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of New Zealand Inc.

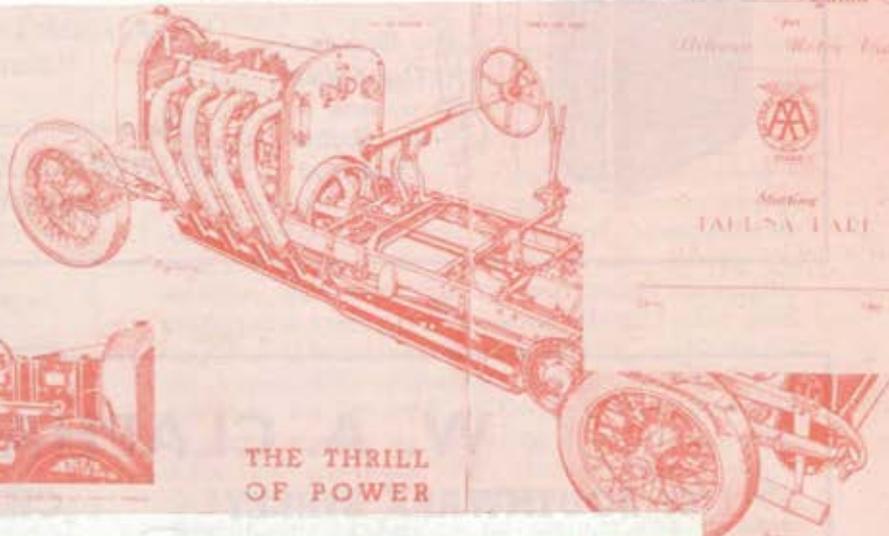
Dunedin-Brighton Run And
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FRIDAY, FEBRUARY 24th 1956

26

BEADED WHEELS

N.Z. VETERAN AND VINTAGE MOTORING

JUNE, 1961



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

BEADED WHEELS

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COVER PHOTO. In 1950 the Vintage Car Club of N.Z. organised the N.Z. Championship Hill Climb. Best Vintage time for the day was "Spud" Jackson driving the 30/98 now owned by Ian Chapman. Ten years later this Club is New Zealand's representative on the International Federation of Veteran Car Clubs. For those of us who were with us in 1950 and are still with us today we hope you have a fellow feeling of nostalgia when you glance at this photo. It marks quite a milestone.

Editorial

A decision on a matter of principle which vitally affects the Club will have to be made by members in the near future, probably at the next annual general meeting.

The problem is, in brief, "To grow or not to grow; and if to grow, then how much further?" Those readers who blithely imagine that the Club can keep on growing like the beanstalk need not read any further because they would obviously never appreciate the attendant problems.

Let us look first at the problems arising from a continued and unrestricted growth in membership. As the Club is presently constituted, administration expenses must increase particularly when our present secretary, Mr Bailey, and his wife retire; his remuneration is a mere pittance when related to the work they do. Then take "Beaded Wheels" and consider the impossibility of paying contributors and Mollie Anderson for her work as Editor and her assistants. In these respects, we are living in a fool's paradise; if the Club grows any larger in membership, it will be an idiots' paradise! Why? Because of the increasing demands for services, for information and for attention from members and the increased volume of administrative work to keep the Club running smoothly. The Club has grown greatly in the last few years but to some extent at the cost of, shall we call it, "fraternity"? Many older members complain they have not had the opportunity to meet new members; new members that they do not know anyone. There is simply a limit to the number of events a Branch can run and a limit to the number of events a member can attend. Result, a decrease in member relations directly proportionate to an increase in membership. That is bad, and can ultimately lead to the very thing the organisation of the Club was designed to overcome, because it is unfortunately rather prevalent in New Zealand, provincial parochialism. This is a National Club and all members and branches must pull their weight for the good of the Club, not themselves or their Branch.

After weighing all relevant considerations, there

is no doubt that the Club must, at a certain stage, have absorbed the majority of true-blue enthusiasts in the country. Should the number of members not therefore be set at a figure which is considered the optimum for running the Club efficiently, and new members to be admitted only to fill vacancies occurring in the ranks. This is the practice of many excellent bodies whose administra-

tors are fully aware of the deadly increasing incidence of administration costs and the damage which can be done to member relations by an unrestricted growth in numbers. An organisation such as ours, must, like a human body, be given an opportunity to digest and assimilate its intake. Are we presently in danger of having indigestion?



PART 5

MR W. J. SCOTT'S PRINCE HENRY

Jack Newall

The account of the "battle of the giants" in the last instalment, has prompted the continuation of this series, with further information on the Prince Henry. As previously mentioned the Prince Henry Vauxhalls were originally highly tuned "A Type" motors in a lighter chassis. Forty-seven production models were sold to the general public in 1912, but in addition, from 1911 on, various special cars were made.

In 1911 a single Vauxhall was entered in the Coupe de L'Auto race, with no success at all, but the following year a more determined assault was made and a team of three cars entered. The engine 90 x 118mm (the slightly shortened stroke to conform with requirements for the race) had been intensely developed through Brooklands competition to develop 80 h.p. at 3,000 r.p.m. This 1912 Coupe de L'Auto (Light Car Class—up to 3 litres) was run in conjunction with the Grand Prix—in a single race—956 miles, on June 25-26, with ten laps each day.

At the end of the first day Hancock in Vauxhall No. 5 was in third place, Sunbeams taking first and second places. The maximum speed of this Vauxhall was 78.76 m.p.h. and it averaged over 60 m.p.h. for the full ten laps. At the actual finish Hancock was sixth—only three of the G.P. cars coming in ahead of the Sunbeams and Vauxhall. During the

day Watson's Vauxhall had retired with a broken big end bolt and Lambert in the third car was beginning to lag. On the second day in the sixteenth lap Hancock was out with a broken piston, so a good driver and car were out of the race. Lambert retired some time later. This was an early indication of the perennial lack of preparation which dogged Vauxhall racing teams.

Later that year one of these engines in a streamlined body recorded 101.24 m.p.h. at Brooklands for the flying half mile, and created a new 50-mile record 97.15 m.p.h.

In December 1912 W. B. Scott & Co. of Christchurch were advertising that the first appearance of the 20 h.p. Prince Henry Vauxhall would take place at Brighton Beach on December 14. This was one of the three Coupe de L'Auto cars, which one we are not quite sure, but Mr W. J. Scott can still vividly remember the patched block and crankcase.

These beach races were a series of handicap events and the open class had five entries. Opposition included the Coupe de L'Auto Delage specially imported by J. S. Hawkes in a bid to break the Vauxhall supremacy. A strong easterly wind was blowing and the going unusually heavy. The running was uneven for the first mile with seaweed strewn everywhere near the starting flag and patches

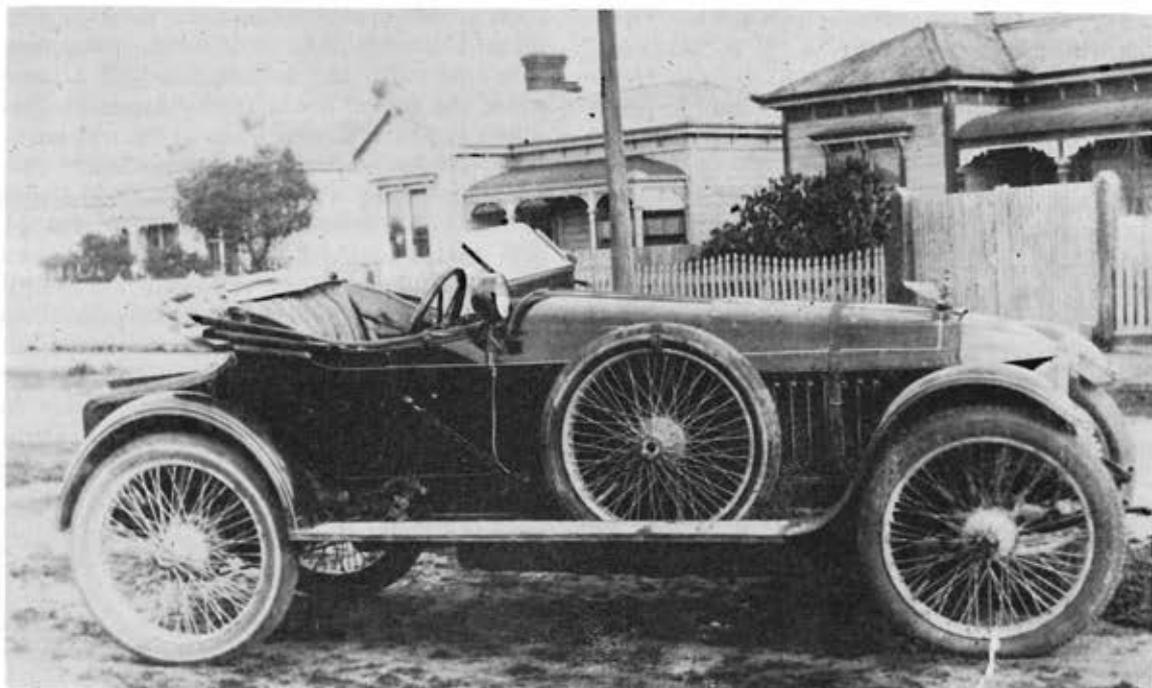
of water. It was a five mile straight from near the mouth of the Waimakariri River to a mile north of the pier. The Prince Henry was 51 seconds faster than the next car, averaged 68 m.p.h. and reached a peak of 75 m.p.h.

1st Prince Henry Vauxhall, 4min 25 2-5 sec; 2nd, Delage, 5min 16 2-5sec; 3rd Studebaker E.M.F., 6min 3 4-5sec.

On handicap the Delage was first but Hawkes was bitterly disappointed at the results and shortly after sold the car to Rutherford of Leslie Hills.

During 1913 Mr Scott was corresponding with Mr A. J. Hancock, who was then joint works manager for Vauxhall Motors, on such questions as gear ratios (a special crown

This climb at Okain's Bay took place on October 27, 1913, and was mentioned earlier in connection with "Old Blue." The Prince Henry had fastest time with 7min 27sec, and was second on formula, next fastest time was Old Blue with 8min 55 2-5sec. Mr Scott has said that because of the winding nature of the course it was impossible to really get speed up. During practise the Talbot ripped all four tyres off! The beads pulled off, the tubes were completely ruined and the car shot along the grass verge and into a fence. Marsh who drove Old Blue in this climb, admittedly was not in the same street as Mr Scott when it came to driving, but he failed to appreciate the potential of the Prince Henry. While practising and following the later Vauxhall he



(Photo by Mr S. A. ("Sam" Gibbons)

Scott's Prince Henry Vauxhall after body rebuild in Wanganui.

wheel and pinion was made up and set out for the car) and cornering. We actually have letters from Hancock with detailed drawings and interesting annotations showing the correct method of taking various types of corners. Two hairpins drawn out by Mr Scott and then detailed in Hancock's red ink are probably those on the climb at Okain's Bay. Of course this is general knowledge today, but at the time would no doubt prove invaluable to any competition driver.

took the water trough hairpin at the same speed at Scott and finished up in the ditch! He was again in trouble during the actual hillclimb, not having absorbed all the instructions given him on Old Blue's peculiarities in cornering, patches of skin as big as half-a-crown were ripped off both palms, while trying to wrench round the wheel after a corner. This is probably the reason that "Y 2" only had one attempt at the hill.

From the Lyttelton Times: "Third car to

make appearance was the Prince Henry Vauxhall and it was evident it was making fast time. With its long racing body it was admirably controlled and the driver changed his gears very neatly at the second last turn and breasted the finish in 7min 40 2-5sec. In the second attempt although the time was then unbeaten managed to knock off 13 seconds. A remarkable performance!"

November 22, 1913, the car was in Dunedin for the Otago Hillclimb at Signal Hill. This event had four classes for motor cycles and an open class for motor cars and cyclecars, with large entries in all classes. From the Weekly Press: "The big performance of the afternoon was furnished by a 20 h.p. Vauxhall which, flashing up the hill in 36sec dead, raised enthusiasm to a high pitch. The car which was entered by W. J. P. McCulloch (the Dunedin agent for Vauxhall) and driven by Walter Scott of Christchurch, undoubtedly served to stimulate interest. In a demonstration dash it lowered the previous time a trifle. The driver was accorded an enthusiastic ovation. The exhibition amazed everybody. Weather conditions were good but the surface of the road was somewhat loose owing to the amount of practise during the week. The distance was 4-10 mile and the grade ran up to 1 in 4."

1st P.H. Vauxhall, 36sec. 164 points lost; 2nd, 20 h.p. Buick, 51 4-5sec. 392 points lost; 3rd, 16 h.p. Sunbeam, 63 1-5sec. 403 points lost.

