till two years ago, when it was condemned; but how I wish I still had those oil lamps. I asked Fred Pearson just lately if he had any, but drew a blank. He did have an old "Hupmobile 20" tail lamp, and as I had one of these little cars at that time, I bought it hoping that it might have been off mine. I had bought the car for £20 from Carl Malthus of Dale & Malthus, Engineers, in Waimate, and remember painting it outside in their yard. The job might have been passably rough, but a wind sprang up, coming from the yard which was strewn with cinders, so that when the paint dried out one side would have done excellently for a sheet of garnet paper! I don't know if this made a bad impression for a start, but somehow we never became attached to one another. But that is another story.

When one begins to recall, a thousand stories come to mind. Already I feel I have taken more than my allotted space in our worthy magazine and will keep the Hupmobile and others for a later issue.

The Panhard et Levassor in Canterbury

PART II

by W. S. Turnbull

Early Canterbury motoring circles were fortunate in having as one of their most consistent competitors the late F. W. Johnston, a man of boundless energy and many interests, which as well as his motoring activities and work for the A.A. included yachting, horse racing and other sports.

I am extremely lucky in having been loaned by his son a scrapbook of newspaper cuttings of reports on local motoring competitions which he had compiled during the years 1910 to 1914 and which may later provide the basis for an historical article on early motor sport in this province.

During 1910 he competed successfully in motoring events organised by the Canterbury A.A. driving a Clement Talbot of 22 h.p. which next year was replaced by a 20 h.p. Buick, a very versatile machine for with it he entered events ranging from gymkhana driving tests and reliability trials to speed hill climbs and beach racing usually appearing among the first places in the private owner's class. In mid 1913 Mr Johnston purchased a 15 h.p. Panhard tourer which henceforth became his mount in trials and speed events.

Its first appearance was on October 27th, 1913 at the Hill Climb at Okains Bay, the same event at which the Panhard driven by Bill Berry (entered by Mervyn Stevenson) so spectacularly burst its flywheel as mentioned in Part I of this article. It was also a rather inconspicuous debut for Mr Johnston's Panhard as the following extracts from a newspaper report shows.

Photo by Mrs Simpson

"The Conway—one horsepower replaces 15."

". . . It was not the Panhard's day out, the one entered by Mr Stevenson burst it's flywheel, while Mr F. Johnstone, driving his own had bad luck. He was baulked by traffic the first time, and took 14 min 19 secs on the hill, and the second time the petrol supply got blocked and he stuck when nearly at the top—very hard luck after a good performance. Mr Clymie on a Buick though badly baulked by a horse, did remarkably well, while Dr Louisson (Sunbeam), who was baulked by two horses, took the corners splendidly . . ."

"The following are the official results of the hill-climbing contests held by the Canterbury Automobile Association at Okains Bay yesterday:

PRIVATE OWNERS

Name	Make of Car	H.P.	Time	Formula Result
Dr Louisson	Sunbeam	18.47	10.52.2	3.31
Mr A. Morten	Sunbeam	18.47	9.57.2	3.45
Mr F. W. Johnstone	Panhard	15.4	14.19	3.47
Mr P. H. Clymie	Buick	20.1	10.8.4	4.55

OPEN CLASS

Mr Marsh	Vauxhall	18.9	8.55.4	2.96
Mr W. J. Scott	Vauxhall	18.2	7.27	3.59
Mr L. Montgomery	Prince Henry Hup.	18.2	10.34.4	3.65
Mr W. B. Scott	Vauxhall	18.9	7.40.2	3.69
Mr A. Morten	Sunbeam	18.47	11.27	3.97

The horsepowers given are not R.A.C. ratings but a rating calculated by the Automobile Association for their own events from the formula, H.P. = Engine capacity in cubic inches over 10.

The mention of drivers being baulked by horses and other traffic shows that there must have been no such thing as closure of the road for this four mile course and somehow one senses a delightful informality about the whole proceedings.

Many of the A.A. reliability trials also involved a fuel consumption test the final results of which had an important bearing on one's overall place in the trial and because of this Mr Johnstone made several small adjustments and modifications to his car in order to get more m.p.g. One of these was an extra air valve which took the form of a ¼in flexible pipe fitted to the inlet manifold and connected to an ordinary brass tap placed within reach of the driver. This was opened whenever additional air was thought desirable and always when running downhill in order to prevent petrol being wastefully drawn through the engine. The

passengers of course had to endure the loud hissing noises from the tap, but the economy was very helpful! The hand throttle control on the steering wheel was always used in preference to the foot accelerator as it gave steadier running, and another sometimes employed when there was a following wind was to raise the hood if the breeze was stiff to give any advantage from the "sail."

In these contests cars were put over a weigh-bridge at the start with their full complement of passengers, luggage and any ballast the driver liked to carry and at the finish of the run the petrol used was measured to the nearest half pint.

For each car the miles per gallon and also the ton miles per gallon were calculated by the officials who, rather shrewdly I thought, declared as the winner the driver whose average of these two figures was the highest. This ensured that no entrant went to extremes either in pursuit of m.p.g. or ton m.p.g. by over lightening or over ballasting.

Mr Johnstone normally carried two of his friends as passengers, who with the official observer and pig iron ballast brought the all up weight to around 1 ton 17 cwt.

For a two-day reliability trial on the 6th and 7th of March, 1914, covering the Leeston, Rakaia and Darfield districts on the first day and the notoriously steep and rough Banks Peninsula roads through Governors Bay, Port Levy, Pidgeon Bay, Little Akaloa, on to Akaroa and return to Christchurch, the Panhard weighed in at 1 ton 16 cwt 2 qrs and returned a fuel consumption of 19.79 car miles and 37.20 ton miles per gallon, giving an average of 28.49, the best performance in this section of the trial. The Panhard also carried the greatest weight for its A.A. h.p. rating of 14.61 and on the overall results had gained the highest aggregate of points, but Mr Johnstone had twice missed gear changes, once coming up out of Long Bay and once in Akaroa having to stop and restart both times. His observer of course noted these indiscretions which put him out of the running for first prize in the Private Owners Class, of £20 and a gold medal for which a non-stop run was essential.

Mervyn Stevenson driving a 12 h.p. Panhard in the open class for Trade entries had even worse luck for his car after making a perfect non-stop run on the first day and behaving magnificently on the hills over to Akaroa gave trouble at the control there due to the fibre rocker-arm bush in the magneto contact breaker swelling and 44 minutes 20 seconds ticked by on the observer's watch before this was rectified.

Possibly because he was such a keen advocate of extra air, Mr Johnstone was able to get 26 m.p.g. during normal motoring, a figure which would be good even by present day standards for a 15 h.p. car. However, this economy was not obtained by dawdling on the road for once when I enquired from Mr W. Berry the "Panhard Garage" foreman at this time about the normal driving speeds of early motorists he explained that most drove quite slowly to make their cars go as smoothly and quietly as possible, "that is with the exception of Fred Johnstone who always went like h—l." Obviously F. W. Johnstone drove with sufficient verve to enjoy the road holding qualities which Panhards built into their cars and was not afraid to use the full performance of his machine. On one occasion when on a reliability trial to the Hermitage, he had come upon a cutting across the road made by flood waters due to recent rain and had been forced to stop. The observer riding in the car of course deducted 10 points for the stop. This so incensed F.W. that he vowed he would make fastest time on the return journey as a point of honour to make amends for his loss of ten points on an otherwise clean sheet and that he was stopping for no . . . ! On the return journey while travelling at speed he struck a water race across the road with such force that one of his passengers was projected from his seat, struck his head on one of the hood bows and was knocked unconscious. True to his word F.W. did not stop! Unhappily history does not tell whether he made fastest time or not.

With the general poor condition of the provincial roads, tyres could not be expected to last very long and indeed motorists came to expect punctures and equipped themselves accordingly and in A.A. trials no points were lost for stops due to tyre troubles. Mr Johnstone once left Christchurch on Christmas Eve in the Panhard with, on one front wheel a tyre which was already showing canvas but which did not finally burst until he reached Nelson on Boxing Day. A photo of this tyre which appeared in the local press created quite a lot of interest for it had run a total distance of 5000 miles which was considered exceptional in those days.

During the 1913-14 Christmas holiday period, Mr Johnstone with his Panhard, accompanied by Dr Simpson who then drove a Mitchell with a small coupe body, made what must have been at that date one of the longest and most interesting motoring trips undertaken by Canterbury motorists. The following brief write-up appeared in

"The Canterbury Times" of January 28th 1914 along with a number of photographs:

"Dr W. H. Simpson, President of the Canterbury Automobile Association, and Mr F. W. Johnstone, a very enthusiastic motorist, returned recently to Christchurch from the West Coast trip, via Greymouth, Nelson, Blenheim and Kaikoura. Chatting of the trip Dr Simpson said that his only regret was that his descriptive powers were utterly inadequate to give an idea of the beauty, grandeur and attractions on the road at almost every turn. Speaking as a motorist, and not merely as a delighted visitor to the Coast, he said that he was surprised at the ease with which it could be done. There were first class hotels and accommodation houses on the road. Petrol and oil could be obtained at every stage, and travelling was utterly devoid of hardships. He had a small two-seater and Mr Johnstone a five-seater. They sent their cars by rail to Halpin Creek, beyond the Bealey. That plan should be followed by all motorists who made the trip. It cut out of the journey Porters Pass and the Waimakariri River, and the only uninteresting stretch on the whole route. The journey down the East Coast was very interesting, but the country wanted some bridges badly. In fording the Conway River he was stuck up for seven hours. This was the only disappointing accident of the whole tour. The The trip, taken as a whole, could, in his opinion, hardly be surpassed, and he was surprised that it was not made more frequently."

