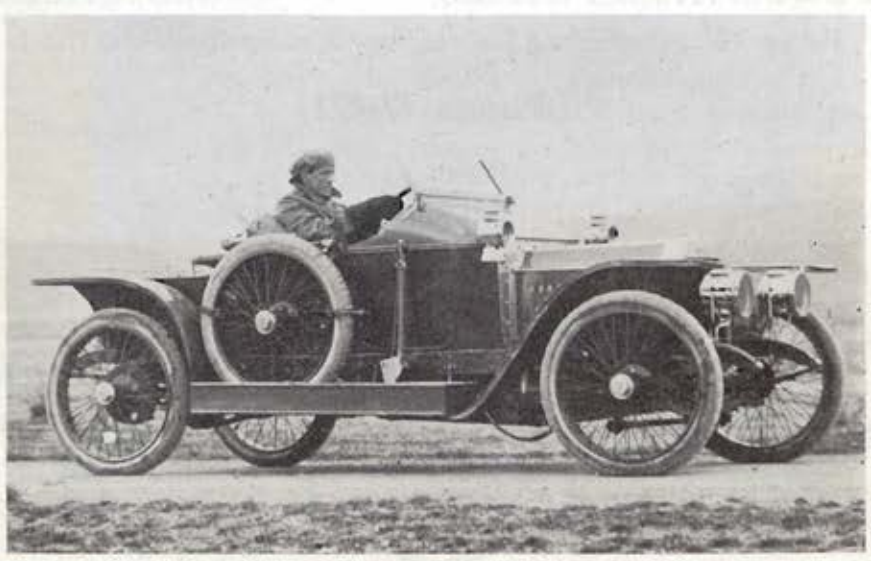
BEADED WHEELS

N.Z. VETERAN AND VINTAGE MOTORING

SEPTEMBER, 1961



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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IN THIS ISSUE

COVER PHOTO.—We make no apologies for yet another Vauxhall, nor are we very Vauxhall biassed; however, this particular photo reminds us of one of our members at present overseas, same cap, same "down to the task look." The print is, however, Mr Edgar Stead at the wheel of his "A Type" Vauxhall circa 1910 with special body. Photo by Mrs Stead.

Editorial

Under the caption—"THOUGHTS, REVOLUTIONARY, DARK" the August circular of the Vintage Car Club of Australia Limited expounds what to some of our members is little short of heresy.

It contains a lengthy and not always logical preamble to convince members that a motion to amend the rules of the Club regarding the age limit for post vintage thoroughbred cars is not only necessary but desirable. Apparently the rules of our counterpart in Australia have quite complicated definitions of vintage sports cars, post vintage thoroughbreds, vintage specials and so on, and it appears that the proposed alteration wants to bring the post vintage thoroughbred class up to the 31st December, 1946. After a close reading of the preamble, one can only draw the conclusion that there must be very few vintage and veteran cars left in good order in Australia because to quote, the preamble contains this statement:

"In the year 1961, who but a garage proprietor or a philanthropist could keep the accepted vintage car on the road in good going order? Metal fatigue alone would render the best of them unsafe!"

NOW COMES THE ACCUSATION: These pioneers (the founders of the Club—Ed.) have made the vintage movement so exclusive that its own concept must eventually lead to its extinction.

"Already the Americans have unearthed their last veteran and are now manufacturing reproduction veterans. How far off is the day when we assemble our reproduction 30/98?"

Either conditions in Australia are vastly different from those pertaining in New Zealand or else the Vintage Sports Car Club of Australia is being overwhelmed by the argument which appears later in the preamble to the effect that a 1935 V-8 Ford is a better piece of engineering than a Trojan Bathtub or a three-seater Citroen. There are probably very few people who would deny that the aforesaid V-8 Ford was a better piece of engineering than the Trojan or Citroen, but it would appear that our counterparts in Australia fail to appreciate the proper concept

of the vintage years and look at the matter rather from an academic engineering point of view. Granted, there are some dreadful vintage and veteran cars judged from an engineering point of view. But, judged as motor vehicles of character in so far as they embody the whims and fancies of their creators, they are without equal. (Thank God, breathe the heretics!) The vintage and veteran car must not be judged from an abstract and up-to-date engineering point of view but rather from a personal and contemporary point of view. The true-blue vintage and veteran owner is not concerned with how much better his car could have been made if the designer had taken a degree in engineering or used a modern alloy valve instead of a cast iron one for he accepts his car for what it is in the light of knowledge existing at the time when it was made. The situation is analogous to the comment of the tedious bore who, wishing to show his profound knowledge of motor cars, compares the handling of a Ford V-8 with a 12/50 Alvis. Each has its own characteristics and should be judged on individual merit. Motor cars, like persons, are or rather should be, individuals judged on their own merits and not by some hypothetical and abstract yard-stick.