The Prince Henry not only had fastest time but also won on formula, and came home with a silver cup of large proportions. The car was fifteen seconds faster than the next car and this must have upset the timekeepers who were obviously not expecting it so soon! No time was taken and Mr Scott had to have another go. At the last corner on the climb a Press photographer had set up all his paraphernalia, no doubt hoping for a good shot but unfortunately for him it was on the line by which the Prince Henry took the corner. However, Mr Scott thought "I'll soon get rid of him," and the last sight out of the corner of his eye was photographer, camera, tripod, etc., making a rapid exit by falling down the bank. On the practise run McCulloch went up with Scott, and he was asked to ride again during

the actual climb to watch the rev. counter. "Don't be a damned lunatic, I'm not going up with you again," he replied.

Probably during 1914, we are not sure of the exact date, the Prince Henry recorded 97 m.p.h. on the beach at Brighton—the first three figures in New Zealand were elusive—but details of this have not been located to date, although we have a photo actually taken at the time, but not good enough for publication.

The contest with the Indian on November 21, 1914, was described last issue. The writer stressed that the dexterity of the driver and car on the turns won the day, but the interesting point about this, is that after seeing photos of continental cars demonstrating such actions, Mr Scott first practised the turn on an INDIAN motorcycle before attempting it in the car. He actually used to demonstrate the car on the beach by turning round a flag and then picking it up on the way back! The procedure was something like this. Straight to flag at 60-80 m.p.h., slight turn of the wheel before flag to skid car, change gear to low while skidding, but keep clutch in, use brake only if not sufficient skid to turn car completely. When facing opposite direction pick up flag, lift clutch, and move off. Imagine the effect of this on a prospective buyer! At least two Prince Henrys went to the Wanganui district after such a demonstration.

Scott's Prince Henry was sold some time after this to H. Harmon, Wanganui agent for Vauxhall, and I think it was he who converted the car to a two-seater tourer. (See photo.)

From information ex Wanganui members it appears the car passed through several hands and was last known of as a farm truck in the Marton area. What a find this would be. The back half of the original racing body was stored after it was taken off the car and is now owned by the Wanganui branch.

The only known model of the 20 h.p. Prince Henry still in existence is the 1911 one still owned by Vauxhall Motors, and as far as we know only three of the 25 h.p. 1913-14 cars are still on the road—two in England and one in Australia—with at least two or three others in the process of restoration.

Acknowledgement again to Mr W. J. S. for much of the information in this article.

1909 WOLSELEY SIDDELEY

By D. Warren Jordan

Although there are a number of later model Wolseleys in the Vintage Car Club in New Zealand the earlier model Wolseley-Siddley is not so well represented. Mr Ray Eunson of Invercargill, an enthusiastic member of the Vintage Car Club, has a 1909 model which is really a very excellent representative of the marque. The Wolseley company which was engaged in the manufacture of sheep-shearing machinery produced its first cars in the period 1896 to 1899. The first a twin cylinder on similar lines to the Bolleé three wheeler was designed by Herbert Austin in 1895. I believe a three wheeler was made in 1898 and a four wheel model a year later. Both these cars are still in existence in England and the four wheeled model was driven the length of England not many years ago by Mr St. John Nixon, the automotive historian. One of the very first batch of production models is preserved by Messrs Winter and Bertenshaw in Dunedin and dates from 1900. All the first cars had horizontal engines presumably of Austin design but later on Siddeley was called upon to design a four cylinder vertical engine live axle car. These were first in serious production about 1906 and were called Wolseley-Siddley until around 1910 the name was once more changed to Wolseley. It is interesting to note that at the Dunedin-Brighton we have often seen Wolseleys of 1900 and 1912 (Mr Alf Woollett's Landaulet) and the 1909 Wolseley-Siddeley alongside each other all representing typical cars that left the factory in the first few years of the century.

When found the 1909 Wolseley-Siddeley was more or less a collection of scattered pieces. These pieces were gathered together and work started on the car. The chassis was in good condition but front springs were lacking and had to be made by Mr Eunson. Much work had to be done on such moving parts as wheel bearings which are of rather unusual type. They consist of inner and outer hardened steel sleeves with ball bearings between them. These same type of bearings are also found in the gearbox. As grooves had been worn in the steel much work was required to fit the balls so they would run true in the steel sleeves. There was also a

fair amount of trouble with the diff as one of the axle pinions had disintegrated. Another diff was obtained and both have been combined to make one good one. The crown wheel and pinion are straight cut with 69 and 18 teeth respectively giving an approximate ratio of 3.8 to 1. The gearbox was in quite good order and apart from work on the bearings did not need too much done to it. It is quite large and is contained in an aluminium casing. The motor required quite a large amount of detail work done to it; such items as the cam followers requiring attention. As yet it has not been rebored; the bearings also being original. The original carburettor which appears to have been only a modified surface type has disappeared, it being very neatly replaced by another instrument of the same period. Apart from large amounts of cleaning up this just about completed the mechanical work.

I think some specifications are now called for before we start an examination of the coachwork. The engine is a four-cylinder in line with side valves in an L head. It is cast in two blocks of two which are attached to a most complicated cast aluminium crankcase which in turn has a separate sump underneath. Wolseley rate the car as 14 h.p., the bore being 3 9-16 by 4 inches. Con rods are h section with both halves of the bearings being removable from the rods. Pistons of course are cast iron. The 24 inch crankshaft runs in three main bearings each bearing having a length of three inches. Big end journals are 1 7-16in long and all bearings are the same thickness at 1 7-16 inches. The sump has shaped troughs for the big end dipper. The camshaft is supported at both ends and driven by straight cut timing gears. The inlet manifold is a beautifully finished piece of artistry in brass while the exhaust manifold which sits above it is cast iron. There are two water manifolds, one at the top of the two blocks and the other at the right hand side. A well polished copper tube carries the sparks from a Bosch magneto mounted at the front of the motor and driven off the timing gears. The very neat oil filler has a small plate on it which states "Use only extra heavy Wolseley filtrate oil," perhaps this being a

very special brew in those days. There are two inspection plates for the big ends and the fact that both halves of the bearing are removable from the con rod would enable one to replace a run bearing through these plates without first extracting the piston. A very handy idea. The oil pump mounted on the block pumps oil to two drip feeds on the dash from where it is distributed to the three main bearings. If one lets too much oil run through the plugs are likely to oil up, but at least this is better than running a big end bearing. The motor has of course a fixed cylinder head, access to the valves being through the usual brass "bungs." The motor drives through a very smooth 12 inch cone clutch via the separate gearbox to the back axle. It should be noted here that as there are only two crossmembers in the chassis, one at each end, that the motor assembly helps to stiffen things up considerably.

Before coming to the controls a look at the coachwork is advisable. The body is painted a striking but pleasant lemon-yellow with the flat top fenders finished in black. The roadwheels are light brown with red centres and nickel-plated hub caps. Upholstery is black. The radiator is painted black and lined as it was originally. The body is a four seater with no doors at the front. The rear seat passengers also sit markedly higher than the chauffeur. In fact it is a true tulip bodied Roi des Belges touring car as used by the gentry in days gone by. Much rebuilding has gone into the body but it conforms exactly to the original. The mudguards were remade to the pattern of the old ones as was the bonnet. All the upholstery has been redone also. As the wheels are fixed, a stepney spare is carried on the right hand side just in front of which is a Lucas "King of the Road" acetylene generator. The side and tail lamps are Lucas oil while the headlamps are Reimanns. A brass bulb horn which emits rather a loud noise is situated near the change-speed lever. The windscreen of french-polished wood with a nickel-plated frame is quickly detachable for open air motoring. As at present there is no hood but Mr Eunson has plans for making one soon. The dash panel is also french-polished and trimmed with a nickel strip. The whole coachwork is very comfortable and motoring in the rear seat one has quite a detached feel from the lesser mortals driving along in their modern sardine tins.

Returning once again to a few figures we find that the car is numbered 9094 with a motor number of 2695. The tyre size is 815 by 105 beaded edge. The wooden wheels are unusual in that they are slightly dished instead of the spokes being straight. Track is four foot one inch while the wheel base is eight foot eight inches. The back springs are about twice as long as the front ones, being over five feet long. The dry weight of the car is exactly one ton.

On climbing into the driving seat (this is best done from the left unless you are a contortionist) one is confronted with the following controls: on the dash from the left there is first a pump for raising air pressure in the fuel system, the two drip feeds, the magneto switch, pressure gauge and the magnificent Wolseley name-plate. Nowhere externally except on the hub caps does the name Wolseley appear. There are the normal three foot controls with central accelerator. On the steering wheel and rotating with it are spark and throttle levers. The small steering wheel (14½ inches) has very slight play at the edge but this does not affect the steering. A few quick swings of the starting handle and the motor swings into life. As it hadn't been started for two months it certainly didn't take very long to start running. The change speed lever is to the right and just outside it is the hand brake on the rear wheels. The foot brake acts on the transmission. To engage first, one pulls the lever toward one until it goes into place. There is a neat catch to stop the unwary going into reverse when changing up. The clutch is very smooth, no jerkiness being apparent, although the owner says it is inclined to resemble a kangaroo's antics when it is very hot. Providing one changes gears properly no sound is heard from the box. It is in fact almost like driving a modern car except for the right hand gate change. First and second provide good pulling power but top is rather a long way away. Most three speed boxes have this fault. Top gear will rush the car along to its maximum of some 60 m.p.h., not too bad a speed for a vehicle constructed in 1909. Not having any hills in Invercargill one can't try out its hill climbing abilities. Those who attend the Dunedin-Brighton run will be familiar with the long rise up to Lookout Point. This is usually taken in second gear with a full load of four passengers aboard.

The Wolseley-Siddley can be considered a well built and well designed car that even today is capable of long distance touring, although not perhaps as fast as today's cars the amount of comfort afforded is not to be overlooked. A person who could drive a modern car well would have no trouble in handling this veteran, as motor car controls have changed surprisingly little. The car has no faults and runs very well. The motor is a little noisier than cars of today and if the drive assembly was as well insulated as in a modern car the noise level would be much the same. The general finish of the car speaks

well for Mr Eunson's restoration as both mechanically and bodily it cannot be faulted. The car always places consistently in concours events and the owner seems to have been winning many trophies lately. At this year's Dunedin-Brighton the Wolseley-Siddley was declared overall winner. Certainly a very pleasant car and one many veteran owners would be pleased to have in their collection.

(A photo of this car will appear in the September issue of "Beaded Wheels." Unfortunately a suitable print is not yet available.—Ed.)

Vintage and Veteran Motorcycle Notes

by Geoff
Hockley

ERNIE'S EXPLOITS

Our story on the celebrated Scott v. Hinds match race in the March issue seems to have titillated the memories of several veteran ex-motor-cyclists who recalled this event and others in which the late Ernie Hinds participated, and it has been suggested to us that a few notes on other doings of this colourful character might be of interest. Well, we remember many of Ernie's exhibits on the grass track and beach, but two stunts in particular are worthy of mention. Ernie was a go-getter who believed in the value of publicity, and when the 1915 Indian models arrived in Christchurch he organised an ambitious 1600-mile officially observed test of one of the new "7 h.p." twins with sidecar attached, the object being to cover the distance in 80 hours without an engine stop. Using the city as a base, the run covered all kinds of Canterbury terrain, and Hinds, assisted by a team of relief drivers, accomplished it successfully without the slightest hitch—a most creditable feat on the part of both machine and riders. The following years, Hinds accomplished a single-handed feat of endurance which we have always considered one of the most remarkable road performances in the history of New Zealand motor-cycling. Driving one of the newly-introduced side-by-side valve "Powerplus" Indians, with an official observer in the sidecar, he pulled out of Picton headed for the southernmost tip of the South Island, and 643 miles and 31¼ hours later roared into Bluff after a non-stop ride except for brief halts to refuel. Considering the state of the roads in

1916, this was a phenomenal feat on the part of rider and machine (to say nothing of the unfortunate sidecar passenger, who sat huddled up in a contraption little more elaborate than a wicker chair, exposed to rain, dust, flying shingle and other hazards). It must be remembered also that at this period few of the many streams on Hinds' route were bridged, and it was a common occurrence for vehicles to be dragged through the shingle fords by horses. All in all, Ernie, his passenger, and the faithful steed certainly deserved the kudos which the trip earned them. We possess a photo of them taken at the conclusion of the run, dust-covered, grimy and weary, but still going strong. Unfortunately this old snap is too faded to reproduce.