At Christchurch, both cars were loaded onto a flat deck railway wagon together with sufficient baulks of timber to form a ramp to unload them at Halpin Creek. This precaution was necessary as this was the first time cars had been off-loaded there and no facilities for this operation were available.

By doing this the very uninteresting uphill run across the plains with its innumerable crossings of water races was avoided as well as the steep climb up the east side of Porters Pass and the deadly descent down the old coaching road on the west side.

Most of the illustrations show scenery en route but there is one showing a very spectacular crossing of the Kowhai River near Kaikoura. The Panhard is forging ahead magnificently but no part lower than the rim tops is visible!

Mr Johnstone must have found the Panhard a very satisfactory car for he kept it longer than any of his previous vehicles. Finally in 1919 it suffered damage by fire when parked overnight in the workshop at the Panhard Garage where a

Photo by Mrs Simpson

"High Speed Crossing. The river is unknown and the road uninviting."

fire started, possibly due to an electrical fault in the battery charger switchboard which was left on continuously. The fire destroyed the paintwork and tyres and although the car was rebuilt again Mr Johnstone disposed of it. I wonder where it is now?

After a little research I have been able to trace some of the early history of my own Panhard, a 1913 70 x 140 m.m. 12 h.p. model.

The original owner was a Miss Ethel Gardiner, now Mrs Williams, one of five sisters whose father, who must have been a wealthy and very generous man, gave each of them two hundred pounds with which to buy motor cars for themselves. In those days two hundred pounds would buy a Model T Ford which was then the cheapest car on the market but most of the sisters preferred to add something to this price and purchase a more expensive vehicle.

One of them it is remembered bought a Regal but Miss Ethel purchased from Mervyn Stevenson Ltd., also known as "The Panhard Garage," a 1913 12 h.p. Chassis and had a 2-3 seater open body fitted. This was built by Cooper and Pryce in their coach building shop in Victoria Street, where incidentally the closed coupe body for Dr

Simpson's 15 h.p. Panhard, illustrated in part I of this article was also made. Miss Gardiner's car was finished all over, chassis and running gear in a dark cream-yellow coach paint with wide green lining and with green leather upholstery. A fold flat wooden framed windscreen, a hood held up when required by straps running down to the front mudguards and oil and acetylene lights were among the fittings provided. The price of the complete car came to £460 and Mrs Williams still recalls her pride in owning what was obviously a motor car of quality. It was registered with the Christchurch City Council on 15th May 1914 and allotted the number CH6987.

One of the reasons why a Panhard was chosen was that their use of Dunlop wire wheels fitted on splined hubs made it possible for a woman to change a wheel instead of having to wrestle with tyre levers by the roadside in the event of a puncture.

This car was mainly used on short runs from Sumner into Christchurch and later on spent much of its life in storage being used very little. The headlights were exchanged for electric lamps of Italian make, current being supplied by battery and a generator driven off the fan belt but hand starting was still the only method. This was said to be difficult especially in winter, probably due to the long stroke engine and the thick gummy engine oils then in vogue. Because of this lack of an electric starter the car was disposed of in 1933 to Ford Motors Ltd. when otherwise it was still running well. The trade-in allowance on a new Ford V8 model was £5!

I am slowly piecing together its subsequent history which may form part of another story later on.

Although the title of this article is "Panhards in Canterbury," I will slip in some notes on a very early example of the marque which have been sent in by Rex Porter of Carterton. These notes are reprinted as Rex sent them in for I feel that Rex writing in his own style can cram more interesting information in a given space than anyone else.

"We have a Panhard et Levassor, reputed to be 1901, and certainly not later than 1902, at present in Masterton, owned by non-member Lou. Rinaldi of Masterton. He found it as a sorry, abandoned wreck under trees some five or six years ago. Body had completely disintegrated, guards ditto, and the wood wheels had rotted away in places. The engine was filled with kerosene and left to soak and after a week it had freed up. A year or two of work followed, freeing up the seized driving chains, rebuilding the wheels with new felloes and rims cut to size from others. The rear wheels are larger than the front and all wheel bearings are plain bushes. The engine is two cylinder of long stroke with cranks at 180 degrees so that it has that distinctive uneven exhaust note. Automatic inlet valves and platinum tubes for tube ignition (as a standby apparently) but the burners are missing. A small tank in the top back of the front seat evidently fed the burners. H.T. trembler coils, wiping contact timer and spark plugs is the ignition system now used. Transmission is by a leather faced cone clutch, massive three speed and reverse gear box all in unit with the differential gear culminating in two side chains to the rear wheel. The gear box is operated by a right hand quadrantel lever. Cooling is highly ingenious. The radiator, a horizontal gilled tube affair mounted in front of the engine and also the engine itself are entirely empty of water when not running since all the coolant drains away to a large six gallon water tank mounted under the seat. A pump driven from the flywheel lifts water from this tank and keeps the cooling system full so long as the engine is running. Carburation is achieved within a massive brass affair with a mixture control consisting of a flexible leather diaphram whilst lubrication is looked after by a battery of drip feeds on the dash.

The bodywork is of local construction but is original or at least to the original pattern; it consists of a "governess cart" type rear entrance tonneau painted a medium green and gold line. The rear mudguards carry wickerwork luggage paniers on either side. I have driven the car on several occasions and find the steering heavy and rather unpleasant with a tendency to develop an alarming front wheel wobble which can only be checked by really strong arm tactics. (Although generally thought to be a very conservative firm Panhards have obviously learnt something about steering geometry between 1901-1913!—W.S.T.) The gear change also I found exceedingly tricky. As to its history it was imported by the late Mr Elgar of Fernside, Featherston, a squatter who used it for some crossings of the Rimutakas but found the ground clearance too little for fording creeks and generally coping with the local roads. Its subsequent history has been chequered and vague until finally bought by its present owner and restored."

For the information in these articles I am indebted to Mr A. O. Y. Johnstone, Mr Bent, Mrs Simpson, Mrs Wiliams, Mr Barnett and all others, for without their assistance this interesting early history would go unrecorded and would be lost.

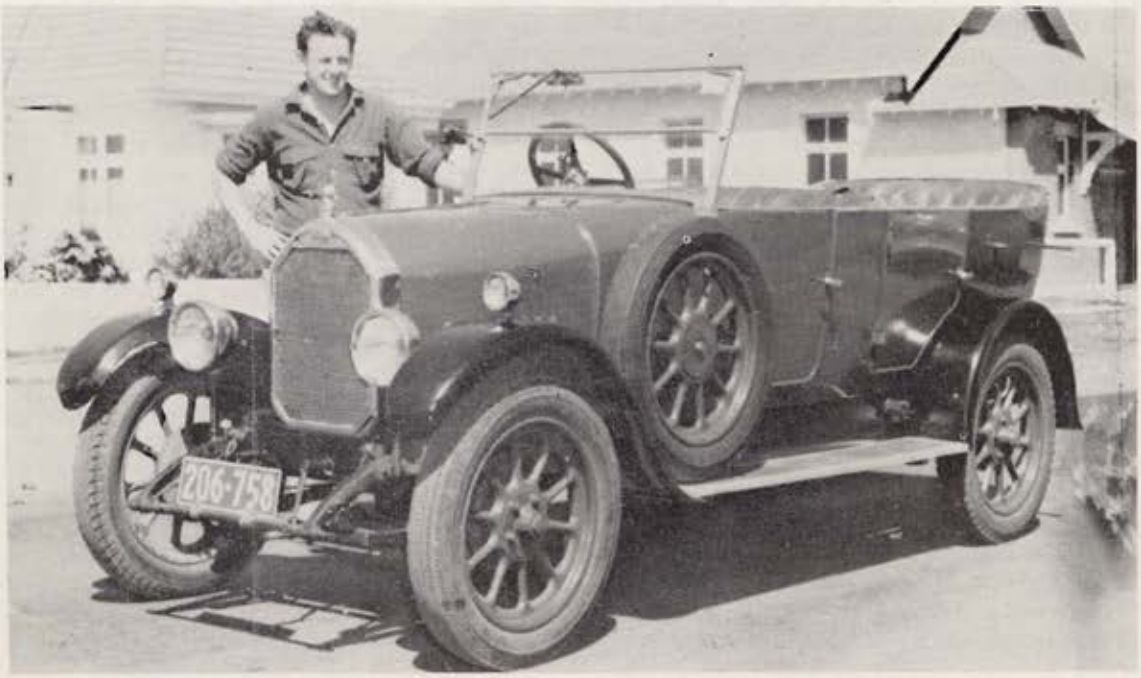


Photo by Wanganui Chronicle

"Burma" Trial Winner. 1927 9/20 Humber. (See Wanganui Notes.)

Photo by Dan Oddie Studios

The first appearance of motor-cycles at the Brighton Run. These machines all immaculate, attracted a considerable amount of attention and we hope to see a lot more of them at future events.