It will be interesting to see the fate of the proposals to amend the rules of the Vintage Sports Car Club of Australia because at the time when this Club was founded, it looked to the Vintage Sports Car Club of Australia for guidance and help. As fate would have it, it received little or no guidance or help save a fairly off-handed communication from one of its members more or less deriding the non-thoroughbred vintage cars then owned by the foundation members of this Club. Fortunately, indeed for this Club its founders turned to the Vintage Sports Car Club of Great Britain for guidance and for a basis upon which to mould our concept and organisation. It would appear that our adherence to the principal object of the Club, namely to foster interest and engage in the preservation and maintenance of vintage and veteran vehicles, has stood us in good stead because nowhere is it apparent in this country that we should be moved to the same degree to alter our whole concept of vintage cars as is proposed by our Australian counterparts. Ours is a worthy object and indeed a simple one. Let us therefore, while enjoying to the utmost our vintage and veteran motoring, not lose sight of the prime object of preserving and maintaining our vehicles.

AN ALVIS ADVENTURE

On the 10th of February, 1960, Rob and Ann Gunnell boarded the Italian ship "Roma" on the first stage of their trip to Europe via India. With them went their well known 12/50 Alvis tourer, "Smokey," in which they toured through Asia and the Continent. The following article is reprinted by kind permission of the Alvis Car Club of Australia, and is made up of a series of letters from Rob to the Club and printed in their very excellent magazine "Alvibatics." Many of our members will remember Rob when he was stationed in New Zealand several years ago, and it is with pleasure that we reprint this story of his marathon journey from Australia to England in a vintage car.

. . . . .

"As I write this we are resting in the home of an Indian gentleman (where could this happen but dear old Poona?). Ann and I have just had a shower—something I didn't think I could enjoy so much—and the servants have just finished washing and polishing 'Smokey.'

"We arrived in Bombay early in the morning of the 29th February, safe and sound, which is a little surprising after a very hectic day in Singapore where we spent half the day buying a *Canon* reflex and telelens (for little less than half Australian price) and the other half fighting off taxi drivers, and another not quite so hectic one in Colombo where we had an answer for the taxi drivers in the form of a bus tour ticket. Singapore is a fascinating but simply mad place with very narrow streets and thousands of taxis whose drivers peddle them like maniacs, blowing horns incessantly and the odd thing is that although the major-

ity of cars there are the popular smallish English and Continental makes, their horns sound quite different from the usual and in fact distinctly oriental—perhaps that's how Lucas and Bosch horns sound after they have done ten times as much work as they were designed for.

"March 6th, Sunday. I continue this letter as we sit in our little tent on the side of the road 5 miles the Australian side of Aurangabad, about 160 miles north-east of Poona (ah, dear old Poona!) and today being the 'day of rest' that is exactly what we are doing—a rest from driving, that is. This rest has not been voluntary but more of this later.

buildings of the Bombay Customs trying to get the car cleared so that we might have somewhere to put our gear. This was a most fantastic day and one which could be written up in the form of a 14 act 'Keystone Kop Komedy' affair. But finally at 5.30 p.m. they allowed me to take delivery of the car from the wharf. 'Smokey' started instantly and in fact seemed to be little the worse for its sea voyage and wharf handling.

"We stayed in Bombay two and three-quarter days in all, and had a bit of a look around. Notable cars we saw were a 4½-litre low chassis Invicta in dreadful condition and a rather beautiful 1935 (?) Gurney Nutting

The Alvis photographed at Pahalgum in Kashmir, India.

" Smokey proved most reliable on the ship, suffering no more serious derangement than a flat tyre. As the car travelled deck cargo, I was able to keep a constant watch on its condition and when finally the tyre refused to respond to air transfusions it became necessary for me to consult the chief Officer and seek his permission to perform an operation to remove the offending wheel and replace it with a spare.