47 YEARS AFTER!

When Mr M. Keane, a senior employee of the Christchurch firm of Beath & Co., heard that a beautifully-restored veteran motorcycle was on display in a shop window across the street, he idly strolled over for a glance at the old machine, thinking as he did so of the far-off days of 1914, when, as the firm's town traveller, he had been provided with a sparkling new Triumph on which to make the rounds of his clients. He recalled the thousands of trouble-free miles he had covered on it, its unflinching reliability, and how it had invariably "plonked" into life when pushed at a mere walking pace (though, he reflected, he wouldn't care to try to juggle a single-gear machine, however flexible, through present-day traffic). He had quite

regretted parting with the old "Trusty," he remembered, when the firm had provided him with a car in 1918 as being more fitted, perhaps, to the dignity of the representative of a progressive firm, and he wondered what the ultimate fate of the old bike had been. Well, what occurred when Mr Keane joined the crowd gazing at the old bike in the window deserves a paragraph in the works of the well-known Mr Ripley. Yes—as our readers will have no doubt guessed, it was the identical machine which had given Mr Keane such faithful service in the distant days of 1914-18, but sparkling in new nickle-plating and glittering black enamel, and looking perfectly capable of starting off on another 47-year stint. We referred to this splendid restoration job in a previous issue of "B.W." On its disposal by Beath & Co. in 1918 it was purchased by Mr Frank Thomas and used by him continuously until 1928, after which it stood in Mr Thomas' garage until a year or so ago, when Mr Russell Thomas, son of the original owner, decided to restore the old machine to its original condition. We take off our hat to Russell and co-restorer Harry Wear for a superlative job, which not only must have afforded them a great deal of satisfaction, but gave the V. & V. hobby some very desirable publicity by attracting the attention of press and public.



Back in the saddle. A "T.T." for a town traveller.

V. & V. PERSONALITIES.

"Hey!" yipped friend wife, peering through the front window of Vintage Villa as we sat at breakfast one morning recently. "What's this I see out on the road, chum? Don't tell me that you've acquired a couple more hunks of ironmongery! I can hardly squeeze into the garage as it is—where on earth do you think you're going to find room—etc., etc." (The average collector will be quite familiar with this sort of oration and will have no difficulty in completing it for himself.) However, on taking a gander at the cavalcade which had just pulled up at our front gate we were able to calm the partner of our joys and sorrows (who actually is the most tolerant of mortals) and assure her that the two imposing specimens of veteran motorcycles on the trailer were not destined for our stable (we only wish they had been!) and without further delay we were welcoming Mr and Mrs Neil McMillan, who were returning from the Hastings Rally and had very kindly taken a run down to see us before starting on the long trek home to Invercargill per Dodge and trailer, on which reposed the 1914 Rover and the 1924 B.S.A. twin which were awarded first and second places at Hastings—a fine show on the part of this husband-and-wife team and a deserved reward for two real enthusiasts who travelled many hundreds of miles to compete. We have referred to Neil's two machines previously in these pages, and as will be seen by the accompanying photo, they are as nice a pair of veterans as any collector could wish to own. Our congratulations to Neil and Pam on a fine show!

A PIONEER PASSES

Oscar Hedstrom, the Swedish-born tool-maker and precision engineer who designed and built the first Indian motorcycle in 1901, died last August in his 89th year. Hedstrom guided the mechanical destinies of Indian from the beginning of the century up to the palmy days just prior to World War I, when the famous factory in Springfield, Massachusetts, was the largest producer of motorcycles in the world. A designer of genius, Hedstrom was in many instances ahead of contemporary thought. Chain drive, for instance, was standardised on the very first Indian models, and was soon followed by twist grip controls, mechanical oil pumps and other features which seemed radical in those early

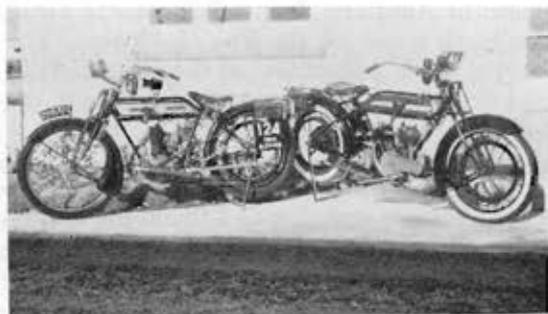


Photo Mr. W. J. Scott)

Part of the crowd at Brighton Beach for the contest with the Indian.

days, but which other makers were sooner or later forced to adopt. One feature which contributed in no small measure to the success of the early Indian was the Hedstrom carburetter, nicknamed the "tin can" (probably because it looked like one!) but nevertheless was one of the first automatic single-lever instruments, and also incorporated a separate pilot-jet device which gave an uncannily slow tick-over. The Hedstrom engine was noted for its mechanical silence, due to some extent to the location of the cam gear pinions inside the crankcase. We are fortunate in possessing a 1915 specimen which has many times impressed onlookers with its sweet and silent running. One of Oscar Hedstrom's greatest triumphs was the 1911 Isle of Man T.T. race, in which the red mounts filled the first three places, to the consternation of the belt-drive and hub-gear adherents. Another Hedstrom design which won world-wide fame was his 8-valve racing engine, the Indian 8-valve being probably the most famous racing machine of its day. In 1920, on Brooklands track, the

famous English motorcyclist Herbert Le Vack established a formidable list of British and world records, using a venerable 1912 8-valve—one of the earliest to be built. In New Zealand, in the heyday of the one-mile grass tracks, the 8-valves were seen in action in the hands of such famous riders as Percy Coleman, Ernie Hinds, Jim Dawber and other grass-track stars.



The winning pair. How about a "four" to make a trio?

THREE-WHEELED ECSTASY

by George Woodward, Auckland.

"Open Road Calling!—Open Road Calling!"

"Right—here I come—give me my gloves and saddle."

The saddle this time is the super comfort Mesinger on my good old Harley-Davidson sidecar outfit. The gloves don't matter—they're not vintage!

Another holiday on the open road. All sorts of roads—main arterial highways, provincial roads, country roads, tracks; plains, undulating country, swamps and mountains; bitumen, metal, potholes, dust and mud.

Starting from Auckland on a fair Saturday morning with the sidecar full of luggage, I set off for the Waikato Club's Morrinsville Rally. This was a most enjoyable show organised in the Waikato Club's inimitable style. Pat Wood was there with his 1914 Triumph and wicker sidecar. This is a superb restoration as is his 1919 Triumph sidecar outfit. He is now working on a 1923 Harley and sidecar. This should give him faster and more comfortable going on rallies. Pat has done a lot of slow plugging along on the Triumphs and he is to be admired for sticking at it over distances up to 300 miles or so in a weekend.

Up to now Pat and I have shared the motor cycle trophies for events at our end of the country, but in the Auckland Club we have a good many motor cycle restorations on the way and have the nucleus of a strong section. (Get going, chaps, and give us a bit of competition.)

After I had waved Pat off on his trip home to Auckland I set off for a run along the lovely coast of the Bay of Plenty. The Harley made mincemeat of the Kaimai Hills and deciding to take it easy and savour to the full the start of my three weeks' holiday I pulled in for the night at Te Puke.

On emerging from the local hostelry after a shower and change I found the Harley being eagerly discussed by two local enthusiasts who turned out to be Quentin Lawrence and Ken Antram who whisked me off to see their 1922 Ford T in process of restoration. Believe me those boys are doing a great job on that old girl. They took me back to the hotel in her and she ran really well. In the

course of conversation they told me that they had found a 1918 Harley and 1910 Triumph at Raurimu and later, at the National Rally, that they had collected them and safely stored them away. They have a 1926 New Beauty for sale, unrestored, but complete and with some spares. Also a 765 x 105 beaded tyre. These two are very enthusiastic and appear to have the interests of the movement at heart. I like their idea of going into partnership in their vintage activities and would commend this to other members.

Next day I set off along the coast with the idea of a swim on the way. However, the weather was not very warm and I found the pub at Matata a pleasant spot for a couple of bottles of lunch. Matata is quite an interesting place. There is a large lagoon which is a sanctuary for all sorts of water birds and there is a large painting of it covering almost a whole wall of the public bar.

After a sit on the beach watching the waves come in from the Bay I tootled into Whakatane. On the way in I saw a figure, oil-can in hand, rush out to have a look at the Harley going past. This reminded me I needed some oil and I turned back and found Ken and Ces Goodwin, a cheery pair of motor cycle dealers and I succeeded in wasting a good deal of their time talking and sharing their afternoon tea.

The evening I spent with Jack Dickson who, with his 1928 Harley, has recently joined the Auckland Club. Jack bought his Harley new in 1928 and still uses it for travelling to and from his jobs as a builder. He was very interested in my model and I had to take it into his garage and he put on all the lights and went over it with a fine tooth comb. We talked so long out there that Mrs Dickson came out to see what had become of us. She made some supper to get us inside and then having succeeded in this she had to listen to more "Harley." (My alogogies, Mrs Dickson.)

Jack has had a go at mixing the Harley olive green khaki colour using Hylusta house paint—four parts lemon yellow, two parts black and one part bright red. I think this looks a bit too green in the daylight but it could possibly be improved by the addition of

a bit more red. It is a very hard colour to match and the factory must have had some secret formula in those days.

Jack wanted to get a photograph of the two Harleys together, so next morning I sought him out where he was busily engaged on the early stages of a new residence. He took me off to inspect a house he had just finished and back to morning tea on the job with his partner. And then—the picture. We moved the Harleys this way and that, looked learnedly at the sun and moved round looking for the best angle. "This'll rock em," said Jack as he adjusted his camera and in a few minutes the job was done.

It being a glorious day I felt the call of the beach and went over to Ohope for a swim. What a glorious spot this is! A wide clean beach of white sand lapped by sparkling clear water, and very few people about. I lazed in the sun, swam and lazed again, thinking the while how good it was to be free from an office desk for a bit. Lunch consisted of some delectable fish and chips from a local tea-room. This will be a day to remember in the dark winter time ahead.

Next morning off to Rotorua with the Harley roaring down the long straights and then round the lovely lakes and on until the smell of sulphur told me I was getting near.

I spent a pleasant evening with Ian and Audrey Henderson who have a 4-cylinder Ace stacked away. I had hoped to see its restoration on the way but these two are busy people and haven't got round to it yet. Their little daughter, who sat so happily on my knee last year, is as charming as ever. Good luck to you, Ian and Audrey. Don't forget the Ace will be able to draw a two-seater sidecar plus luggage and I hope to see you at some of the rallies later on.

Johnny Erehe at Ngongataha, a Harley and Indian enthusiast, who hasn't somehow got around to putting together a machine for himself, was as affable as ever and gave me a 7/9 Harley engine and most of a 1925 10/12 motor with most intriguing letters in its number on the crankcase, to wit—25JDCB4591. The pots have large inlet ports and I should be very grateful if someone could tell me just what I have managed to acquire.

A small detour now took me to the new town of Tokoroa and to Jack Inch, now minus beard. He recognised the sound of a

Harley motor and came out to see what was afoot. Maybe this was because I have a habit of retarding the spark when stopping and demonstrating the Harley's slow tick-over.

Jack and I nattered on motorcycle matters for some time during which we had morning tea and I found that Jack had for disposal to a good home such things as:— a 1928 (or 1929) 4-valve Rudge, a 1922 A.J.S. twin (minus footboards and timing cover), a 1926 Harley 350 S.V. engine (re-bored), a Harley gearbox (about 1923), some Harley generators (single and twin) and a 26 x 3 beaded tyre. Jack tells me he will take on repairs to English mags and dynamos.

From Tokoroa, still in glorious weather, I went on through Taupo and down round the lake. In order to get across to New Plymouth I had planned a rout encompassing, for me, new country and at Turangi I took the Taumarunui road. This is fairly rugged just now but there is a good deal of work going on here which augurs well for the future.

I slept at Taumarunui that night and in the morning took the river road to the west. The river beside the road here is the Wanganui, in its early youth, and bearing no resemblance to the lordly volume of water that flows into the sea many miles further south. An interesting feature of this road, Taumarunui to Ohura, is quite a long tunnel. You dive into darkness without much warning and just as you reach for the brake pedal and think about the lights you see a small archway of daylight in the distance and relax again. This must be the longest road tunnel in the North Island. If anyone knows better, please put me right.

A quick look at Ohura and then through some more rugged country and out on to the New Plymouth highway.

From Turangi I had crossed two mountain ranges and travelled through some lovely native bush and pioneer farming country and I was glad to have seen this corner of New Zealand.

After this lot Mt. Messenger was a mere hill on a main highway and its tunnel a small hole in the wall.

Arriving at New Plymouth I sought out Bernie Bryan, another of Auckland Club's motor cycle members. I have been agitating

lately among our members to get their bikes finished and on the road. Bernie, however (and Aucklanders take notice!) has put us all to shame by having a small exhibition of well restored machines, a photograph of which, with Bernie himself, appeared in a recent number of "Beaded Wheels." I was delighted with his machines which included two King Dicks, twin and single of 1911, a 1915 B.S.A., a 1918 Harley and a 1920 Henderson. He is still working on other machines and would welcome contact with other members especially in connection with an O.H.V. Douglas he will be starting on soon, and some F.N. 4 parts he has for disposal. He would like to acquire any old books and magazines on the subject of motor cycling. Bernie is quite a character in his quiet way and has a good knowledge of what went on in our circle of interest in the good old days. Enjoying a cup of tea kindly provided by Mrs Bryan we pored over some ancient literature and reminisced over past models and events. We hope to see you at some of the rallies soon, Bernie, with one or more of your stable.