Review —

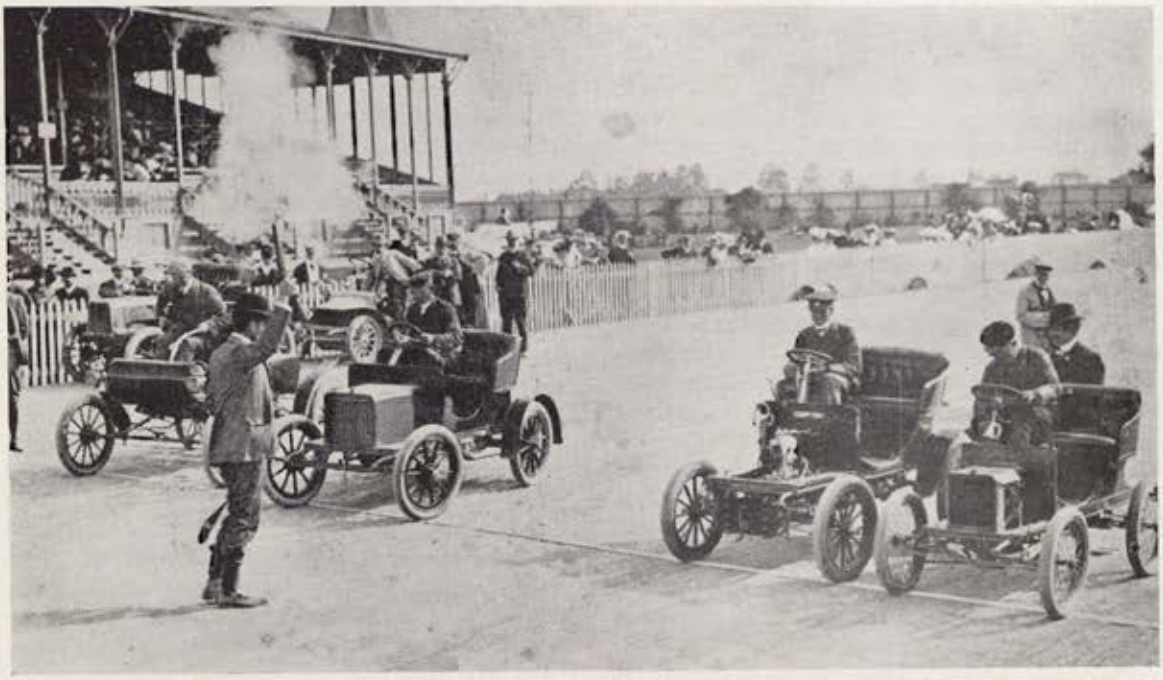


Photo by A. Macbeth

The first Motor Car Race held in N.Z. The course was the Metropolitan Trotting Grounds, Addington, Christchurch. Dr Diamond's De Dion was first and Mr T. Williamson's Rover second. The race, held in 1903, was over a distance of 5 miles. (Can anyone supply information on this most interesting event.)

Photo by A. Macbeth

"What price 30 m.p.h. in this?" The fearsome frontal aspect of Alistair's Sentinal. (See Recollections.)

Otago Notes

R. S. Ferens

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

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

Between floods, Christmas party, motor show, Dunedin-Brighton and the road race the Otago Branch has had a very busy period, but nevertheless one that will remain in our memories for a long time. It is fitting to record here that all these activities have only been possible through the co-operation of every member of the branch from all over the Province.

The Christmas party although not a motoring event, was one of our most successful gatherings. The Club rooms had been given the necessary Christmas atmosphere and everyone enjoyed themselves to the fullest extent.

Once again the Dunedin-Brighton is over and although it is covered elsewhere in this issue it is fitting to record that almost 100 per cent club participation was apparant. Our sincere thanks are due to the A.A. Otago, the Mayor, Councillors and Citizens of Dunedin and last but by no means least the Dunedin-Brighton Run Committee.

The Club this year presented two exhibits at the Festival Motor Show. The cars are probably two of the most immaculate examples of their make in the country. Bob Oakley's 1912 Regal in chassis form and Mike Haggitt's 3 litre Bentley were the cause of much favourable comment by all who saw them. Above the stand was an eight foot replica of the club badge, the result of much burning of the midnight oil by an already very busy member.

Once again the Club provided the Crash Crews for the Dunedin Road Race, and we are glad to say very little work was passed their way.

In concluding these notes I would like to record that for 3 months the entire Committee of the Club with the exception of two members was away from Dunedin yet a full programme was successfully carried out.

The Dunedin-Brighton Run and Concours D'Elegance

The fourth "Dunedin-Brighton" was held under perfect conditions on January 25th and attracted a record entry of pre-1918 cars and, for the first time, a number of motor cycles. The rules have always been drawn to include "vehicles", not merely cars, but this is the first year in which motor cycle entries have been received. Henceforth they will be actively encouraged following the excellent impression which they and their drivers made this year.

For a number of reasons the Brighton is not run solely by the Club but by a joint committee of the Otago branch of the club and the Automobile Association, Otago, under the general blessing of the Dunedin Festival Committee and with the specific patronage of His Worship the Mayor of Dunedin, Sir Leonard Wright. One result of keep-

"Historic moment—The Winter Wolseley passes the McKenzie De Dion—Dunedin-Brighton, January, 1958.

ing such august company is that the event is given much more co-operation from official sources than could otherwise be hoped for. For example the run starts from the centre of the Octagon in the heart of the city, immediately after the official opening of Festival Week from the balcony of the Town Hall; the streets are bright with flags and bunting; all traffic is diverted from the main street of the city; the police and traffic officers turn out in strength to ensure a clear run; and generally the competitors are made to feel that the city likes to have them.

Another result is that someone interesting can usually be found to act as starter. Previous flag-droppers include Lord Brookborough, the Prime Minister of Northern Ireland, Sir Willoughby Norrie and Mr Dawes, and this year the event was honoured by Mr Harold Macmillan, the Prime Minister of Great Britain. Actually he didn't drop the flag because the writer forgot to provide one, but the informal atmosphere of the event was enhanced by the manner in which Mr Macmillan swept his rather sporting brown hat from high aloft down almost to ground level to signal each car to start. Prior to the start he inspected the machines and had a handshake and a few words for each driver With him was his charming wife, Lady Dorothy Macmillan, whose friendliness even survived the reception by the crew of the Dennis of her suggestion that they could save a lot of hard work if they were to lacquer the brass.

The thirty-five cars left the Octagon at half-minute intervals and the eight motor-cycles were sent off together—an impressive sight indeed as they disappeared seemingly under semi-control, into the dense crowd. For almost half a mile the crush was terrific, the spectators leaving only about three feet of lane which reluctantly swelled out to enable each car to pass and then closed in again, rather, one imagines, like the passage of baked beans down a small intestine. Although slightly less dense further on the crowd was pretty well continuous on both sides of the road right to Lookout Point, some three miles from the start, where it was again tightly packed, and the remaining nine miles to Brighton contained little groups of people all waving and cheering in marked contrast to the stoic solemnity which usually marks a New Zealand crowd.

Less trouble than in former years was experienced from baulking in the timed climb up Lookout Point, partly due to the greatly improved road surface which made it possible to use more of the width of the road, and partly because the finish line was lower down, below the crowd. As a result some fine overtaking movements were accomplished, the most notable occurring when Mervyn Winter's 1900 Wolseley climbed its way uncertainly past T. A. McKenzies' 1904 De Dion Bouton after a long and memorable struggle. It was the first time the Wolseley has passed anyone in the four years of the run, and Frank Bertenshaw, who drove, and Winter, who egged him on, were justifiably triumphant.

At Brighton the Domain was well filled with spectators and the cars looked magnificent against a background of blue sea and sky and rolling white surf. After lunch the fixed field tests were conducted with the usual smooth efficiency by the Automobile Association and further interest was added by the unexpected sogginess of the ground which tended to open up under the dredge-like action of narrow-section tyres. Far from entering into the Festival spirit, the Brighton Domain Board insists on extracting the same proportion of the gate takings at Brighton as the Committee, and doggedly insists upon one of its officers patrolling the ground to see that no-one is let in for nothing, and later supervises the counting of the cash lest the odd bawbie be undisclosed. As a further demonstration of its

sober custodianship of the public funds the Board refrained from mowing the long grass until the eve of the event, thus ensuring that the moisture from the past weeks remained undried, and presenting the public with the spectacle of the top half of a 1916 fire engine moving ponderously above ground level while the lower decks sank lower and lower out of sight and the crew mounted higher and higher into the rigging.

The tests completed, the entry set off back to Dunedin by the same route, and on arrival most competitors spent a happy half hour or so at the excellent clubrooms of the Otago Branch which was described in the December issue. Later in the evening a dance was held at the Agricultural Hall cabaret and the prizes were presented by Mrs Russell Douglas, the wife of the President of the Automobile Association.

The Dunedin City Corporation's Challenge Trophy and miniature for the overall winner of the run, tests and concours was won for the second successive year by A. A. Baker with his almost faultless Calthorpe. It was interesting to see that he won it without winning the Concours, for which F. A. Woollett was awarded the Automobile Association Challenge Trophy and miniature—a most popular and well merited award. The Wolseley lost only 10 points in the Concours out of a possible 400, and the runners up were the Baker Calthorpe (19 points), and Mercer's 1915 Ford, Steffenson's 1915 Oakland, and Sharp's 1915 Buick, which each lost 26 points.

Alan Baker won the Field Tests Trophy and thus proved convincingly that the little Calthorpe is no mere show-piece. Winners of the Class Trophies were: Class I, R. and D. McIvor, 1907 De Dion Bouton; Class II, D. Oddie, 1905 Darracq; Class III, A. A. Baker, 1913 Calthorpe.

Separate trophies were presented for the motor cycles, which seems the best way to avoiding the difficulty of finding a common marking system fair to both cars and bikes. The prize-winners were:—

Concours: J. Lawry, 1910 F.N.
Overall Winner: N. Hayes, 1911 New Hudson.
Run: N. Hayes, 1911 New Hudson.