"Our entire first day in Bombay was spent —for Ann, sitting on the wharf guarding all our gear, and for me ceaselessly running in little circles around the numerous offices and

saloon V12 Hispana-Suiza which its proud chauffeur allowed us to inspect quite thoroughly. From his broken English I got a sneaking idea that the car might be up for sale and perhaps he'd been instructed to display it for any prospective buyers. Although upon reflection I can't see where we fit in there. There were also a number of TC's, and I wouldn't mention this except that you have never seen a TC MG until you've seen a turbaned, bearded Sikh driving one! We also made ourselves known to B. Barker (V.S.C.C. member who runs a P.I. RR) and he told us of some of the cars around Bombay.

It seems that there are several RR's, an 8-litre British Atrocity, and from his description a 38-250 Mercedes. Apart from the three or four V.S.C.C. members there, the cars are apparently not in very good hands, the Indians not being the kind of people to appreciate machinery (like most Australians, I suppose).

"The 120 miles run to Poona was over fairly flat country and reasonably good concrete roads except for a very long steep hill which reminded me that no tuning had been done to the car since I put the engine together so I advanced the spark two teeth (and that evening adjusted the tappets after tightening the head, and adjusted the float level). This improved things somewhat. We encountered many 5-ton trucks on this road, as well as thousands (well, hundreds) of ox carts, which made progress rather slow. Our first 25 miles taking two hours!

"We arrived in Poona on the afternoon of the second day and camped just the other side of the maze of alleys they call Poona. The following morning we went back into the town, to the bank and to get petrol, etc. At the service station we met the manager who is the kind of Indian gentleman of whom we wrote at the beginning. He insisted we stay with him as long as we like to stay in Poona and we accepted his hospitality gladly, staying the night and setting off again the next morning (Saturday). The 'Old Club' is now the Poona Club, and, although India is 'dry' (no grog), it still seems popular. White people seem to be as rare as 12/50 Alvises in India now. The old barracks are still there, but of course the Injuns have taken over.

"Camping has so far proved interesting—we almost always have an audience of Injuns around us each morning and evening, and when we were camped just out of Poona we were awakened by the police and warned not to camp out in the *jungle* because it is too dangerous. The funny thing is there is hardly a tree for miles.

"Yesterday we left Poona and travelled about 160 miles in the general direction of the Ellora and Ajanta Caves. The road was pretty ghastly after the first 70 miles and was interesting in that one of the things which I thought would happen did, although I hardly expected it so early in the trip. Upon arriving at a town called Paithan we descended a short, sharp, very deep sandy hill at the bottom of which was a river. There was a low level bridge under construction, but we couldn't wait for them to finish it and the river was something over a hundred yards wide, a couple of inches over the top of the chassis in depth and with a very soft, coarse sand bottom. In short—impassable.

"The thought of retracing our steps for about 35 miles and trying to find another way across the river didn't appeal much, besides which we still would have required assistance to climb the steep sandy pinch up from the river, so we scrounged around and hired a crew of wallahs to push us through. After a splendid bit of shoving, the boys got us into the water, whereupon 'Smokey' sank into the soft sand and wouldn't budge. All the heavy contents of the car were then ferried across to the other side on the heads of the boys—you should have seen Ann sitting there. After this a further effort was made, still with little success. As the exhaust was still out of the water I agreed to start the engine to get it rolling and this resulted in getting us into the middle of the river before everyone (there were twelve shovers and all good shovers they) got exhausted. At this stage the water was above the breather holes in the back axle and the car just wouldn't budge. So feeling in a rather magnanimous frame of mind I got out of the car myself to make it a bit lighter. This seemed to help a little because slowly but surely we got it to the other side. I drove it the last few yards out of the water and over the soft sand to the 'road.'

"You've never seen such a mess, there was oil everywhere. I persuaded the boys to wash the car while it was in the river but running the engine to get it out was a bit of a mistake as it shot oil over everything. The sump, gearbox and diff were full of water. I dumped the engine oil and replaced it (there was about a gallon of water in it) and eased off the drain plugs of the diff and gearbox till oil started to come out, after about half a gallon of water from each of course.