By the way, if any member is coming to Auckland via New Plymouth would he please call on Bernie at 29 Sackville Street and bring me up a Harley gearbox he is keeping for me.

Wanganui was the next centre of interest and here I met Reg Lee, the owner of the delightful little Humberette, newly restored, that we admired at Hastings. I was glad to be the bearer of a small present for him in the form of a Humberette handbook sent from Auckland by Bill Barnard (my extremely competent navigator) who remembers a Humberette in the family in his early youth. With Reg and his family I enjoyed a pleasant hour on the verandah in the Sunday afternoon sunshine and with a cup of tea in one hand and a sandwich in the other I discussed the intricacies of the Humberette carburettor.

That evening I visited Brian Walker who showed me his two Zedel cars, the older one of which he had entered for Hastings. Brian has a Zedel motor cycle engine and would be very interested to hear from anyone with a knowledge of such things.

Palmerston North brought me in touch again with Andy Thomson who seems to be still adding to his amazing collection of an-

cient motor cycles. Buried in the boot of the sidecar, I had carried for all these miles a little veteran engine which our redoubtable Earle Gill had scrounged from some widow or orphan somewhere. We didn't know what it was and on presenting it to Andy I found that even he couldn't put a name to it. (If you find out, Andy, let me know.) However, I managed to work a swap with him for some Harley stuff I needed.

While in Palmerston North I visited Jack Manning whose 1927 Harley and sidecar I viewed last year is now completed and stands in all its glory in his showroom. Jack has only one complaint about this magnificent machine and that is that too many people want to admire and talk about it when they should be buying one of his new bikes or scooters.

And now ensued the pleasant interlude of a week spent with my parents in Levin. The old folks killed the fatted calf and I enjoyed a very welcome spell from travelling, giving me an opportunity of getting the venerable vehicle into fitting condition for a National Rally.

The Harley had arrived covered in dust and dirt which had penetrated into all the crevices of a motor-cycle and she looked generally very scruffy. During this week I really went to town on her and even did a little painting. There was no hurry over this and I thoroughly enjoyed it, interspersed as it was with odd social activities and looking up friends, among whom was Trevor Hudson who was busy preparing his Austin for Hastings, in spite of which he found time to help me in various ways. Thanks, Trevor.

On Good Friday I set off for Hastings and the National Rally, steering well clear of dusty roads and hoping the weather would keep fine. I was lucky in both and on arrival only a quick rub was needed before lining up the old girl in the Exhibition Hall. I had one bad moment on this trip. While taking a banked corner on the Takapau Plains a patch on my front tube lifted causing a certain flatness up forrad and doing away with my steering. I drifted to the right down the banking, completely out of control, and shot between a telegraph pole and a large strainer post with about six inches to spare on either side, finishing up on a small lawn outside a house. Luckily there was no traffic coming from the opposite direction and it was indeed

a very lucky escape. On coming to rest I found I had company in the form of three motor cycle enthusiasts from Masterton travelling to the Rally by car. Two of them, Ken Bull and Neil Skeet, I had met on my trip last year. They were very kind and helped me to patch the tube using some of their hot patches and then followed me to Takapau where I invested in a new tube after which I felt a lot more secure.

I thoroughly enjoyed the National Rally, a well organised and happy show. Better pens than mine will be reporting on this so I shall not say any more on the subject, except that I was very pleased to see the good line of motor cycles entered. Some of us discussed the staging of a North Island Motor Cycle Rally. A very good idea, I think, but it would be better to wait until there are more machines restored.

On Easter Monday I left Hastings for Auckland via Wairoa and the Urewera Country. On the way to Wairoa I was plagued with an annoying miss in the even beat of the engine and I wondered whether I should take on this lonely and mountainous route, until a bright idea struck me and I found the condenser loose on its mounting. When this was tightened up all the horses surged forward in step again.

I had never been over the road from Wairoa to the Rotorua highway before, and I was looking forward to some magnificent scenery. Unfortunately the weather deteriorated and an unwelcome drizzle settled down over the land, turning much of the road surface into slush and robbing the lakes and mountain streams of their sparkle. How-

ever, one couldn't help admiring the grandeur of the mountains with their knife-edged rocky spurs covered in bush. Here and there a few miles of open country where man holds precarious dominion over the jungle, but in sixty miles there is not much sign of man except the road which winds, rises and falls again and again, struggling through this wild country.

At 6 p.m. I stopped at Murupara, the old steed covered with mud but still game, and settled in for the night.

This is virtually the end of the holiday but I still had two days of freedom left and I set off the next morning to potter along quietly, determined not to go home until my time was up. I started off through the 20-mile forest of pine trees over a magnificent road and I thought to myself, "These afforestation blokes do things properly." Before long, however, I ran off the sealed road on to the worst surface I have ever encountered. We pitched and tossed and I just couldn't find a speed that would suit. It was a relief to get on to the Rotorua-Taupo highway and settle down to some easy going.

I stayed the last night at Cambridge and from my bedroom right across the street I saw the local office of my employer. This brought it home to me that at last the show was over!

At Rangiriri I dropped in on Maurie Close, who was interested to hear news of the Rally, and then home to a loving wife and family.

This is a holiday I shall remember for a long time.

PRESS RELEASE

NEW EXECUTIVE FOR FIRESTONE

Mr D. L. Forbes, Jnr.

Mr D. L. Forbes has arrived in New Zealand to take up the position of Director of Sales for the Firestone Tire & Rubber Co. of N.Z. Ltd. Prior to coming to New Zealand Mr Forbes was stationed at the Puerto Rico Branch of the Company. His ten years of service with Firestone also includes seven years in Bombay.

Mr Forbes, who was born in New York, served for four years with the Air Transport Command. He is a 1948 graduate of Akron University, Ohio, U.S.A., where he was a well-known footballer. He also played golf



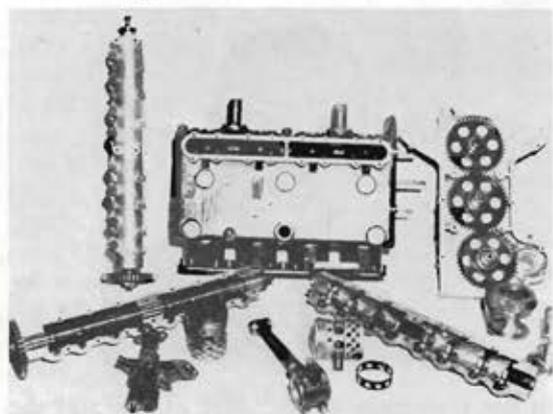
in the University team. Mrs Forbes and the four children are expected to arrive in the Dominion within the next few weeks.



The HAMILTON SUNBEAM Part III

The final chapter in the story of I.O.M. 2 is designed to give some indication of the technical features of the car and also to indicate its position in the family tree of racing car development. The former is best understood by study of the magnificent photos of Stanley Sears "Peugeot type" car. From these can be seen the interesting barrel crankcase with its heavy ball-bearing mains. The large ports at the side are covered by tall breather pipes and are the only access for assembly of the big-ends to the shaft. The thrust assembly is part of the main bearing hence the wide face on the timing pinion on the front of the crankshaft to allow a lot of relative fore and aft movement under expansion and contraction.

The heavily drilled con-rod little ends were a real source of weakness on the Hamilton car after the compression ratio had been raised and all the rods are broken away where the pins have bent under load. The



(Photo by S. E. Sears.)

Block and other parts of Mr Sear's Peugeot type Sunbeam engine.

heavily drilled little end of the rod has had insufficient strength to restrain this and it would appear that this was the start of the "blow up" that ended the car's career.

The connecting rods have obviously been forged from the standard Sunbeam touring car's forging dies and subsequently the forgings have been machined all over resulting in some very sharp changes of section where the shank of the rod meets the big end, being another point of weakness.

The cylinder block is very interesting in that it has no detachable water-jacket plates, the whole being as shown in the photograph and a very fine example of the foundryman's art. Valves are organised in the same way as the 3-litre Bentley, having guides that are only a light push fit in the head to allow removal of valves. The Peugeot system of valve operation is clearly seen, the two cam boxes being mounted above the cylinder head with a large air-space that accommodates the valve springs; the chain of coarse-pitch spur gearing is carried in an independent aluminium casing attached to the front of the block, whilst in front of that again is a cylindrical housing enclosing the skew gears that drive the very large single oil pump shown. On the Hamilton car, as has been told before, this pump is replaced by two more conventional sized units, one above and one below the housing.

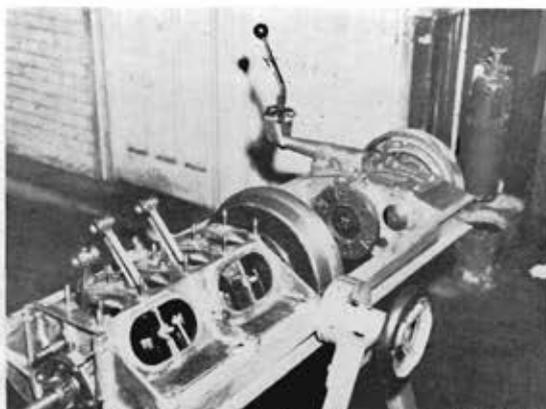
The photograph shows the original steel pistons with the gudgeon pins retained by a spring ring. The Hamilton aluminium pistons are a full eighth of an inch higher in compression height, but were of poor design and were no lighter than the steel ones they replaced. A feature of the steel pistons is a central strut from the centre of the crown to the gudgeon pin itself passing through a hole in the top of the con rod little end that can

be plainly seen in the photograph of the assembled crankcase. The material of the Hamilton pistons was quite unable to withstand the stresses imposed on this strut especially in view of the raised compression ratio. The writer will definitely return to the steel originals and luckily these are still with the remains.

The clutch is a conventional cone affair engaging directly into the flywheel which on the Sears' car illustrated appears to be a cast iron affair with quite heavy sections throughout and a heavy stiffening ring on the outer edge. The Hamilton flywheel is a very light steel casting of only very thin sections throughout and no ring. A conventional gearbox with four speeds that should theoretically give a very useful performance completes the units mounted on the sub-frame.

A real "diff-smasher" of a transmission brake is operated by the hand-lever and is heavily ribbed and should be effective. From here the drive passes by conventional "pot joints" to the straight cut bevel rear axle which we fully dealt with in the September, 1960, issue of "Beaded Wheels." The chassis design is conventional Edwardian and the Hotchkiss arrangement of the drive has necessitated the fitting of torque rod to Sears's car to overcome very severe "twisting" during acceleration and especially braking. It would appear as though the outrigger rear springs might well be among the principal reasons for this since on the Hamilton car there was no suggestion of trouble in this respect with the original spring and chassis layout. Mr Sears in a letter to the writer says, "The radius rod from the rear axle to the front shackle pin of the rear spring is a modification which I fitted to obtain better braking—the brakes were so bad, due to torque reaction on the springs that it was impossible to drive the car in competition—this radius rod has made a great difference." Now Hamilton has always impressed upon the writer that his car was faultless in this respect even on the rough going of the McKenzie country, and the discrepancy bears still further towards the theory that the chassis frames of the two English survivors were more at home on the board tracks of the U.S.A. than conventional European competition.

The whole question helps us to place the Sunbeam in its correct position in the evolution of the racing car. The engine department represents the highest point of achieve-



Subframe layout of Mr Sear's engine with block removed.

(Photo by S. E. Sears.)

ment in the quest for the optimum balance between power and reliability in spite of the weakness of certain parts when considered in the light of present-day knowledge. It is an engine that is at home when used for touring or racing and has an enviable reputation for reliability in the toughest competition as Mr Sears's feats in the last few years will testify.

Throughout its New Zealand racing career the car was always both faster and more reliable than its 1922 Straight 8 counterpart with the solitary exception of the 1926 Muriwai meeting. The later car with its better braking had a tremendous advantage in the actual T.T. race on the Island in 1922 and made lap times very much better than those of the 1914 race winner, but Mr Hamilton, who has had a probably unique experience with both machines has always maintained that the 1914 car was both appreciably faster and easier to handle due to a more rugged engine design and lighter sprung weight.