In conclusion it should be stated that although the broad form of the Brighton appears to have settled down into an established routine, the organising committee is by no means convinced that it can not be further improved in detail. This year various small improvements were made which were a success and next year important improvements will probably be made in the class categories and the system of marking.

Wanganui Notes

Bob Hall.

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

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

Wanganui Branch members will support the Easter "Pennzoil" Rally at Picton with 11 cars, some crossing from the "Mainland" direct to Picton — B. Walker's Zedel, M. Wadey's Buick, V. Caseley's Buick, I. Stirling's Overland, R. Porter's De Dion and I. Hudson's Austin. The others—P. Williamson's Humber, C. Wither's Morgan, K. Wright's Alvis, B. Tonks' Daimler and L. Southward's Ford T, will travel via Lyttelton. Trevor Hudson, incidentally, will take his family on tour after the Rally and it is expected that Greymouth, the Lewis Pass area and other Southern parts will see his handsome Austin.

Several new members have been attracted to our ranks since the last report and we hope to write more in future of the triumphs of F. R. Bossellman (Typo 509 Fiat), Tony Fullerton Smith (Vauxhall 20/60), John Preston—of Burma Trial fame—(1929 Model A), K. J. Ackroyd (1923 Citroen), T. D. Glasgow (1917 Overland) and I. L. Clough.

In spite of a fantastic performance from his 9/20 Humber in the "Burma", we hear a whisper that Peter Williamson has joined the ranks of the happy "hare hunters" in purchasing a 1927 TG 12/50 Alvis. This is a machine at which many members have cast covetous eyes, but without success. Perhaps its all in the approach.

Gordon Brotherston is making a splendid job of restoring his Colonial bodied 1918 Ford T—a rare example of this popular make. It would be nice to have a brass T alongside it! We're relying on you, Dicky.

The "Burma" Trial

A great success and a thoroughly enjoyable day was the general verdict on the Wanganui Branch's Burma Trial held on Sunday, January 19th. Fifteen entries were received but three failed to face the starter. However, a late entry resulted

in a total of thirteen cars being dispatched at 2 minute intervals from the grounds of the A.A. headquarters in The Avenue, Wanganui. The oldest cars were Wadey's 1914 Buick, driven by M. S. Hopper, and Stirling's 1916 Overland. The Buick did well to complete the gruelling one hundred miles course but had to be disqualified for receiving a tow up the steep Burma Hill for reasons connected with the laws of gravity, relative positions of petrol tank and carburettor, and Morrie's omission to remind his deputy to top-up with fuel before tackling the big climb. The Overland had to retire early with an oil pump making unmistakable signs of unwillingness. The majority were in the 1923-1925 age group, and the newest (and shabbiest) car was the late-entry Ford Model A half-ton truck of J. Preston, Raetihi, which probably put up the best performance over the Horror section of grass track and deep ruts. Here also it was a delight to see the way Withers piloted his little Morgan three-wheeler over the half mile which proved to be a Waterloo for the big Austin of Trevor Hudson. With dainty piloting, the Humber in the lead, negotiated the grass track without getting trapped. The Overland followed through successfully, but on breasting the first rise the rest of us found Trevor with his Austin securely wedged in deep ruts in a cutting. Ample manpower failed to budge it and there was no possibility of sneaking past. Cause of the trouble was finally located in the form of an old flock mattress someone had "thoughtfully" used to fill the worst rut. This had rolled up and jammed itself securely between the right front wheel, guard and draglink. By slitting open the mattress, the filling was pulled out, a handful at a time, and Trevor was eventually able to proceed. Eight more got through, the Morgan quite unassisted, and two elected to forego 25 points and make a detour. A few miles further on the Overland lost his oil pressure and retired before any damage was done. (Tom hopes to have a more suitable oil pump installed before Picton Rally.)

On approaching the lunch break site, one competitor in a large car met a local farm jeep at a blind cutting. Crash landings on both sides averted heavy dumb irons puncturing the jeep radiator. "You in the old car trial?" laughingly enquired the Jeep. "That's right." "O.K. then' I'll get out of your way." So saying, the Jeep backed and then ran forward up a side cutting, a gracious gesture. "Thanks but it's up there we want to go," said the vintage type. More manoeuvring followed and our member was able to complete the last few hundred yards to the lunch site at Mount View Station staff quarters. Here we were made very welcome, and spent a pleasant hour over picnic lunch in the sunshine.

Following the break, drivers were given a first hand account of road conditions on the next section. The County Council had regraded a treacherous two miles of papa clay road only a week earlier but a subsequent heavy fall of rain had turned it into a gooey mess. However, as it was all on a gentle down grade, it was decided to tackle it rather than retrace our steps.

Cars were dispatched at intervals in the same order as before, but intervals were quickly eliminated as the leaders negotiated the papa. Taken carefully in low gear the sensation was pleasantly eccentric as narrow high pressure tyres slithered along the clay surface.

The Morgan was seen to be going splendidly until a queer crablike motion set in. "What's the matter with us?" said Chas, and was answered by Mrs Withers with the classic small boy comment, "Your front wheel is not going round!" Sure enough, the papa had packed solidly between the new tyre tread and the close fitting guard and the wheel was simply sliding along. The papa had to be laboriously scraped out before further progress could be made, the process being repeated ad nauseum.

The rest of the morning run was through delightful undulating country with check points strategically placed at intervals, and one secret

check at a level crossing where points could be lost if the not very noticeable compulsory stop sign was treated with disrespect. As this route got well up into the hills it became narrow, with many interesting bends and loops, and plenty of views straight down precipitous cliff faces. Navigators were able to savour the vertical views to the limit as they were all on this side of the cars. Southward's navigator, Charlie Maxwell had a splendid view from the rear seat of the "glass house", every drop having about ten feet added to it for him, and the Stude's navigator got a really splendid impression on one occasion when his rear-hinged door flew open at a bad bump precisely at the point of least left hand road margin and no fence.

A mile or so on and we were all halted with a grandstand view of the Wadey Buick, stationary, half way up a steep pinch of the Burma. "Dexter" Bassett brought the emergency truck to the rescue, but gravity won the battle and all the truck could do was burn rubber off its tyres. Next, the Station Land Rover had a try and its four wheel drive managed to tow the Buick to the top.

The little Humber was the next and made the grade after a rather late change down to a low gear, and the Alvis sailed up in fine style with a resounding exhaust note. These two had a grand duel down the winding Field's Track in the best Fangio-Moss tradition. (Peter says his brake linings are down to the rivets as a result).

Next to tackle the climb was the Model T, but power lost by a dragging high gear (or a tight bearing in the transmission) halted it near the Buick's spot. A slow descent in reverse left the road clear for the others. (We hear Len still suffers from "Model T knees", the inevitable result of lengthy application of the low gear pedal).

All the others then attacked the hill with success, the Studebaker putting up a fast climb at full throttle in second gear and cracking on the pace down Fields Track in a successful attempt to make up all time lost in the hold up. The Ansaldo sat on its tail, and these two contrasting as David and Goliath, fought out a duel with little between them in performance.

The homeward run down the beautiful Parapara road was undiluted pleasure

Pasengers in an open Buick 4, nonchantly discarding orange peel in a deliberate attempt at sabotage, caused them to be overtaken up one hill. On another lengthy climb there was the Ansaldo, crackling wierdly with a dot-and-carry-one note (one oiled up plug), followed closely by the Stude ambling along quietly in top gear, and the little Morgan barking lustily behind. Later on, when these three parted company Rex says his thirty horses sounded rather lost and lonely. The Alvis making up lost time on the home stretch, came unexpectedly on a check point and over shot the mark. He had to reverse 50 yards to secure his check.

Arrival at the finish at parking site near the Museum was greeted by a large and enthusiastic crowd. Here a series of driving tests was held to the accompaniment of an entertaining commentary over the loud speaker by the branch publicity specialist Bob Hall. As a result, our collection box benefited to the extent of some £6 odd

Organisation throughout was first rate, thanks in great part to Jim Carrick and the interesting and concise route instructions prepared by him. To most of the crews, new to trials driving, the somewhat cryptic instructions proved rather mystifying at first. Once they got the hang of it, navigators and drivers thoroughly enjoyed themselves. No one actually got lost, but the Tonks Buick set off gaily down the Avenue and was half way up Drury Hill before the navigator even looked at his sheet. Then he discovered that the official route to Fordell and Mangamahu was not necessarily the obvious one! By bad luck they met a Marshal setting out on direct route to his check point. In actual fact, the official route was so un-obvious that when the narrow country road petered out to a mere grass track within a few

miles of the start, the Studebaker halted uncertainly to comments of: "Surely not up there", turned in a farm gateway and had travelled back a quarter mile only to meet the Model T. Conference, and assertions of both navigators that all directions had been faithfully followed, the Stude reversed the quarter mile (to the only possible turning place) and tackled the said grass track, only to be halted shortly by the Hudson-in-Austin-on-mattress-in-ruts-in-cutting episode.

Winner of the trial was Peter Williamson who turned in a particularly fine performance, capably assisted by his navigator, Ian Drummond, in the little 1927 9 h.p. four seater Humber, probably the lowest powered machine in the contest.

Runner-up was Brian Walker, navigator Lilly in the 1923 Ansaldo, a car somewhat similar to the Humber in size but with almost twice the power. The placing is a tribute to this sporting little car and its crew as most of the Parapara was covered on three cylinders with one oiled up plug.