"The fee for this labour was 15 rupees (about 30/- Aust.) which was an incredibly huge sum for these parts but worth it for the experience, I thought. In all, I suppose the car was in about half an hour and so today (or at least half of today) has been

spent greasing the car and tapping off a bit more water from the gearbox and diff and removing the oil from the n.s. rear hub (luckily it hadn't touched the brake linings as it just poured past the axle slinger and out the brake drum while it was stationary last night). Also the toolbox under the seat was still half full of water this morning and as it contains all the spare parts (including a magneto) everything had to be taken out, dried and oiled.

"So we felt that today we'd just get everything cleaned up and have a bit of a rest and write this letter and our diaries, etc.

"Indone, 11/3/60. You will probably be surprised to see we have not posted this before now; but if you remember the schoolboy riddle concerning the elephant's behind and the letter box you'll appreciate our need for caution in this land of elephants. We have come a further 400 miles since, and have seen the Ellora and Ajanta caves which impressed us greatly, also the Dhaulahabad fort which was once, very temporarily, the capital of India, and numerous other interesting temples etc.

"If ever there was a world series 'chicken' competition we would back Indian drivers every time, as invariably the drivers of approaching big Mercedes lorries will not budge an inch from the centre of their very narrow roads. Strangely, I don't seem to have much guts, and give way to them each time though this means a certain amount of cross country driving.

"Poor 'Smokey' is suffering from a rather higher temperature than advisable, all this despite many attempts to improve it by tuning. I even removed the radiator yesterday to see if it was blocked, although I felt sure it wasn't, and I'm now convinced that the cause of the trouble is low octane fuel."

(To be continued.)

The Gunnels making camp in Ghandigah, India. Just look at Rob polishing old Smokey as though Pandit Nehru was putting on a concours for his benefit!

PART 6

SEARCH AND RESEARCH

Jack Newall

It's amazing the amount of information and "bits" that can be collected in ten years' search for a single, but oh so important item. 1951 you find a car—Vauxhall, rather unusual, Y.2 in fact—but NO RADIATOR. "Oh, well, I suppose something will turn up!" The original as mentioned before, went for scrap during the war.

First assistance was from Andy, who measured up the radiator of Vauxhall Motors 1909 car, for me. "Funny, doesn't seem to fit, perhaps 'Old Blue' had a special radiator." Of course we now know that Vauxhall Motors car is the 16 h.p. B09 model. By 1958 all that had turned up was the battered shell of another 16 h.p. model rescued from a local scrap merchant, with the core smashed out. "That'll do for a pattern." A sheet of brass arrived home shortly after, and later an early truck radiator with gilled tubes. Measurements were obtained from Jim Carrick in Wanganui from his '13 A Type. "What's this? Something different here." In 1912 when the A Type was slightly remodelled the radiator changed a little, too. This was when the tapered flutes replaced the straight type on the bonnet, but that information came later. . . . There was no real inclination to start manufacturing the object in question and we kept putting it off hoping something might turn up.

Various clues led to the assumption that the Waimate area might hold a Vauxhall or two. First chase was to Otikaieke near Kurow, where there was a Prince Henry! in smashed condition. Of course most Vauxhall clues are either about P.H.'s or 30/98's—just as all Ford T's are brass radiator. This turned out to be a very badly smashed "D Type" about 1920. After the sledgehammer treatment there was really only chassis and little bits left. The instrument panel was supposed to have gone to Waimate. Does anyone know anything further about this? Then there was the elusive Mr Lavers, a one-time owner whose home was in Waimate, but who worked in Mataura. Tried a couple of times to see him in Mataura but he was always away. More of this later and of a Mr Geddes ex-Waimate area—or so the clue had it. These items of information were so vague and were about fourth hand so that to begin with, were practically discounted. It just goes to show it pays to be persistent.