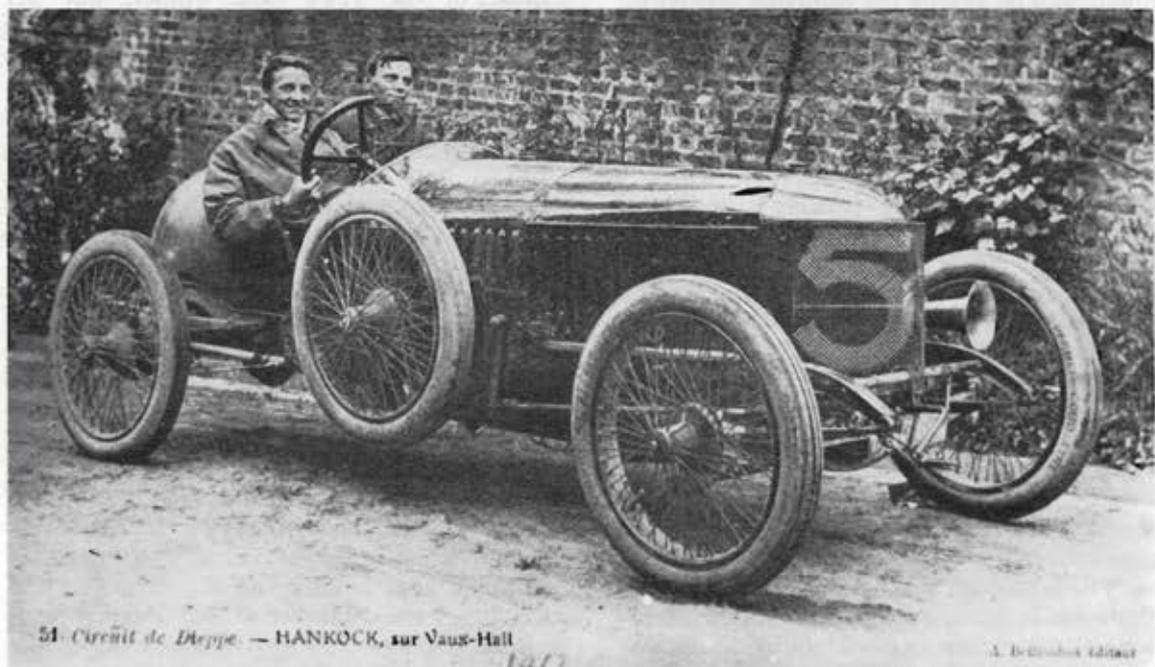
Those versed in the ways of Edwardian chassis at speed will probably agree that in experienced hands that low unsprung weight can do marvels and make up for many of the deficiencies imposed by the lack of stopping power but even the most rabid die-hard will be forced to concede that the charms of such high speed motoring were bound to give way to the rougher, less sensitive handling of the vintage era.

The Sunbeams, and indeed most of the other 1914 racing machinery, represent the perfect balance of speed and delicacy of handling that neither the ungainly size and weight of the "Monsters" nor the temperamental engines and hard suspension of the vintage era could hope to achieve.



(Photo by "The Motor.")

J. G. Sears in action at Silverstone during the Pomeroy Memorial Trophy Trial, March, 1954.



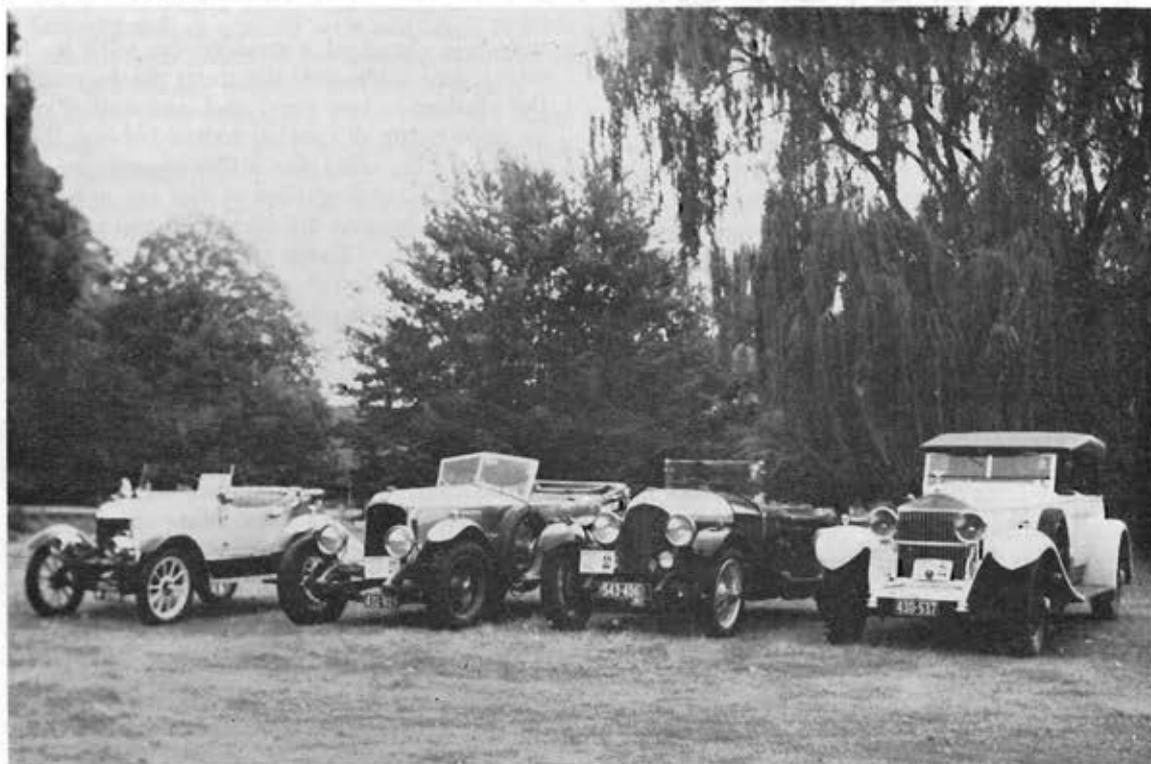
51 - Circuit de Dieppe. — HANCOCK, sur Vaug-Hall

A. B. ...

(Photo by Mr. S. A. ("Sam" Gibbons)

A. J. Hancock in the 1912 Coupe de L'Auto Vauxhall.

Review



(Photo L. L. Newell)

Hawkes Bay Rally, Easter 1961: 1914 Morris Oxford, L. Jones; 1924 30-98 Vauxhall, B. Wycherley; 1924 Bentley, J. H. Williamson; 1927 Rolls Royce, A. James.



(Photo by Daily Telegraph)

Hawkes Bay Rally: Ken Rieper and 1909 Argyll and Rex Porter and "Denny" 1907.

EASTER NATIONAL RALLY

COMPETITOR'S VIEWPOINT

Hailed by a Hawkes Bay paper as the "Biggest rally of its kind ever staged in New Zealand, with well over 100 cars and motorcycles," the Castrol National Rally at Hastings was certainly BIG in every way. Glorious weather, beautiful grounds, good accommodation, wonderful meals, and a most satisfactory "gate" reported to be 10,000, all add up to a rally which must be classed as a big success.

The huge entry did not seem to worry the organisers. We all found parking space for vehicle and person, queued up for those splendid meals reasonably well on time, managed to be in at the Briefing, and had our fun driving, without undue coaxing from the marshalls. It was we who were overwhelmed. That collection of rare, choice and beautiful machinery, including not one, but two, pre-1900 Benz, and at least a dozen Ford T's, the Concour winning Regal, a sleek RR Ghost tourer in palest pastel blue, and a water-cooled Humber motorcycle of 1913, simply were just too much all at once to absorb and enjoy. We did not want to get home this time, then look through the programme and say, "Heck, never saw that one." So, armed with Entry List and pencil, we spent an hour or so deliberately locating every car and motorcycle, and scribbling down a few notes about some. One does not expect every machine to be a Concours winner, but every single one there was a worthy representative of the V.C.C., and every owner had heaps of fun driving, meeting old friends and new, and letting the public see what graced the roads 30 to 60 years ago. That is the true Rally spirit.

The drive up to Hastings was most enjoyable after a chilly morning start and a mysterious couple of flatties in close succession in the same new tyre only ten miles from home. (Cause was found to be a quarter-inch hole in the rim which had been forgotten about. Plastic-filler fixed that and no more trouble.)

A movie-camera would have caught a grand touch of wry comedy at Norsewood. To spare Denny De Dion climbing that deceptively steep little pinch on the Norsewood Hill, we chuffed easily round the deviation provided for caravanners to rejoin the high-

way just ahead of a modern car with trailer which had attempted the steep pinch, muffed the change to low gear, and had stalled with an irate string of cars all halted behind. That kept us chuckling for miles (must be low types), till coming over a rise on a bumpy section we spotted big lumps of coal scattered on the road. These turned out to be the shattered remains of a new car battery; great sharp hunks of it which would have murdered any tyre. As we did our good-deed-act clearing away the debris, other traffic thought it was our machine that had fallen apart. We wondered how far a car would run without its battery and expected to see the breakdown before long. None was found. That evening Len Southward was bemoaning the loss of a brand new 12-volt battery which had apparently bounced right out of its box on the Holsman motor-buggy transported to Hastings on a "Heath Robinson" extension at the back of a truck already laden with the 1909 Talbot. We were able to tell him just what had happened to his battery and also how we had been the innocent victims of jibes about "Old bombs that fall to bits on the road."

Arriving late afternoon, we entered the lovely Tomoana Showgrounds along the tree-lined drive to check-in at the Secretary's office. We were given a little bronze memorial plaque, told to park the car in the Agricultural Hall (a spacious building well guarded throughout by Branch officials) and to find a bed in Waikoko House. The latter proved to be a wonderful 100-year-old homestead only a couple of minutes' walk away, still in the Showgrounds, and standing in a beautiful setting of sweeping lawns, lovely old trees and formal gardens ablaze with flowers. Down one side ran a wide verandah, 50 yards long, shaded full length by a single magnificent wistaria creeper said to be as old as the house. Straw palliasses littered every floor and we understood the No Smoking restriction. We chose a spot on the verandah where the air was fresher but we needed all our bedding in that chill hour before dawn.

At the first meal we were all pleasantly surprised at the good quality of the moderately priced catering, served army camp style with crockery and eating-irons supplied. No washing-up to do, either!

A quick wipe over and rub-up on the brass and it was time for the Briefing in the Grandstand. A general welcome from Branch officials was followed by a short mention of the drill for the morrow and an outline of the Trial Run on Sunday. Then the local Chief Traffic Inspector gave an amusing and well received address on road manners and an appeal not to repeat the annoying and possibly dangerous practice of travelling in close convoy on the way home. It appears one group had offended in this way on the trip up, and had finally collected a tail two miles long. The reprimand was no doubt deserved. Our members should keep in mind that unless driving something fully capable of maintaining 50 miles per hour they can cause a deal of inconvenience to modern traffic. Our slower vehicles should keep well spaced, well to the



Oakley's prize winning Regal as when purchased. See June issue, 1960, for a photo of this car in its now immaculate condition.

left, and pull right in to the side when a few bits of modern machinery start sitting on our sedate behinds.

A spot of community singing filled in the time while the Maori Concert Party donned their piopios to entertain us with an enjoyable hour of song and poi-dance.

Saturday morning was devoted to a Static Display when the dear public were able to inspect our treasures. Following lunch, the Rally was officially opened by the A.A. (Hawkes Bay) President, Mr H. W. Dowling, who made reference to the fact that the Rally coincided with the 50th Jubilee of his Association. (Three of the trophies had been presented by the A.A.) The Grand Parade which followed was a magnificent spectacle but we missed the Andy Anderson technique

on the microphone. It was a pity that unavoidable circumstances prevented him attending. Both he and Molly A. were bitterly disappointed. The Driving Tests were fun, and many were caught by the combination of two-wheel brakes and grass to overshoot the finish line.

The mannequins were most attractive and presented a striking display of Motoring Fashions Down the Years. The seven girls each rode to the dais in a car of appropriate year. The costumes used were those beautifully made by Mrs D'Arcy Nicholson of Timaru and first shown at the National Rally there two years ago.

The motorcycles turned on a skilful display of free-lance riding in the balloon bursting competition. Particularly the big Indian which went a "beaut pearler." He finally got the engine stopped, righted the machine, stood astride the front wheel, wrenched the handlebars straight, gave the starter a kick, climbed a-saddle and rode off to applause from the grandstand. (What memories that act evoked in the Assistant-Editorial mind!) The older machines with their saddles practically over the rear wheels and the long sweeping "come-to-mother-dear" handlebars made a graceful display negotiating the Wiggle-Woggle.

A number of selected cars in three classes, Veteran, Open Vintage, and Closed Vintage, were paraded individually past the Grandstand for the Concourse judging which was done according to the volume of applause. This seems to have been as effective as any other way, and the 1912 underslung Regal entered by Mrs R. E. N. Oakley, driven right up from Dunedin, was the obvious choice among the Veterans. It is a most impressive machine on rakish sporting lines reminiscent of the Mercer "Raceabout." Moreover, it loses nothing on close inspection. The varnished mahogany body-work is beautifully finished off with elegant gold striping and just a little ornamental brushwork which is a credit to the artist. Under-bonnet is just as praiseworthy.

Open Vintage trophy was awarded to Harry Williamson's very tidy Bentley which burbled past in the very best W.O.B. tradition.

Closed Vintage award went to W. H. Bennett with his immaculate 1930 Humber Snipe. The only serious scrutineering was that done to select suitable machines for presentation, and little fault could be found except for the inclusion of one hybrid English Classic with an American sedan body. Even this looked well from the Grandstand.