Third place was taken by Rex Porter and navigator Ivor Harvey with the biggest car in the trial, the 1924 Studebaker special six rated at 30 h.p., owned by J. Keedwell of Carterton. Badly held up in the horror sections, sheer surplus horsepower enabled this car to score second place in the actual trial run, but Rex did badly in the driving tests and fell back to third. The contrast from his usual mount, the tiny 1900 De Dion, proved a handicap here.

At both assembly points the Southward Ford T was the centre of much interest, and justifiably so, as it was presented in absolutely showroom condition. Under bonnet condition matched its immaculate external appearance. Mr and Mrs Southward drove up from Wellington in the car and many a head turned as it passed.

Another eye catcher was the splendid 1923 23/60 Vauxhall of Earle Gill, driven down from Auckland via New Plymouth for this event. The polished aluminium body and bonnet struck a true vintage note. Some trouble with repeatedly loosening bolts in the steering box put this fine model out of the running. Earle was accompanied by John Irvine, Auckland, as navigator, and Colin Kirkby, New Plymouth, as crew member.

Special mention should be made of the youngest contestant, schoolboy Michael Rose, aged 16, who handled his Buick 6 roadster in masterly fashion to secure fifth place. Michael has only just started work on this car but when completed it should be a worthy addition to our ranks. The tooled leather trim is an unusual feature of this de luxe model.

The Wright Alvis has recently had a lot of work done on it and looked really well in its new coat of paint. The powerhouse has also been tidied up, black vitreous enamel on the exhaust manifold giving an added touch of vintage quality.

The success of the day was due to the co-operation and help given the Club by many willing persons, notably Jim Carrick (route), Garth Forsyth (scrutineer), Doug Hayes (starter and A.A. representative on the Committee), Mr R. C. Lawrence (manager Mount View Station), the Wanganui County Council, and above all, the Automobile Association (Wanganui) who gave wholehearted support and material encouragement by the donation of a very handsome and valuable silver tray as the annual trophy, accompanied by a bedside clock for the winning driver and a pewter mug for his navigator.

A pleasant and well attended function in the evening was a fitting relaxing finale to a memorable event.

Burma results:—Williamson, Drummond, Humber, 1st; Walker, Lilly, Ansaldo, 2nd; Porter, Harvey, Studebaker (of J. Keedwell), 3rd; Hudson, Ryder, Austin, 4th; Rose, Buick, 5th; Preston, Webb, Ford A, 6th; Withers, Withers, Morgan, 7th; Tonks, Tonks, Buick (of R. Hackett), 8th Wright, Cawley, Alvis, 9th; Gill, Irvine, Vauxhall, 10th; Southward, Southward, Ford T, 11th. Hopper, Buick, disqualified, towed; Stirling, Rountree, Overland, withdrew.

Overseas News

1957 BANANA RALLY

by Rob Gunnell

A further report from member Rob Gunnell of Australia, an interesting account of a Rally organised by the Vintage Car Club of Queensland. Rob, competing once more in an Alvis, this time a 12/50, had from all account a trouble free run.

In August 1956 the first Brisbane to Murwillumbah Banana Rally for Veteran, Vintage and post-Vintage Thoroughbred cars was organised by the Vintage Car Club of Queensland and held in conjunction with the Murwillumbah Banana Festival advertising the beautiful Tweed Valley and its vast Banana growing industries.

The tremendous success of this first Rally from all points of view was sufficient prompting to make it an annual fixture on the Club's sporting calendar. And so the second Banana Rally was held on the 31st August and 1st September.

Twenty-six gleaming cars faced the starter at New Farm Park, Brisbane, at 9.30 a.m. on the Saturday. These ranged from the 1910 F.N. driven by Alan Hale, the combination which won the 1956 event, to a 1934 Sunbeam and a 1934 Delage representing the P.V.T. cars. Vintage types were well represented by examples of exotic Rolls Royce, Vauxhall and Delage to the more humble Austin 7, Morris Cowleys and 3 litre Bentleys.

In contrast to the miserable weather of the preceding week, the morning of the Rally was perfect, ideal for Vintage motoring.

The general appearance and cleanliness of most cars was good and in some cases it was obvious that many hours had been spent in preparation for the event. Colin McLeod, to mention one, had spent the previous evening, night and half the early morning at work on the upholstery and hood of his 1922 Sunbeam.

The Shell Co. of Australia provided competitors at the start with free petrol, a gesture which was greatly appreciated, especially by the drivers of the larger cars who seemed thereafter to really enjoy their motoring. The driver of a Rolls Royce was actually seen to smile!

No set course or time schedule was required to the first control located at the outer suburb of Mt. Gravatt, the object being to get the cars through the busy Saturday morning shopping crowds the easiest possible way. Cars left this control at 2 minute intervals in order of age, the Edwardians being first away at average speeds 70% of those set for the Vintage and P.V.T. cars. It soon became obvious that for most cars the average speeds were very much on the conservative side. The road was excellent most of the way, but the course followed the Pacific Highway which passes through the many tourist and seaside resorts of the south coast. Hence the low averages!

Photo by R. Gunnell

"Rob, Alvis and friend at Banana Rally."

Nevertheless it was sometimes a bit embarrasing bumbling along a super highway at a steady 30 m.p.h. and being passed by small family saloons the occupants of which obviously thought the "funny old cars" were all "flat as a tack"! This had to be taken quite unchallenged since the many secret check points between main controls made it necessary for competitors to be on time all the time, a feat made no easier by the blanking off of all speedos and rev counters for the duration of the Rally.

The next main control was at Southport where after a 5 minute break cars proceeded to the lunch control at the ultra modern (ugh!) holiday town of Surfer's Paradise which literally bristles with the latest model, gaily coloured cars and clothes, and where, despite the very modern layout of the shops and cafes, their service must be the slowest in Australia—and not because of an overabundance of customers, either! (Perhaps my shirt was so dull that nobody noticed me!)

For the duration of the lunch stop cars were parked in the local school grounds behind a rope barrier and the public were charged 1/- for the privilege of inspecting them, the proceeds going to charity.

Shortly after the lunch control, D. MacDonald's Riley 9 was delayed with an obscure fuel feed trouble. The mechanic in the Shell Co. service van which was following up the field seemed delighted to have something to do, for up to this stage all competitors had had a trouble free run. The Riley was quickly coaxed back to health and was soon on its way again.

Soon the Queensland-N.S.W. border was crossed at the twin towns of Coolangatta (Qld.) and Tweed Heads (N.S.W.) where another main control was located. Then through some fine coast scenery to the final control at Condong on the Tweed River. The cars then proceeded in convoy to Knox Park, Murwillumbah, where after a 2 laps procession they were assembled in the centre of the arena for public inspection.

What a reception they received! Tremendous. The vintage cars were the finale of a very full programme of processions, banana packing championships, athletic events and beauty contest judging, etc. Meanwhile accommodation was organised by the Festival Committee for all crews and the large motor houses provided accom-

modation for the cars in their new car showrooms (perhaps at great risk of detracting from the beauty of their new models parked alongside!) The sight of these shining vintage models in the showrooms must have brought nostalgic memories to many of the older folk who saw them.

When everyone was billetted for the night and cleaned up a little, a vast dinner was provided by the Festival Committee and included among the guests were the contestants of the Banana Festival Queen Competition, and it was interesting to note the enthusiasts who suddenly seemed to forget all about cars for a while. After dinner the final judging of the Queen contest took place and all vintage car crews were given ringside seats for the occasion. The winner of the contest was taken for a lap of honour in Club President Malcolm MacDonald's 1927 Rolls Royce—a rare honour for both Malcolm and the Banana Queen!

To round off the proceedings for the night there was a really first class fireworks display.

Sunday morning the cars were once more assembled at Knox Park for the Concours and Handling Tests, which together accounted for 50% of the total Rally points. All three Edwardians were splendidly turned out. The Vauxhalls appeared to be in various stages of undress—Anderson's an enthusiasts dream, with beautifully restored chassis and no bodywork whatsoever, Mahoney's, in the process of being made into a car again after years of service as a truck, and McPhee's, truly original except for a slice of bodywork removed from the back. Edward's Rolls had a body which was so high that even the largest of small boys couldn't quite look over the door at the speedo to see how fast it would go, while the Woodhouse Bentley had so many instruments that small boys wouldn't have been able to tell which ones were speedos anyway! Both Essexes looked probably nicer than they did when new, and Mrs Anthony's Rolls had a hood that just wouldn't lie down. The general standard, condition and appearance of cars was an improvement over the previous year and with several restorations under way the indications are for an even better concours field next year.

The handling Tests were limited to two, a "spot driving test" and the "Touch and Go". Alan Hale's driving of the 1910 F.N. was a delight to watch, especially as Alan had one leg completely encased in plaster.

The Festival Committee and the people of Murwillumbah were truly wonderful in every respect. The organisation of the Rally and tests was first rate, while the generosity of the Shell Co. in providing fuel, maps a service van and the Banana Rally trophy for the winner of the event, cannot be overemphasised.

Results: 1st equal, C.McLeod (1922 Sunbeam 24/60) and M. MacDonald (1927 Rolls Royce '20'); 3rd, D. McPhee, 1924 Minerva; 4th, J. Broad, 1924 Bentley 3 litre.

The Intrepid Cadillac Collector

by Noel McMillan

PART 2 (Continued from December issue)

In this way, the Cadillac made an oily departure from Foxton followed at a safe distance by the 1929 De Soto complete with watchful occupants who were to pick up any miscellaneous parts that might happen to be shed en route.