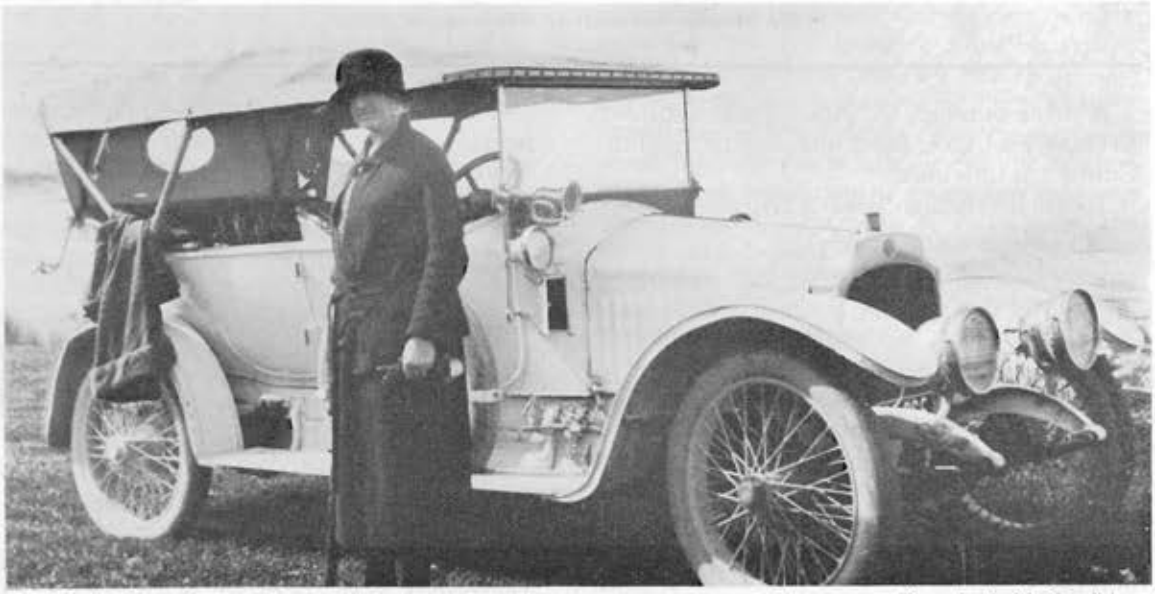
Next came the offer in 1959 of a 1914 "A Type" radiator in Auckland. "Well, I suppose it'll be better than making one up if it's not quite right." Eventually we decided to go up and collect it as there was a motor, too, which might be useful for spares. Interest in Vauxhalls generally had been aroused before this, while delving for information on "Y.2." "Was there any more of the car?" We learned that the body and chassis of the '14 A were probably still near Gisborne, and this definitely needed further looking into. As well, out of the blue came the offer to sell the "E Type" 30/98 too. There was only one answer to that. So Gordon acquired one of the "immortals." Decided to drive home via the East Coast in the "E Type" and look further into the '14 A remains. This involved a couple of days scratching to collect all the bits —chassis completely overgrown with creepers, even the lamps in one shed and the body still with the tattered canvas flapping from the hoodbows in another. Result, a whole car—well, practically. A104 the 1914 16/20 model with motor A100 was purchased by Mr H. G. Tucker of Makauri near Gisborne, from W. B. Scott and Co., and was used until about 1930 after which it remained on the farm, later left to a nephew, Mr Selwyn Smith. With it were spares still in their

wrappers, a few photographs and negatives, and sundry pamphlets on C.A.V. lighting, "A Type" spare parts lists, etc. Now you could say we had the first and the last of the model, but here's the rub, only one radiator. "Back where we started, looks as if eventually we'll still have to make one."

Next through the grapevine, news of a motor in Waimate. This was on a sawbench —no radiator—and after inspection decided the price was too high. Finally, with the help of Athol Asher and considerable haggling on his part the motor was purchased—more spares. It's surprising how four or five clues —all different—can come back to the same car. A09 134, the Waimate sawbench motor, eventually through Messrs Lavers, Geddes and sundry others held this story.

The A09 numbers ran from late 1908 (the first A Type model) until late 1910, in all 249 of the series were produced, and this car was probably early 1910. The earliest owner we know of definitely, was a Mr Andy Hamilton of Timaru—who was evidently rather a fast and furious driver. He sold the car in 1929 for £6 to Mr Charles Lavers of Waimate. A two-seater car with a "box on the back." "Real quality job, the best car I ever had," Mr Lavers said. He could get to Timaru in 35 minutes from Waimate—on shingle roads taking reasonable care. That's averaging 51 m.p.h. The next owner was a Mr George Geddes of the Geraldine area. His son Jim eventually stripped the car—probably about 1936—for a sawbench. At this stage it still had the original chassis, wheels and radiator. It was next known at Glenavy, then purchased by Mr Clarence Wright of Waimate, by now a bare motor only. A sad story, the gradual disintegration of a very worthwhile car. While tracing the early owners of the car in the faint hope of locating the radiator, a whole day was spent with Mr Jim Geddes going round the various farms in the Geraldine area on which he had worked. The nett result, one wheel and a few rear brake parts. The motor is interesting, being the first standard model, as a comparison with "Y.2," the prototype.