The Saturday night social was a rather hilarious affair in a hall inadequate for the crowd. Gymkhana trophies were presented during the evening.

Sunday morning weather was cloudy but mild and we set out on a most ingenious and enjoyable Trial Run. Five separate routes were used so although we started at short intervals, it was not long before the car in front and the one behind had peeled off on roads not indicated on our instructions. Only every fifth car followed the same route. However, we kept meeting up again at check points, or travelling in opposite directions on the same road. ("Who's lost, them or us?") Eventually we all reached the lovely picnic spot in the Esk Valley some miles north of Napier in time for lunch and a downpour of rain. A Veteran Morris made the trip minus number plates. A club mate, more observant than the traffic inspector at the start, dashed back to camp, found the plates, and was able to present them to the blissfully unaware owner at lunchtime. Although the picnic meal was a somewhat damp affair, the tucker was good and there was a complete absence of uninvited public. A fine day and it would have been perfect. Soon the decision was made to return to the Showgrounds, so the open-car types donned their wet-weather clobber and we all made good time on the twenty-four miles back by the most direct route. At the Showgrounds, the sun came out again and we were able to continue with the formal inspections and nattering.

We regret that we cannot supply readers with the results of this event, unfortunately, at the time of going to press none had come to hand.—Ed.

Sunday evening we all attended a film showing in a large Napier theatre, but were a bit disappointed at the fare offered. We expected some of our generous sponsor's publicity stuff, but four films on motor scooters and motorcycle racing was rolling it on a bit thick without one solitary film or slide even remotely dealing with our branch of motor sport. The overall effect must have been soothing, for some reported having had a nice cosy snooze. At an interval, the Trial, and Overall, trophies were presented by Dr D. A. Russell, Council Member of the A.A., assisted by Mrs C. Black, wife of V.C.C. Hawkes Bay captain. The Trial was won by R. D. Death driving his 1928 Model A, and the Overall trophy was awarded to the Veteran Regal from Dunedin. Reg. Kilbey, Branch chairman, read a telegram from the National President, Rob Shand, who regretted his absence and wished the Rally every success. Mike Poynton, Wellington Branch captain, expressed thanks to Hawkes Bay on behalf of all visiting competitors and complimented the Committee on the great success of the Rally. Mrs Kilbey and her helpers had done a tremendous amount of work and things had run very smoothly.

Monday morning most of us set off for home in pleasant weather with the satisfying feeling of having taken part in yet another successful rally.

Those driving south were amazed on entering Waipawa to see there had recently been a big fire in the town. The 54-room, two-storeyed, 80-year-old wooden Empire Hotel had been completely gutted the previous evening.

Yes, a most successful National Rally, and "Beaded Wheels" congratulates the Branch and compliments all those responsible.



(Photo by Daily Telegraph)

Len Southward and his "Prairie Wagon" competing at Napier.

MOTURING FASHIONS DOWN THE YEARS

The mannequin parade at the Hastings National Rally made an entertaining break from purely gymkhana performances, and was particularly well received by the packed grandstand.

Mrs Nan Worthy, wearing a leather coat and skirt rather loosely made so that there was plenty of room underneath for warm petticoats. In 1903 Madame De Gost wore similar costume in Epic Paris-Madrid Race. This outfit had brown lace-up snow boots and astrakhan gloves with velvet handbag.

She represented motoring fashions for the lady automobilist of 1895, and rode to the dais in Garth Hughes Benz "Dog-cart" of that year. This venerable old machine trundled slowly along on its high spindly wire wheels, its low-speed engine chuffing gently, and was the very embodiment of earliest motoring.

Miss Jean Scarrott wore mauve striped gored skirt with mauve jacket and lace blouse. The cumberbund was fashionable at this period and large attractive hats. Mauve was Queen Alexandra's favourite colour and

was high fashion for years. The matching parasol completed this attractive outfit, so typically right for the summer of 1907. Her vehicle was Rex Porter's single-cylinder De Dion Bouton (Denny) typical of the period when such refinements as windscreens or hoods were still an "extra" and not a necessity.

Miss Rosalene Pedersen: The hobble skirt split to the knees was very daring and in some towns in America laws were passed against wearing them. This was the lantern line with long tunic top with deep vee neck considered very immodest and unhealthy. The hat had a very "high look" Furs and jewels were a sign of the opulence of the period. Vivid colours—blues and reds—due to Paul Pairo's Russian Ballet decor were in strong contrast to pastel period previously in vogue. She rode in state, and comfort, in Charlie Maxwell's 1913 Austin "Doctor's Coupe," the Concourse winner at last year's Easter Rally. This beautifully restored machine rolled along quietly and sedately with its occupants fully weather-proofed in their upright glass box.

Miss Lorraine Lane: Gold brocade evening dress with stole attached. The hair was worn high with fancy hair combs—this was typical of the softer feminine look in line and colour after the war period. Typifying the year 1918, Miss Lane drove in Gordon Brotherton's Ford T, a nicely restored version of the "Colonial" body tourer.

Miss Heather Black: Beginning the

"Race to the knees" between waist and hemline. Grey was *the* colour that year and "stockingette" (wool jersey) was *the* fabric. Black stockings and round-toed shoes were just the height of fashion. Long, rather showy medallions on chains were fashionable then as today. She looked just the fitting companion to have in the passenger seat of the rakish, sporting 1923 Kissel roadster of Mick Robinson.

Miss Jan Crawford: We know that the hemline won the "race to the knees". Crepe was popular in 1927 and the black chiffon coat the last word. Cloche hat and red vestee front to bodice were points to notice. No wonder "Keep your skirts down Mary Anne" was a well-known song that year. Make up was flamboyant with lots of rouge and mascara. This example of 1927 elegance was particularly well suited to the opulent sleekness of the pale blue Rolls Royce tourer of Anthony James.

The epd' of the Vintage period was modelled by Miss Jocelyn McKenzie riding in Dick Bassett's two-tone Chrysler 77 roadster of 1930. After several false starts since 1928 with the handkerchief hemline hems again reached ankle length. One suspects fabric manufacturers had a hand in this trend as it meant more material per garment, and the dress designers introduced bias cutting to make it difficult for the "little woman around the corner" to copy gowns. Tomato red was "news" in 1930 and the brimmed hat shows off milady's slightly longer hair style.

Hawkes Bay Notes

All the activities of the Hawkes Bay Branch for the past three months seemed to evolve around the National Rally—special committee meetings, hours of planning, and the special general meeting when all our club members were allocated their particular job of work to be done on the Easter Saturday.

It was very gratifying to the Committee when it was most apparent that we had the wholehearted support of our Club members: 62 out of the total membership of 65 worked in some capacity on the Showgrounds that

Olive L. Kilbey, Secretary, 4 Chilton Road, Napier.

day, not to mention the wives and daughters who volunteered to help also.

Now we can sit back and enjoy the event to the full—particularly will our June meeting be of interest when the full-length movie film taken by Gordon Vogtther, complete with sound track will be shown. The May meeting will see coloured slides of the Rally also—this will prove of great interest to those members who volunteered to "man" the gates and the car parks while the oral events were being held.

The Motorama was a magnificent spectacle with 60 or so cars exhibited in order of age in the Exhibition Hall, the sunlight streaming through the skylights making patterns on brass radiators and headlamps. The remainder of the cars were displayed under the trees: all were slightly angled and displayed the engines at the same time.

The timed run on the Sunday morning seemed to appeal to the entrants a great deal—particularly the novel way in which the instructions were given. Much amusement and confusion was caused by the different entries travelling in opposite directions at times; but all arrived out at the destination safely. It was unfortunate the heavy rain caused the abandonment of the picnic in the afternoon.

It was unfortunate that the film planned for the Sunday performance did not arrive in time—this was to have been on vintage motoring—including the London to Brighton and

the Montague Museum. We are still to have the premier showing of this English film, but it would have been so much better had we had it for Easter Sunday. Certainly the Maori Concert party was appreciated, especially so by the South Island entrants, and we were very fortunate in having such a calm fine evening for this outside performance which looked so attractive floodlit seen from the darkness of the grandstand.

The Hawkes Bay Branch of the Vintage Car Club of New Zealand would like to express their thanks particularly to Castrol Ltd. for their contribution to the success of the Castrol National Rally. To the entrants themselves, too, we say thank you for making the effort; to the South Islanders in particular, and to those from the North who made the journey over the hazardous Taupo road: you heard about a Vintage model towing a modern car back to Hamilton, didn't you?

NELSON SECTION OF THE CANTERBURY BRANCH

T. D. King

Since the last edition of these notes the Nelson section has held two very enjoyable social events. The first took the form of a run to Pelorus Bridge where a combined picnic was held with the Marlborough Branch. Being a beautifully fine hot day, nothing very strenuous was indulged in, the time passing with lots of old car "waffle" and punctuated with the odd "cheers." Opportunity was taken to arrange a return visit to Nelson by the Marlborough contingent which event took place during March. This time we were not favoured with the traditional Nelson weather but nevertheless a good muster of about ten cars made the journey over the hills. A pleasant evening of films, talk, supper and a drop of the doings was enjoyed by all. The following morning the visitors were farewelled by their various hosts and friends, the end of a most enjoyable visit. A welcome visitor was Noel MacMillan of Auckland in his vast Cadillac coupe. The writer was for-

fortunate in being able to attend two Canterbury events, the picnic at Sefton in ideal surroundings and a most enjoyable and informal week-end at Hanmer. Both these events were covered in the very robust and practical 1926 Chrysler 58 with no greater trouble than a burned out generator.

Clive Mockett of Murchison has bought a 1927 La Salle saloon and is now hard at work on a complete restoration.

Yet another Ford T has been dragged from hibernation, a 1927 Beauty Tourer, bringing the total of local T's in various stages of restoration to eight. One which is being restored in Motueka has interesting Hank wire wheels.

The writer feels that the time has arrived for the compilation of a Model T Ford register and is prepared to keep a record if owners throughout the country would send in full details with photo if possible.

EARLY ENGINEERING IN MARLBOROUGH

By Ron Osgood

PART 2

In this article there will not be much mention of cars, but I trust our readers will find it interesting, just the same.

At the beginning of this century, Mr T. S. Davies, one of our successful farmers, had an auxilliary yacht called the "Sally." She used to be moored in the "Opawa" river by "Eckford's" wharf.

She was about 45ft in length, with clipper bows and counter stern and was beautifully fitted out. Mr Davies and his family used her for cruising Port Underwood and the sounds.

Originally she was fitted with a steam engine, but this was removed and replaced with a more modern oil engine (all early benzine engines were called oil engines). Apparently this was not very satisfactory, so Mr Davies approached Mr Birch about the construction of a marine engine for the "Sally" to replace the "Thornycroft."

This would be about 1910. The price agreed upon was under £350. In due course the castings were made, also machining and the engine assembled. When I saw it in 1914 no work was being done as there seemed to be a hold-up.

The specifications were, 4-cylinder "T" head, as was the practice in those days, two camshafts drove the inlet valves one side, exhaust on the other. The bore was 6in x 8in stroke. A set of Pickering governors were driven from the camshaft by bevel gears. The complete engine stood about 5ft high by about 8ft long including the usual marine transmission. The lubricating system was complicated with pipes everywhere. Crankshaft was drilled as well. There was also provision made for cutting each cylinder out while the engine was running.

While under construction, many changes were made, adding much more to the original cost.

Late in 1917, Bill decided to run the engine in. He spent all day on the job rigging up the gear. A pulley was put on the shaft overhead, after the gearing was worked out, as the kerosene engine only developed

about 3 h.p. A 4in belt drove on the flywheel of the big engine.

The engine was run all day without compression. The kerosene engine knocking all the time under the load and not missing a shot with its hit and miss governor. Next day the same procedure took place. After a few hours, Bill was making some adjustments to the carburettor, when suddenly, she took off; there was pandemonium for a few moments! Bill could not get the belt off, and the building was shaking to pieces. Orders were shouted out, but no one could hear for the noise, or see for smoke. Suddenly, the engine stopped. When the smoke cleared the kerosene engine was torn from its foundation and the pipes broken, the big grindstone was also broken. It was a long time before the engine ran again.

In the meantime the war was on, and materials went up in price. The engine had

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already cost Bill more than the original price in materials alone, not counting labour costs. Several alterations and improvements were also carried out till the cost rose to over £1000. The result of which finished up in the courts. The main case came off in the Supreme Court in February, 1918, Bill defending the case himself. The result was, judgement was given against Bill. In the meantime Bill did nothing. When the bailiff came to take possession of the engine, it has disappeared into thin air, all that was left was the crankcase and one cylinder.

Bill was arrested and was away about nine months. He came back on condition he parted up with the engine, this he did, but he did no more to it and said it would never run.

Incidentally, Mr Davies never got the engine. Whether he financed Bill I do not know, though he must have done, otherwise proceedings would never have taken place.