It was previously arranged that we would stop at Sanson for the purpose of telephoning Auckland to give them a progress report, and so on arrival at Sanson I handed over the reins to the capable hands of Moses and Lawrence who pushed on ahead while I phoned. The usual longwinded delays in telephoning gave them a fair start on Bryce and me, so after we had clapped on all sail in the De Soto we finally sighted them on the horizon. As we drew closer, I perceived that they were immobile, and two dejected figures at the rear of the car were examining the left rear tyre. One guess was sufficient—a puncture.

I will not give a word for word description of all that happened and was said in the next few moments. Suffice it to say that some of the things that were said cannot be repeated here.

At any rate, we finally fitted one of our spare tyres and after topping up the radiator and a brief push, we were on the way again.

All went well until we had covered quite a few miles, how many I can't exactly remember, but suddenly the hills were shaken by a nerve shattering bang which was followed by a most disagreeable bumping sensation. This latest disaster was revealed as being a blowout, and on the same wheel that was punctured before. During the wheel changing performance an A.M.O. (with transverse springs and eight cylinders) arrived, containing an inebriated Maori gent who asked whether everything was in order, and upon looking under the bonnet appeared considerably awe-stricken at what he saw.

It was agreed to make for Patea and spend the night there but unfortunately our plans were foiled about forty miles south of Patea, when yet another blowout manifested itself on the same wheel. Our stock of spare tyres was now exhausted, and so we were forced to abandon ship and push on to Patea as it was nearly tea time.

All hands piled aboard the De Soto and we arrived at Patea in time for tea. After booking in at one of the local hotels, we embarked on a tour of inspection of the local garages in search of a tyre. At the first establishment visited, the proprietor looked at me as if I had asked him

for the Crown Jewels, but at the second garage, a faint glimmer of hope began to appear. The man in charge of the place climbed away up in the rafters and was gone quite some time before he finally re-appeared liberally festooned with cobwebs but, whacko, with a 600 x 21 tyre. He explained that it was only a retreadable casing but I was thankful that it was a tyre. Two pounds were handed over for this prize which was triumphantly placed aboard the De Soto in readiness for the morrow. A new tube was also purchased to supplement our very depleted stocks of same

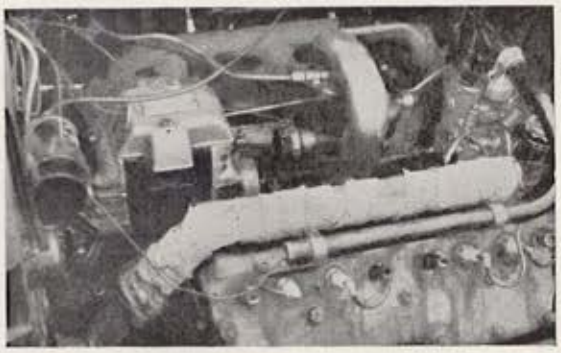
The following morning found us back at the scene of the previous day's disaster. Much to our chagrin, the wheel spanner became fractured during the wheel changing, but after considerable thought it was hastily patched up with a length of broken window winder cable.

It was arranged that I should push on ahead, as the other members of the party had a slight detour to make in the vicinity of Stratford, and when in due course I observed them approaching in the rear vision mirror, we stopped to discuss future arrangements.

As time and hunger were creeping on, we agreed to make for home at top speed. Ron Moses took over the wheel, and in no time we were off. At about this point I noticed that I was erring on the generous side with oil in the sump because the interior of the car looked as if a minor conflagration had started in it the muffler finishing under the front seat and projecting clouds of blue smoke up through the floor. Such fun! As if that wasn't enough, the capless radiator every now and again treated us to an imitation of the Rotorua geysers.

To my profound astonishment, the old girl went like a train for many miles, though I should have known it wouldn't last. After pulling up Mt Messenger for some time in second gear, the engine began running in a most erratic manner, coughed spasmodically, then stopped completely, as usual choosing a marvellous place to do so.

On one side there was a sheer drop of about four hundred feet, and on the other a sheer bush clad hill of quite impressive height. The car had conveniently come to rest midway between two rather sharp bends. We all gathered around the sleeping monster, and speculated as to the cause of the trouble. While we were speculating, Keith Lawrence stepped into the breach with commendable promptitude and removed the carburettor bowl. After one look inside, it didn't take a genius to figure out what was wrong (that let me out any-



"Engine room of the Cadillac." Photo N. McMillan

how). In it we found about a cupful of mixed solids and also a liberal quantity of H.2.O. After this was disposed of, we were free of fuel trouble for the remainder of the trip.

The next stop (voluntary), was made at Mokau, where a very nice tea was enjoyed amongst the pleasant seaside surroundings. We checked the petrol tank there in the Ford T manner, viz., insert clean stick in tank, pull out same, and your guess is as good as mine.

Nothing of much interest now took place, until we had passed Te Kuiti and as we were now on the "Main Highway" we hoped to make better time even though night had fallen. During Ron's turn at the wheel, we were somewhere between Otorohanga and Te Awamutu when an oncoming high beam merchant appeared over a small rise about one hundred yards ahead. Visibility was not the best as light rain was falling, and so Ron flicked the dipswitch to the dip position. Although we had used the dipswitch several times prior to this we had not been treated to the very novel feature that occurred just then, because the lights, instead of dipping, went out altogether. To say this was disconcerting would be a masterpiece of understatement, and Ron was obliged to drive with one hand on the wheel, the other frantically fiddling with the dipswitch, and his head out of the window trying to see through the murk. Finally the dipswitch made contact, the lights were restored, and our hearts returned from our mouths to their rightful places.

At Hamilton the tank was once again filled, and after what seemed an eternity because of lack of sleep, we arrived at the corner of my street. Home at last! Goods and chattels were roughly sorted out, and I walked in at 1 a.m.

And so concluded our little journey into the unknown to capture a Vintage Cadillac, the most important thing being that we all arrived back safely after quite an enjoyable weekend.

Timaru Notes

D. A. Nicholson

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

President: H. W. Mercer **Secretary: O. A. Nicholson Flat 1, Fire Station, Timaru**

Waimate Gala Day, Saturday, 28th December, 1957

In answer to an urgent plea to provide a display of Veteran cars at the Christmas-New Year gala in Waimate, members C. Nicholson, 1907 Cadillac; D. Oddie, Darracq; A. Averis, Singer Junior; J. Hogg, 1902 Rambler; D. Nicholson, Mercedes, motored to Waimate and took part in the procession through the main street, and with their gleaming brass and coachwork provided a marked contrast to the local "bombs", which were the type seen in any Varsity "Procesh". Among the "bombs" were a 1918 6 cylinder Buick worthy of restoration, and a rather original 1922 Itala limousine, also, to take the eye of the connoisseur, was a very rare 1903 (curved dash) Oldsmobile running under its own power, but in need of restoration.

Among the agricultural machinery, was a really massive one-lunger "Seive-wheel" tractor of ancient vintage which was motoring very well. Highlight of the run in the eyes of the local members, was the fact that John Hogg's 1902 Rambler had at last made its Debut, and motored along very smoothly without shedding its fly-wheel, or showing any signs of distress. No doubt we shall see more of this rare car in the near future.

Dunedin-Brighton Run, 1958

Seven cars were entered from S.C.V.C.C. C. Nicholson, Cadillac; D. Oddie, Darracq; G. Mehrtens, Reo; L. Smaille, 1902 Jeffery Rambler; A. Averis, Overland; H. Mercer, Ford; D. Nicholson, Mercedes. All enjoyed the hospitality of the Scots "Village", and were loud in their praise of the facilities offered at Otago Motors Garage, and the dispatch with which the driving tests was conducted. The first and only casualty the branch has suffered on this run was J. Hogg's Rambler (under the guidance of Mr L. Smaile) which had to abandon the run just 2 miles from Brighton and the zero hour of 3 p.m. showing on the clock. The cause of the slow run was a badly slipping top-gear clutch, and the car was trailered home. Better luck next year, John. On the return run to Timaru, A. Averis had the misfortune to fire-up a con-rod bearing in his borrowed Overland at Waimate, but on removing the oil-pan, the reason was soon apparent. Some previous person had severed and blocked the oil feed line to the splash troughs for no apparent reason. This being the third bearing to fire up in two years, I should hazard a guess, that the trouble will not recur.

The Nicholson Cadillac found its way to Lee Stream as usual on the Sunday after the run, and after the picnic motored on its way to Middlemarch. Old identities soon recalled its previous journey through that centre, for in 1908, the original owner, Mr Hunter Weston, motored from Middlemarch, through Moonlight Valley, to Palmerston, and on to Christchurch, and provided the district with its first motor accident, when Mr W. Kirkland, the passenger, was thrown out and broke his ankle at Hyde. He was brought back to Middlemarch, where the train was stopped, and he was transported to Mosgiel hospital. The only comment of the author is that the car is going just as well now as 50 years ago, and the roads have been improved a little.

Notes On Recent Activities of Members

Hugh Mercer has acquired a Model R 4 cylinder Hupmobile, and has it in dry storage while he is restoring his Overland and Rover.

Club Captain Colin Westoby is fitting long range tanks, and a lighter flywheel to his 12/50 Alvis in preparation for Picton, and is looking for a Veteran to replace the Darracq.

Don Oddie has disposed of the 3 litre Bentley to John Kennedy of Dunedin and has been looking at a very tidy 4 cylinder Ansaldo, with the Picton Run in sight.

Jim Ellens has patiently overhauled his 2 cylinder Humber motor, and is methodically rebuilding the coachwork to the original pattern, the target being the 1958 Mount Cook Rally.

Terry Wilson is making progress on his Fiat (tipo Zero) and is entering for the Picton Rally.

Allen Averis has his 1909 Overland ready to receive the stark race-about body and will soon be competing with it.