But is that all the story of A09 134? The phase "box on the back" in connection with Mr Lavers' description of the car, leads to a theory. This is purely supposition on our part but it is possible that this is the car originally owned by Mr Edgar Stead of Christchurch. A few details of Mr Stead's car may be of interest anyway. His car had a special body built by Boone and Co., of Christchurch, to Mr Stead's own design so as to sleep two comfortably utilizing the dickey. This was so as to be fully equipped for trips into the back country. Other extras included commodious running board compartments and other refinements. See photos. The car took part in the Hackthorne Hillclimb of 1911 and was placed first in the Private Owners' Class.



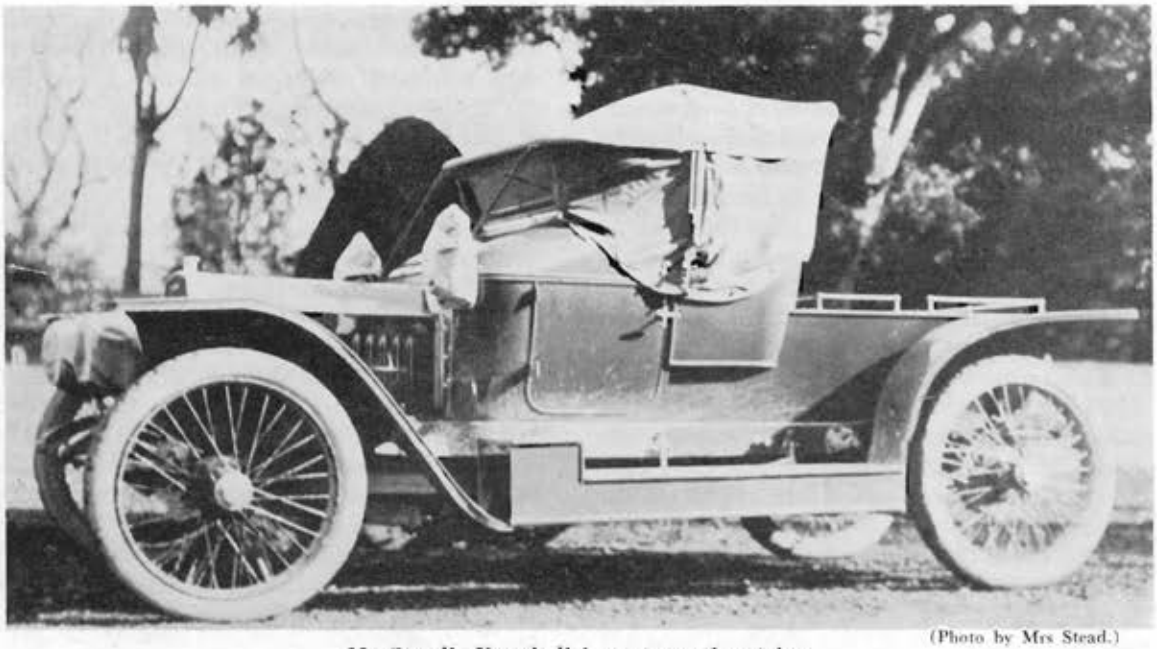
(Photo by J. W. Newell.)

1914 "A Type" Vauxhaull "A104" from Makauri.

First, both on formula and fastest time in that section 1 min. 56 1-5 sec., which was the fourth fastest time of the day. This was the year of four Vauxhall entries which swept the board in both classes.

Then came a most intriguing letter from Brian Wycherley. Next a frantic phone call to Palmerston North, inspection by the Turnbull brothers, finally the collection early last year of the remains of A11 278. Nothing much—part chassis, scuttle, part of the bonnet, but a RADIATOR, the correct shape and in very good order. This was found by Stan Turner and obtained with Brian's assistance.

Yes, you might ask, there's plenty of talk, but you've no excuse for not getting Y2 on the road now. The motor actually is in the process of rejuvenation but, TIME it seems is more difficult to find than even a radiator for "Old Blue."



(Photo by Mrs Stead.)

Mr Stead's Vauxhall in wet weather trim.