Strangely, no one seems to have noticed how the ignition worked, as it was on the engine at the trial run. I have spoken to all who worked for Bill on the engine. Without doubt it was low tension. (For the younger generation): The contact breaker worked inside the combustion chamber and was operated by trip gear on the cylinder head. The same system was used on the old Standard and Union marine engines. A dynamo was used for running and batteries for starting.

Several years later after Bill left Blenheim

for Gisborne the engine was unearthed in Lane's boatbuilding shed in Picton.

The late Mr Tom McManaway told me the following story: About fourteen years ago he came into the shop where I was in business in Picton. It appears his son Mr Wilf McManaway bought the engine for £25 from Mr C. Perano, a lot of money then. His friends, his father included, told him he was throwing his money away. Bill said the engine would never run and they believed him.

Wilfrid McManaway was no mug where engines were concerned; he had the valve plugs drilled out and threaded to take 1/2in pipe Model "T" Ford spark plugs and by fitting a set of coils and commutator from a Fordson tractor got the engine running. He fitted her in his fishing vessel which was called the "Marlborough."

The engine ran for many years including two years' fishing in the Chatham Islands. It also made numerous trips across Cook Strait.

It is only a few years ago that the engine was removed and replaced with a diesel, the only reason being that she was expensive to run on benzine.

That's about all about the "Marlborough" marine engine, but to finish this story I was talking to Mr Oliver McManaway in Picton a few months ago, and he told me the "Marlborough" is still working, driving a sawmill in Admiralty Bay near French Pass.

QUIZ

The car depicted in March Quiz was, as pointed out to us by Rex Porter, A. J. Airs and Jack Lucas, a single-cylinder 1908 De Dion. The photograph was taken at the Christchurch Centennial Rally, 1950, when the car was owned by Mr W. Cockram. Mr H. Williamson of Tai Tapu is the present owner of the De Dion. Apologies to readers for the lack of a Quiz photo this issue—reason no room for another block.

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WELLINGTON BRANCH NOTES

By A. Dray

Secretary: A. Bruce

During the last quarter activities in this branch have been few owing to holidays and the committee's inability to please everyone. However, the majority of our keener members spent a most worthwhile Easter at Hastings. Fourteen of our cars were present and trouble was experienced by only one member. We would like to take this opportunity to thank the Hastings Branch for a most enjoyable Rally.

The Festival of Wellington parade was held in February and eight cars took part in one of the best processions ever organised to date. Although it was of one and a half hour's duration only the Austin Seven showed signs of overheating. Most of the participants collected at Bill Delaney's factory at the conclusion for a cup of tea and lunch, then wended their way home after the crowds had disbursed. The static display was unfortunately cancelled owing to inclement weather.

Some finds of rare cars have been made recently and these include a 1915 Wall cycle-car, which was a light delivery van and is a three-wheeler. Ivan Bengé is now the proud owner. Len Southward has acquired a 1907 Rover similar to the model photographed in Elizabeth Nagle's book "Old Cars the World Over." His biggest concern at present is to dislodge a colony of large spiders living in the

vehicle. Two gallons of insecticide have already been used. This car will require a considerable amount of work although the motor still starts on the first pull up. It is rumoured that Len Southward has also obtained a pre-1904 Wolseley and if its age is correct he will be a starter in the next London to Brighton. Jack Watson has literally unearthed a 1909 Italian S.C.A.T. which is dismantled owing to the previous owner requiring the bolts and screws out of the body for use around his farm.

Ray Ivin's Model T tourer is near completion with only the upholstery to finish and the hood to make. This 1926 car has undergone a thorough two-year's restoration. Roy Southward is about to recommence restoration of his 1912 Maudslay after a wait of two years. This splendid Edwardian will be a worthy addition to our ranks and we look forward to an early completion. Your scribe has restored the engine and back axle of his 1928 12/50 Alvis and is proceeding to completely strip down the rest of the car which should be finished in time for the Haast Pass Rally.

Wellington members are looking forward to the annual Marton Run and the inaugural North Island Noggin and Natter to be held at Taupo.

Waikato Notes

Veteran and Vintage Car Club (Waikato) Inc.

President: R. H. Metcalfe.

First of all, will all club secretaries please note the change of secretary in the Waikato Club. Mrs Roberts has taken over the job from Les Death as from the annual general meeting held at the end of April, and as she is well known in the Waikato in connection with other organisations the club will benefit considerably from her experience.

During the latter half of the summer, life has been fairly hectic in the Waikato as the

Secretary: Mrs J. Roberts, P.O. Box 924, Hamilton.

1961 Morrinsville Rally was held on March 11 and 12, and several members took part in the Hawkes Bay National Rally at Easter.

The Morrinsville Rally this year took a different turn from the previous ones as there was no timed rally to the venue, but the destination of the main trophy was decided by an observed route with many secret checks judging meticulous driving behaviour and carrying out tests of general motoring lore.

There were one or two new "gimmicks" in the afternoon Gymkhana and the Concours d'Elegance on the Sunday morning produced such a high standard of entries that the judges had a well-nigh impossible job in sorting out the eventual winners.

The winner of the Morrinsville Trophy (Grey & Menzies Cup) well deserved his success. He is Wally Capper-Starr, a motoring journalist from Auckland, driving his immaculate 1930 Morris-Isis Tickford saloon. Readers of these notes may remember Wally's article in a popular weekly on a "graveyard" of elderly vehicles he had discovered—many Waikato members have spent many a long evening trying to argue out where this veritable treasure-chest lies, but so far, we hear, without success. He is a recent member of the Waikato Club, and as befits a journalist, his general knowledge of the subject of V. & V. motoring was first-class, while on driving behaviour he was the only entrant to return a completely clean sheet.

This is not to say, however, that the others were careless. One of our observers noted that while at his compulsory stop, all V. & V. cars were excellent, but as for the droves of moderns . . . !

Other results were:

Ladies' Cup: Mrs Joan Brown (1923 Standard), Waikato.

Motorcycle Trophy (President's Cup): Geo. Woodward (1927 Harley-Davidson), Auckland.

1960-61 Points Champion (The Motordrome Cup) (awarded for best performance during the year on Waikato Club events): Mr E. H. Brown (1923 Standard).

Gymkhana: Winner, Wally Capper-Starr (1930 Morris-Isis); ladies' event: Miss Sue Seccombe (1927 Crossley).

Concours d'Elegance (West End Truck & Trailer Co. Cup): 1st, 1925 Ford T "Doctor's Coupe"—Ray Goffin, Auckland; 2nd, 1931 2-litre Lagonda sports tourer—Don Green, Waikato; 3rd, 1927 15.7 Crossley Shelsey tourer—Miss Sue Seccombe, Auckland.

Three weeks after Morrinsville six Waikato cars set out for the trip to Hastings for the Hawkes Bay National Rally, and five actually got there, the sixth having run out of big-ends at Taupo (perhaps due to a little too much enthusiasm in the right foot on the fine run down from Hamilton?)

At Taupo we met some of the Tauranga and Auckland contingent and the writer, who was "tailending" in an ordinary car, estimated that there were about 30 vintage cars on the Taupo-Napier stretch ahead of him. No trouble was encountered on route however, though one or two Ford T's were seen to be in the throes of brake-band renewal, but their



Morrinsville Rally, 1961: Miss E. More and her Vintage Standard and Miss S. Seccombe and Crossley.

owners, of course, do not regard that as any sort of deterrent at all.

The organisation at Hastings was absolutely first-class—and we speak with some knowledge of the work involved in dealing with a rather similar number of cars at Morrinsville in 1960—and everyone had a most enjoyable Easter. Even when the Sunday picnic at Eskdale Park was rained out, the Hawkes Bay Club rose to the occasion and everyone whisked back to Hastings where there was plenty of covered space, food and accommodation. Our particular thanks to Reg and Olive Kilbey who were on the go the whole weekend.

Some very fine vehicles were on display at Hastings, many of which we northerners had not seen before, and there was ample opportunity to examine them thoroughly. Garth Hughes, our club captain, had brought his 1895 Benz over from Hamilton, and was most interested to meet Mr Peter van Asch who has a slightly later model. With the two oldest cars side by side, one could compare the changes made in the space of the three years separating them.

In view of the small number who went from the Waikato, the club feels rather proud of its performance there. Ron Death (Ford A 1928) won the Sunday morning timed run and was awarded the A.A. (Hawkes Bay) Cup; Roy Rowe (Ford A 1931) was a winner in the "wobble-wobble," while Barry Thomas (1920 Rolls-Royce) was placed third in the Closed Vintage Cars Class in the Concours d'Elegance.

April 16 was the date of the inter-club cricket match between Auckland and Waikato Clubs, but like most cricket matches "rain stopped play"—in fact this one didn't even get started. However, the Hamilton Car Club kindly lent their new hall, so the contest was settled this year on indoor games.

The annual general meeting of the club was held on April 26 and the officers for this year are: patrons, R. Menzies and S. T. Nolan; president, Dick Metcalfe; secretary, Mrs J. Roberts; treasurer, Tom Rashleigh; club captain, Garth Hughes. There are some new faces around the committee table and we look forward to an interesting winter programme.

Correspondence

6th March, 1961,

Dear Mrs Anderson,

The December issue of "Beaded Wheels" caught up with me several weeks ago, and Mr M. D. Hendry's letter, wherein he brought out stories behind various vintage performances and wagers, was of interest.

Probably it was not his intention to twist the tenor or facts of my piece by quoting out of context, but I am afraid that is more or less what resulted when he mentioned a Mercedes yours truly "Says he saw." I can assure you that it was no vintage or mythical flying saucer I was alluding to!

As you would appreciate, Madam, my manuscript was not intended as a technical treatise, but simply as a commentary on a very pleasant—and amazingly smogless—Saturday in L.A. among enthusiasts and magnificent scenery. I am sorry Mr Hendry took what was really a remark as being a definitive statement.

Re the alleged records: "It has taken me more than a month to trace the car, and I have just received the reply from Edward A. Catlett, the Antique Car Curator of Harrah's Garage (which is owned by Bill Harrah of Harrah's Club in Reno). Incidentally, that might be a very interesting job (which?—well, either, if not both, of course!) Anyway the 1929 SSK I mentioned is now there under restoration after being involved in a fire. Mr Catlett said he had gone through the papers that came with the car, and can see no record of the car having been raced or entered in any competition. Mr Cohen, the owner at the time I saw the car, also wrote to say it was not on Bonneville but on some track in England that the performances previously alluded to took place.

I am afraid it is one of these frustrating things that the passing years either distort or shroud the facts—not an unusual situation in connection with old cars.

However, I am not sufficiently interested (as I can never own the car!!) in further research, but knowing a little bit of the background of the car and the people associated with it during part of its life, I would still think it highly possible the "remark" was founded on some ancient grain of truth.

While I commend the questioner of my original remark and his research, I am surprised he didn't ask me, at the same time, what kind of animal the "coffin-nosed Ford" that I "say I saw" might be. Maybe he realised that it should have read "Cord," which indeed it was. [Editor's apologies for that "blue."—Ed.]

And I sympathise with Mr Adams on being lumped together with me. Despite any records to the contrary, I am sure two Wall Street brokers of that era, one with a big Duesenburg, the other with a big Hispano-Suiza with similar type body-work, would find the Hissos ahead in a road contest of any length—simply because Hissos tended to stay together and Dueseys tended to "get sick." Yet, despite these idiosyncrasies (let's be polite about this!) I am amongst those who would prefer to own the Duesey if there was a choice! The aforementioned Mr Cohen currently has a Model J roadster for sale at the give away price of 8,000 dollars!

Incidentally, Mr Nethercutt's immaculate blue Model J phaeton which I had mentioned, was written up in "Road and Track" a short while ago.

Probably I was amiss about Duesenburgs in New Zealand, as my reference was intended purely to the big Js and SJs. It seems quite likely there are at least some bits of the Duesenburg Model As around someplace in N.Z. The previous owner of my Speed Six owned one at the time they were in vogue and mentioned at least one other as well.

Yours sincerely,

DAVID M. NATHAN.

—//—

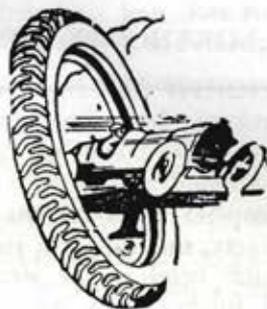
CONCOURS CONTROVERSY

Dear Madam,

Being unfortunate not to be able to attend the recent National Rally at Hastings I awaited the results in the daily newspaper with great impatience, especially the Concours d'Elegance results, only to find it was judged by public applause. I suggest that if this is going to be the practice in future National Rallies that the name be changed to "Concours Long Distance Appearance" as what is the use of spending countless hours doing exacting work on all individual and separate parts when a good paint and chrome job has the winning effect.

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What show has the beautifully panelled and upholstered Model T painted black against a Duesenberg in dark blue duco and chrome galore, which up to date the owner has not had the time or money to complete, his seat being a butter box, and his upholstery and carpets blue stripe bags?