Roger Mahan is well on the way with his 3 litre Bentley, and hopes to be competing at Picton.

Geoff Mehrtens is also thinking over the possibilities of joining the cavalcade to Picton in his Reo.

Christmas Eve saw a 6 cylinder Ansaldo on tow passing through Timaru, with a crew of two well-known personalities on board, none other than Andrew and Mollie Anderson. Andy was heard to remark that he has as yet to use 3 cars on a journey to Dunedin, having on previous occasions only blown up 2.

Coming Events In South Canterbury

Centennial Veteran Rally, Centennial Year date to be fixed.

Mt Cook Rally, Labour weekend, Vintage and Veteran.

What it was !

SOLUTION TO THE DECEMBER QUIZ

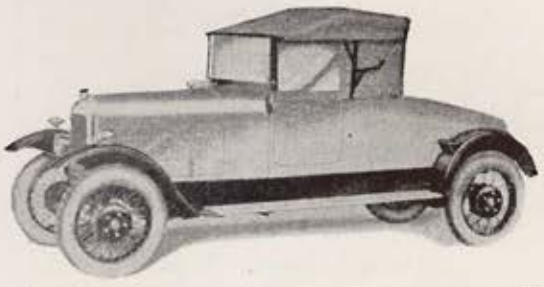
This was a Quiz that defeated everyone, though a close inspection of the radiator badge would have disclosed that it was in the form of a star. The car was in fact a 1909 12 h.p. Star, and is seen at the start of a Shelsley Walsh hill climb, at which it won with ease the open event in 1min 38sec.

Star cars were manufactured at Wolverhampton, England, and as a touring car, of which there were always several models in production, they established a very good reputation for quality and performance during the Edwardian period, and this was further enhanced after the war when a range of cars similar in many respects to certain Sunbeam models was on the market. Like so many other concerns that refused to sacrifice quality to the demands of quantity, the Star Motor Company fell a victim to the depression early in the 1930's.

Star cars were regularly imported into this country during the vintage period, and some of those that remain should be worthy of restoration by enthusiasts.

What is it?

Here is the latest Car Quiz for Beaded Wheels readers. See if you can identify the vehicle in this photo, and post your guess to the Auckland Editor, P. V. Maxwell, 38 Golf Avenue, Otahuhu. The Names of the knowledgeable together with other interesting details of the machine and its manufacturers will appear in the next issue.



Canterbury Notes

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

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

Little has happened in and around Christchurch during the past two months, most members having retired quietly after the Pennzoil Veteran Rally to Rangiora to indulge in a little relaxation over the festive season.

Those who had sufficiently recovered from both and who were not departing for annual vacations gathered themselves and their autos together and departed for Dunsandel, some 25 miles south of Christchurch on the main road to participate in a gymkhana.

From all accounts the outing was a success in spite of afternoon rain. It has been rumoured that one veteran car owner was noticed during the course of the day to be wandering around his car, clutching, in one hand a polishing cloth and in the other a feather duster. Hugh Foster owns up to the polishing cloth but absolutely denies the feather duster. How do these rumours start?

Noggin and Natter evenings are again in full swing once a month and it was encouraging to hear the remarks of intending competitors to Picton, as to just what they intended doing to their cars before the event. Canterbury is a big Branch and we should be able to turn out a big entry, but let's make it quality as well as quantity when we bring our Vintage cars out in to the public gaze for the first time.

Irishman as some of you know has been postponed until Queen's Birthday weekend, sheepskins we have no doubt will be very necessary. Perhaps you have a friend who has just returned from the Antarctic!

Incidentally those of you who are still unfinancial won't be reading this issue or the next unless your subscriptions are paid, so let's hope a friend will pass on the message, that Beaded Wheels is well worth getting FREE as a member.

To the Editor . .

Dear Madam,

The December Editorial sparked off a train of thought, which, after some adjustment to the mixture, ran something like this—A Museum Exhibit certainly should be all original, but if some irrevocable modification has already been performed, then the fact should be stated on the accompanying display card.

However, for Club purposes, rallies, trials and the Concours, then some types of modification should be accepted with approval. Others are not to be countenanced. A third, borderline class, might be condoned as of necessity in enabling the vehicle to appear at all. A knotty problem, admittedly, but the time seems ripe when a lead could be given to Members so they can know what is acceptable and what is "just not done".

A list classified under the three headings would be of great help to Judges. Just to set the ball rolling, this writer would suggest a classification as follows.

APPROVED. Anything necessitated by present Traffic Regulations. (Modern brake-linings, two matching headlamps, rear-view mirror, red reflectors, automatic screen wiper, safety-glass, the addition of a hand-brake lever, at least one brake acting directly on wheels). All replacement parts even if of recent manufacture and of modern material (Timkin bearings, neoprene oil-seals, light alloy pistons, wheels converted to straight-side if the correct B.E. tyres unobtainable but type of wheel and tread diameter should be retained as near as possible). Modern paint, such as Dulux, provided the colour is appropriate (this will last better than any varnish job). Modern upholstery and hood material but the work to be done in the original style (buttons and pleats, etc.,). Clear plastic in place of celluloid windows. All items classed as accessories, but preferably of old type (speedometer, clock, A.A. badge, side-screens, tool box, luggage rack, etc.). Anything which will add definitely to reliability, dependability and "docility" of the vehicle such as the addition of carburettor heating or a hot-spot on a long manifold. This is a "must" on any Veteran not so equipped originally. Its lack is the prime cause of the unaccountable stoppages which delight spectators but infuriate the unfortunate driver. A period of slow running will choke up a long manifold with raw petrol and when the throttle is opened a little the engine dies ignominiously. Not a good advertisement for the Club. (verb, sap.) Carburettor or coil and condenser replacements of any type, but it would be—

preferable to have an old type coil re-wound. Modern tools in tool-kit.

NOT APPROVED. Hybridisation (engine or gearbox replaced in toto with another make. Body conversions, unless authentic as to year and make. Modern disc-wheels and balloon tyres, but this item may eventually have to be accepted. Any form of "hod-rod-ing" by raising compression ratio unless the vehicle is a really good Vintage type with ample safety margin in the design of the engine bearings, con-rods, gudgeons, etc. Garish colour schemes unless very well authenticated, Badly done paint work showing brush marks or a rough surface obviously not properly prepared and rubbed-down. Modern multi-coloured electric wiring. (Black was practically universal). Corrugated, concertina type radiator hose. Any alterations to the vehicle controls. (A hybrid vehicle might be acceptable if unbranded and simply entered as a 'Special" as is done in motor racing circles. This may be advisable in encouraging additional entries in events and to help some enthusiast who has not yet found a complete vehicle).

ACCEPTED (with regret) PROVIDED THE OWNER HAS STATED THE FACT. Replacement of units missing when vehicle found (carburettor, magneto, etc.). The addition of a fan if vehicle prone to overheating. Ignition conversions such as fitting of magneto to avoid battery troubles with long periods of storage and no use. Electric lighting conversions provided the original lamp cases are retained. The addition of shock-absorbers on a Vintage model but not a Veteran. Addition of auxiliary oil tank. Use of vacuum-tank or petrol pump either mechanical or electric, if found necessary for hill work.

Yours, etc.,

Rex Porter.

Dear Madam,

I thought you may like to publish the following letter in your quarterly bulletin. It is a word for word copy of a letter which appeared in the January 1957 issue of Ford Times magazine.

Yours, etc.,

A. M. Charlton.

"Dear Sirs,

In my shelves I recently found some new model T parts: two knuckle joints, ten roller bearing F wheels, three hub caps, two back wheel axle bearings, five outer and seven inner bearing races and two brass horns with bulbs. I'll sell them on a first-come basis.

W. J. Peterson, Akron, N.Y."

Dear Madam,

In your Editorial of the December issue of "Beaded Wheels" you make mention of a controversy over the definition of Vintage that arose some years ago in the then N.Z.S.C.C. As one of those directly involved in the matter may I throw some light on the affair and comment also in a more general way upon the whole problem of definition.

The controversy in point arose over a car which was being raced in sprints and beach races by my brother and myself under the name of Sunbeam Special. This vehicle consisted of a 1929 20.9 h.p. Sunbeam engine and gearbox mounted in a chassis, the front end of which was all that remained of the only Anzani engined Marendez Special to have come to New Zealand and the rear end part of an Ansaldo chassis which we happened to have over from some years of driving those very pleasant Italian tourers. The rear axle was 12-50 Alvis, a spare which remained in the garage after possession of two versions of that marque, and was mounted on Alvis springs and joined to the 'beam box by a modified Alvis prop shaft. The front axle, wheels and springs were Marendez as was the steering box. The steering wheel was all that remained of a

1924 Crosley, the first car ever owned by my brother. The radiator was originally an ex-P40 oil radiator but was later replaced by a circa 1924 Overland radiator. Except for some modification of the induction system and fitting a modern carburettor the engine was standard, although in the course of development the connecting rods were modified. With the exception of the oil and water temperature gauges the instruments were vintage. The single seat was modern, aluminium, ex-aircraft. The date of assembly of the heterogeneous collection of vintage metal was 1947. The body was very much home built and looked even shabbier and older in fashion than that on Davenports "Spider." (Whew! ! ! — Ed.)

My brother and I maintained that as the essentials of engine, chassis, suspension, axles and wheels were of vintage manufacture the car was therefore entitled to vintage classification. In this view we were supported by the V.S.C.C. of Great Britain and the car was run in this class as long as the Sunbeam engine remained intact. Unfortunately while chasing a possible FTD at a small hill climb my brother waived discretion and the engine succumbed to 5600 in second. Normally we limited ourselves to 4600. The car was then raced with an American engine installed, but recently was sold less engine to an enthusiast who intends installing a very vintage engine once again. So the old girl may once again regain her happier classification.

However to come to the point at issue—to modify or not to modify. Perhaps it is easier to consider the problem if we were to think of three classifications as is the rule in England, Veteran, Edwardian, and Vintage. The Veterans of pre-1905 have historical importance, and obviously the aim is to restore as closely as possible to the original condition. Rather than interfere with originality to gain mobility I feel it would be better to have a car as an immobile museum piece. The Edwardians are a different proposition. The better ones are even today, if driven with braking distances in mind, still practicable road cars, but I feel it would be falsifying history to modify these few survivors solely to gain practicability for everyday use. The real problem lies with the Vintage vehicle. The majority of cars of this era are completely practical vehicles for everyday use. The best of them are delightful. Many of the touring cars of this era were underdeveloped, deliberately so, by the manufacturers. At the time of their manufacture this was readily recognised by many sporting drivers and many a comparatively staid vehicle was modified by improving the breathing, weight reduction, alteration of gear ratios, paring flywheels, raising compression ratios, shortening wheelbases, etc. Substitution of engines in other chassis was not unknown before 1931. There is one 12-50 Alvis in New Zealand with a much shortened chassis. The abbreviation occurred I believe about 1928-29 when the then owner was using the car extensively for beach racing. This makes the matter of permissible modification a very confused issue. Perhaps it is easier to decide what is not permissible than what is. I would suggest that the following would render a car inelligible for Vintage classification. Replacement of the engine, gearbox, rear axle, front axle, or chassis with a unit designed after 1930.

Modification is surely a matter of conscience. If one is fortunate enough to obtain a good vintage car that has not already been modified I feel it would be undesirable to mess about with it. However, if the car, as is more likely, has already been extensively butchered, one then has to decide whether to attempt a facsimile restoration, or whether to rebuild a car in keeping with the spirit of the time, with a body generally in keeping with the period. I see nothing unreasonable in shortening the wheelbase of a car from which the decayed limousine body has long since departed and probably been replaced with a truck tray, in order to build a close coupled touring body of a type typical of the period. Nor do I

feel there is anything reprehensible in replacing the very worn Claudel Hobson on a 20-60 Sunbeam with a more recently made Solex and so improving not only the performance but also the petrol consumption from 16 m.p.g. to 24 m.p.g. Nor with better petrol available is there any loss of virtue if, after consulting the rods, shaft, and lubrication system, a mild lift in compression ratio is indulged in. Surely too there is no sin if a 3.78 ratio is grafted into an axle housing that contained a 5.1 ratio to drag dowagers and an unreasonably heavy body around. Modern shock absorbers make many a Vintage vehicle controllable with more ease. And if any one ever recovers the twin cam Sunbeam engine that is reputed to be in a launch up Auckland way and puts it in another vintage chassis, should he be condemned? Is the man a pervert who has a World War I aero engine and is scouring the country for a suitable late Edwardian or early Vintage chassis in which to install it? By all means let us not countenance the mutilation of a car in specimen condition, or condition in which restoration to original is reasonably possible, but surely "individuality, solid worth, and functional elegance" are also present in many developed versions of the vintage.

When the V.S.C.C. of Great Britain was formed in 1934, the word Vintage was chosen for its emotive connotations of, worth above the ordinary, quality, choiceness. It is perhaps a pity that it has become bastardised in our movement to mean anything prior to 31st December, 1930. A glance through the membership list shows many motor cars which, although they may have been manufactured within the period are vinegar rather than wine, without the merit of technical innovation or craftsmanship, and in some cases as cheaply made, ill conceived, and as dangerous to handle as any of the products of the thirties which so apalled the original founders of the Vintage movement. I would much rather possess a modified version of a fine car than a mint condition of one of these.

Yours, etc., W. Easterbrook-Smith.

Dear Madam,

For the past three years the Fiat Register has been in operation to cater for owners of all types of Fiat car, and on behalf of our organisation I am endeavouring to compile a detailed list of all rare, early, and interesting specimens still surviving. We have members and correspondents in New Zealand, Australia, the United States, Italy, Spain and the Lebanon already.

Would anyone with a vintage Fiat who is interested let me have the following data on their cars:

Type No., date of manufacture, date of original registration, engine and chassis No's, body type, history, any known modifications from factory specification, and a photograph (if possible).

Good luck to all fellow vintage enthusiasts in New Zealand.

Yours, etc., Michael Sedgwick.

P.S.: Our organisation in addition to running the usual rallies, operates a technical library, a spares exchange service. Members cars range from a 1900 rear-engined flat-twin to current 600's and 1100's.

9 South Drive, Felpham,
Bognor Regis, Sussex, U.K.

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.

WANTED: To help restore 1908 Vauxhall Special, raced by W. J. Scott, Christchurch. Radiator or information leading to same for "Y," "A" or Prince Henry—Flat or V'ed. Contact Jack Newall, 21 Blackett Street, Rangiora. 'Phone 615, Rangiora.

FOR SALE: 1922 Davis Sedan. 1924 Buick Coupe. Both cars need a lot of work done on the bodywork but both would make excellent vintage cars. The Davis has four-wheel hydraulic brakes. What offers? E. Pasley, Taurewa, National Park.

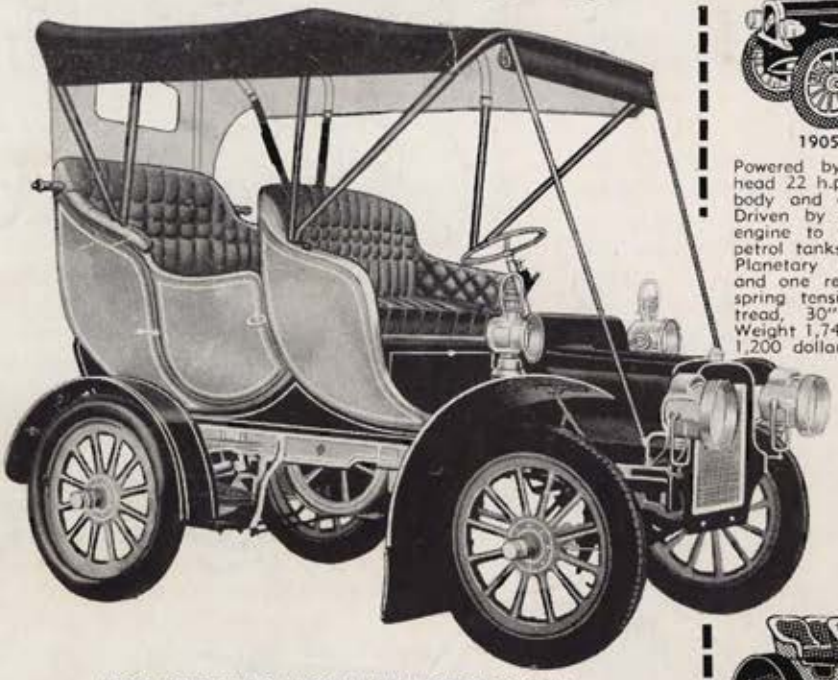
WIRING DIAGRAMS: I have Wiring Diagrams of every automobile manufactured in America between 1912 and 1930. All makes—models—and years. Also data on most electrical equipment in use.

Send details of what you require and 2s 6d for each diagram.

E. Pasley, Taurewa, National Park.

WANTED: March 1955 and June 1955 copies of Beaded Wheels. Contact Secretary, 20 Hackthorne Road, Cashmere, Christchurch.

Cars that built G.M.



1906 CADILLAC MODEL 'M' TOURING CAR

The 1906 Cadillac catalogue claimed: "No effort or expense has been spared to make the 1906 Cadillac all that could be wished or in a light family car. It is capable of a speed of 25 to 30 miles an hour . . .

The general design is of surpassing beauty and, with our superb finish, gives it a tone of quiet richness which will not be excelled".

The 1906 Cadillac Model 'M' Touring Car had a one-cylinder engine, rated at 9.7 horse-power. This engine had been used by Cadillac since its beginning, in 1902. The weight of the Model 'M' was 1,578 pouds, and it had a wheelbase of 76". The price of the Cadillac Model 'M' was 950 dollars . . . . 1,025 dollars with Cape Carte top and lamps were not included in either price.

1905 BUICK MODEL 'C'

Powered by a two-cylinder valve-in-head 22 h.p. engine located under the body and cranked from the side. Driven by a central chain from the engine to the rear axle. Water and petrol tanks mounted under the hood. Planetary transmission, two forward and one reverse speeds. Cone clutch, spring tensioned. 85" wheelbase, 56" tread, 30" artillery spoked wheels. Weight 1,740 pounds. Price, with extras 1,200 dollars.

1909 OAKLAND MODEL '40'

Introduced in 1909, when Oakland joined the General Motors Corporation. Powered by a four-cylinder engine, developing 40 horsepower. The cylinders of this engine were cast in pairs, similar to a four-cylinder motor cycle engine. With a 112 inch wheelbase, the Oakland Model '40' was a full five-seater. 34" wheels, 4" tyres, weight 2000 pounds.

1913 CHEVROLET 'BABY GRAND'

One of the earliest Chevrolets. The flat dash and angular cowl which characterised the early Chevrolet can be seen to advantage on this model. It was powered by a four-cylinder valve-in-head engine developing 21.7 h.p. A full five-seater, it had a 104" wheelbase, weighed 2,375 pounds and sold for 875 dollars.

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