Being as it is an absolute Bitza of good appearance can gain a major prize which is very little encouragement to others aiming to gain this coveted title some day. I would suggest that each car be accompanied by a photo of its purchased condition so judges can obtain some idea of the work and detail that has been accomplished by the proud owner.

Continuing as it is, if it were possible for Leslie Charteris to enter his famous and fictitious Saint and Hirondel the applause would be like a thunder clap and he would chuckle to himself as he tucked the Concour d'Elegance Cup under his arm and went about plotting his attack on the next V and V.C.C. National Rally.

(Signed) PIECE DE RESISTANCE.

To the Editor,

Through you may I take a little space to correct my friend Charlie Black's remark in the March issue of "Beaded Wheels" where he stated that I wanted to be the first New Zealander to compete in the Brighton Run.

I have never stated that I expected to be the first New Zealander to participate in the Run, but as far as I know there has not yet been a car from New Zealand participating.

As this matter has been brought to light, may I mention here that if any of the members do have a car that would qualify, for sale, or would care to exchange one, I would

be only too pleased to consider any suggestions, but I would like, if I do go, to have a car that was my own property.

By the time this is published the Easter National Rally will be a couple of months old and I hope to have met Charlie and corrected his mis-statement personally.

Thanking you.

Yours faithfully,

LEN SOUTHWARD.

To the Editor,

I would like publicly to thank the Hawkes Bay Branch of the Vintage Car Club for their courtesy, both to myself and to others like me who had mechanical trouble during the National Rally at Easter.

My car came to grief on the steep hill at Norsewood. When Ron Daley came by, he unloaded his Buick, which his wife drove to Hastings, loaded my car on to his trailer and towed it the remaining 50 miles to the Showgrounds.

This in itself was worthy of praise, but to have their team led by Ken Reiper work far into the night to fit leather bearings so that the car could join the parade on the following day, puts me under the greatest obligation. I was able to join in the activities of the Rally which would otherwise have been closed to me. The final decision of their Committee to deliver the car home and so save 200 miles of running on leather bearings is beyond praise. Allow me to congratulate the Branch. Their organising, catering, entertainment and courtesy are of the highest order and set a standard for all future National Rallies.

Yours etc.,

S. NORTHCOTE-BADE.

Restoration Technique

HOOD BOWS. A new hood-bow can be steamed and bent with a little patience. Hickory or ash is best but hard to get. Japanese oak is readily obtained from a cabinet-maker and is easy to handle. Cut one side out of a 4-gallon tin, put in a few inches of water, and place over a stove. When boiling, put the bow across the tin and cover with an old sack. Keep boiling. In twenty minutes it should be soft enough to bend by

hand. (Time will depend upon the wood, hardwood up to ninety minutes per inch thickness.) Keep the bend in the steam while shaping, bend further than required to allow for spring-back, tie the ends to retain the shape and leave till next day to cool and dry. If making several bends, time each steaming the same length and make each bend to the same angle. A more careful bend can be made by using

a "former" cut with the bandsaw from a thick piece of soft scrap wood. Allow for the spring-back by making the curve of slightly less radius than wanted and to about 15 degrees sharper than a rightangle. When steamed, clamp the bow in the two pieces of the former, tie the ends as well, and leave for 24 hours. Finally, oil with raw linseed and seal with shellac or varnish.

EMERGENCY TYRE REPAIR. A bead-edge tyre with a cut bead or bad blowout can be used in an emergency by putting a "bandage" on the tube. Inflate tube to size it will be in the tyre and bandage it with any strong material (strip of canvas, or upholstery webbing) and secure the ends with a few turns of insulation tape. Let out just enough air to enable the tyre to be fitted on the rim, and inflate hard. Should be good for many miles. In the old days a Gaiter Patch was often carried. This was a leather, or a rubberised canvas sleeve fitted over the outside of the tyre and laced in position with a leather lace threaded between the spokes.

"U" BOLT. To make a "U" bolt, form the first rightangle bend in a piece of rod using vice and hammer. Now hold in vice by the short base part of the "U" with the leg just made below the jaws and to either right or left. Make the second rightangle bend with the hammer. The two legs of the "U" are now at rightangles. (With one leg and the base of the "U" lying flat on the bench the other leg will be standing up vertically.) Cut to length and thread with the die. Finally, grip one leg in the vice and twist the other into line. Result should be a good-fitting article with sharply formed angles.

CELLULOID WINDOWS. Celluloid soon gets brittle and discoloured. When replacing, try modern clear plastic. It can readily be sewn on the domestic sewing-machine and is practically everlasting.

BULB HORN. A good-sized rubber bulb can be made from a child's play-ball. Form a good flare on short piece of copper tube of size to fit over the reed. Cut small hole in ball and insert the flare of the tube with a large rubber washer both inside and out. (Cut washers from old inner tube.) Cement in place with tyre solution and secure outer washer by binding with string. A coat

of black paint over all and it is indistinguishable from the real thing and works excellently.

REMOVING PAINT. Chemical paint-remover is risky to use on wood as it is apt to penetrate the grain and make future painting peel off. Blow-lamp and scraper is best for this job.

MAGNETO. If performing OK, a mag. is best left well alone except for attention to the breaker mechanism and an occasional sparse oiling. Should the armature be removed for only a second thus causing a break in the magnetic field of the magnet, it will be weakened. The trick is first to slide the magnet off the unit on to a heavy piece of iron such as the sliding part of a bench vice or some flat iron of cross section not less than that of the magnet itself. Do this so that there is always a good metallic path for the field, and don't pull the magnet away just to see how strong it was, it won't be afterwards. If it has been left without a good "keeper", or if the spark is weak, then re-magnetising will work wonders.

RE-MAGNETISING. Wind some 15 or 20 turns of really heavy flexible cable round the mid-section of the magnet. About 15 feet of wire will be needed. Use a wire (or pair of wires parallel) with thin insulation, but with conductor diameter of about $\frac{1}{8}$ inch or near. Take the 12 volt battery out of the family car and borrow another from the neighbour. (One alone will be fairly effective but the two will make success definite.) Place batteries side by side with the + of one close to the - of the other. Have magnet on "keeper" close up and connect coil ends to + of one battery and - of the other. Fit an "earth-strap" on to one of the other terminals and send a jolt of current through the coil by pressing the free end of the earth-strap hard on to the remaining battery terminal. Hold the free end of the earth-strap with a pair of pliers and give just the one jolt of current with a definite, firm, on-off of about one second duration. The coil will heat even in this brief time, no harm will be done to batteries or wire, but a second flash of current will be of lower amperage and less effective on account of increased electrical resistance due to the temperature rise. There is no need to bother about polar-

ity as the coil is strong enough to completely reverse the magnet. If there is more than one magnet on the magneto, treat each separately but assemble them with the Norths on one side and Souths on the other. Have the armature in place and slide the magnet off the keeper and on to the magneto so that there is no momentary break in the magnetic field. This is important. If magnets cannot be removed, do not remagnetise with armature in place as the severity of the process is very likely to cause a breakdown in the HT. winding. In this case, remove the armature, wind on the wire by threading through the space above the armature tunnel, fit a suitable keeper in place of the armature and also hold the magneto in the jaws of a large vice so the vice will also provide a path for the magnetic flux, and give the shot of current as before. While still in the vice, slide in the armature as the keeper is removed.

Classified Advertisements

CLASSIFIED ADVERTISEMENTS RATES
MEMBERS OF VINTAGE CAR CLUB OF N.Z.

INC.: 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: Handbook, manual, or information on 1924 Austin 12/4 (two-wheel brake model). Hood bows, side screens, door handles. N. B. Collins, 15A Budleigh St., New Plymouth.

FOR SALE: 1930 Model A Ford. Excellent condition. Only two owners. Complete with many spares including four near new tyres. The lot for £150. M. B. Milne, 83 Bradbury Rd., Howick. Phone 6645S, Howick.

WANTED TO BUY for winter restoration project, one veteran motorcycle in reasonably complete condition. G. M. Bain, 12 Beverley Street, Christchurch.

WANTED:: Four-seater tourer body, for either 14/40 or 20/60 Sunbeam, 1921-26. Also 4-speed gearbox, for same. Replies to L. L. Jones, 53A College St., Masterton.

FOR SALE: 1926 Bean 14, 5-seater tourer; rebuilt body and trims. New rings but needs some electrical and mechanical repairs. Spares include engines, gearboxes, diff. and radiator. Drive away £60. R. Penfold, 37 Paterson St., Aromoho, Wanganui.

WANTED: Pair hood catches for 1923 Dodge tourer, also two 5.00 x 24 (34 x 5) tires. Must be in first class condition. John Sheppard, 48 Roosevelt Ave., Christchurch.

WANTED TO BUY Coil box complete with Switch for 1917 Ford T. Also a Bonnet to fit the car. D. A. Pedlow, Thames Highway, Oamaru.

FOR SALE: Willys Knight Sedan (1929-30). For particulars write: R. Peach, 31 Douglas McLean Ave., Napier.

BUY: Radiator Shell 1915 Stude. Also 875 x 105 B.E. tyres. State price. Maurice Hornsby, Phone 35-083, or Box 2551, Christchurch.

FOR SALE: 1924-25 Dodge 4 Sedan Coupe. Good condition. 81,000 miles on clock. Tyre size 33 x 4½. Any offer over £50. D. J. Davey, 7 Douglas St., Balclutha.

BUY: Any Veteran or Vintage Car dated 1896-1920. G. H. Lloyd, Box 309, Hastings.

FOR SALE: 1923 Model T Sedan (Ford). Good order, new warrant of fitness. Engine and transmission bands just overhauled. £40. Miss J. McCormick, Pleasant Point, South Canterbury, Phone 77M, Pleasant Point (evenings). Reprint handbook to go with car.

WANTED: Pair Read Doors for 1925 Hudson Sedan. Also anything dealing with Hudson history, especially the service car runs. Jim Sullivan, Otaio, No. 1 R.D., Timaru.

FOR SALE: 1927 Lea Francis Drophead two-seater. In running order and little restoration required. £65. J. Treadwell, Box 16, Wanganui.

FOR SALE: Model T and A Ford parts, also 1928 Willys-Knight radiator or would exchange for 1928 Austin 12-4 parts. R. Goodall, c/o H. Seymour, No. 4 R.D., Opiki Palmerston North.



A PHOTOGRAPH OF HISTORY IN THE MAKING

This photograph shows (from left to right) Henry Ford, Thomas A. Edison and Harvey S. Firestone—three old friends, who, inspired by Harvey S. Firestone's dream of Americans producing their own rubber, met in 1931 at the Edison laboratory in Florida where Edison was conducting experiments in rubber growing. As an outcome of this far-sighted project the Firestone Company began its venture in growing rubber in Liberia. What this move has meant to Liberia is proved by the following interesting facts and figures.

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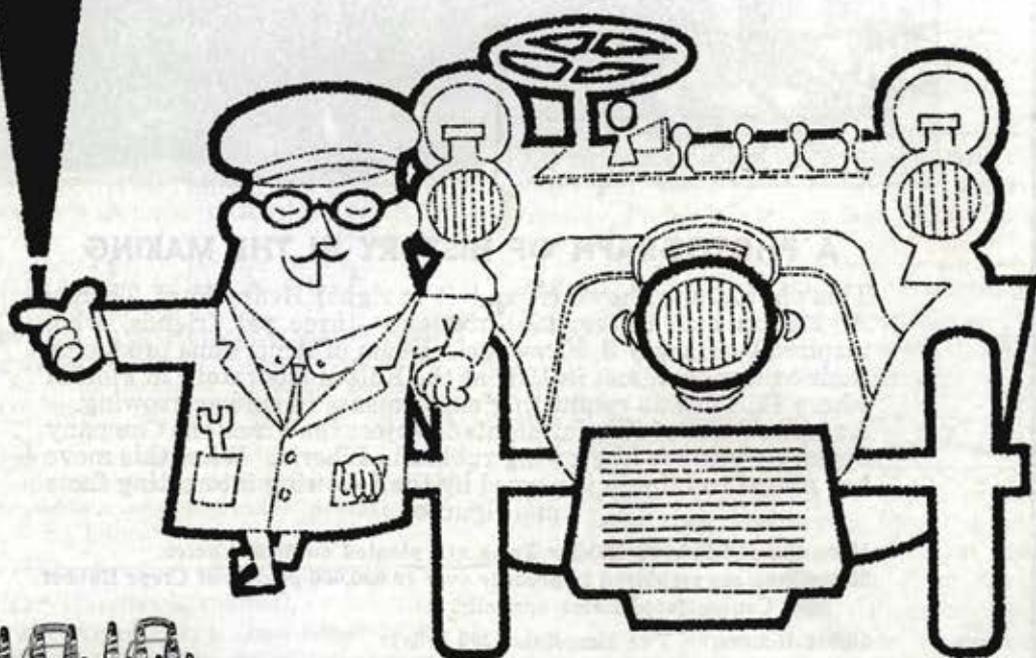


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