A back-number of New York Saturday Evening Post gives some unauthentic English-German translations:

Henrich Whoofenbarker's Worden Booker:

Spy: schnoopenschneeker.

Counterspy: schnoopenschneekerschnoopenschneeker.

Espionage: schnoopenschneekerplotenscheem.

Jet-plane: whoofenwhizzer.

Jet-pilot: whoofenwhizzertookenupper.

Bomb: explodenwhammer.

Old: whrinkellinergh.

Hen: scratchercluckenmama.

Chicken: scratchercluckenmamafluffencheeper.

So perhaps, the following might apply:

Veteran car (as found): junkerwaggonheep.

Veteran car (restored): Schpitzenschinerjunkerwaggonheep.

Veteran car Driver: Schpitzenschinerjunker waggonheepfluffencheepergerflunkenheimer.

And, by the same process, perhaps:

Vintage car (all types): Wrinkellinerghexplodenwhammer.

Vintage car Driver: Wrinkellinerghexplodenwhammertookenupper.

Vintage car Lady Driver: Wrinkellinerghexplodenwhammerscratchercluckenmamatookenupper.

We can now all get busy brushing up our vocabulary in readiness for HAASTPASSINTERNATIONALPLOTENSCHEEM.

Correspondence

The Editor.

Dear Madam,—If I was surprised at some of the statements in Mr Nathan's earlier letter, I can only say that I was astonished at the following statement in his last letter to "Beaded Wheels," (quote) "I am sure two Wall Street brokers of that era, one with a big Duesenberg, the other with a big Hispano-Suiza with similar body-work, would find the Hisso 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!" (Unquote.)

Mr Nathan has wisely not told us just how big this "big Hispano Suiza" might be, but assuming it to be the biggest one (the V12), and also assuming the Duesenberg to be the most powerful one at that time (which would not be really necessary in a clash with the Hisso, which is unblown), I am just as sure that the outcome would be decidedly in the Duesenberg's favour.

Since Mr Nathan is in the land where the Duesenberg was built perhaps he will be good enough to tell us the source of his information about Duesenbergs "getting sick" as he so coyly puts it, and also the nature of their alleged "illnesses," because of all the Duesenberg data I have read, I have never once seen even a hint of this happening and at Indianapolis in particular their good health was never in question which is more than can be said for some other makes.

I would draw Mr Nathan's attention to December, 1960, "Beaded Wheels," top of page 31, to a letter signed "Piece de Resistance," which may further clarify for him what the outcome would be of this proposed speculative clash. However, there is one point on which I am in wholehearted agreement with Mr Nathan, and that is (quote) "I am amongst those who would prefer to own the Duesey if there was a choice!" (Unquote.)

Yours sincerely,
NOEL McMILLAN.

The Editor.

Dear Madam—I thought the article contributed by Mr T. T. N. Coleridge in the December issue most informative and of great value in relating modern oils to cars that were built in the early period—it is the first time I have been able to obtain authentic data on this most important subject.

Needless to say, when anyone writes about cars that are my contemporaries it brings a flood of memories to me. One such memory happened when I read his comments on Model T which ended with the sentence " . . . SAE 10. This use of such a light oil was probably unique for any motor engine built in that period." There was an engine that used a much lighter oil.

This was the Warren car, a totally undistinguished American car, which in specification and appearance was almost identical to every other American car—even in those days they managed to make them all alike. It remains in my memory only for having the all-time record for needing a light lubricating oil and for its insatiable appetite for second gears.

At this time, 1916, the war in Europe was going full blast in a state of splendid inactivity—the muddle and debacle of Gallipoli was behind us, and the high command were busy planning the next one, to be on a bigger scale than any previous effort. The war made replacement parts difficult, so the firm with whom I was serving an apprenticeship in engineering was frequently called upon to make gears for cars, which led to a motor department. The Warren proved a fine spare time job—whenever a lathe was without work, it turned up a blank for a Warren second—when the miller was idle, it cut the teeth—when there was room in a pot, the gear was case-hardened. Harrison & Gash were the agents and I think they must have kept us informed of the importation rate, so we could keep pace with the demand. But all this has nothing to do with oil.

We always knew the Warren liked light oil in the engine, so when an owner phoned up (why us, I cannot tell), to say he had run out of oil the other side of Otahuhu, a dozen miles away, and would we go out and bring it in—no, it had not seized—it could run. We took a tin of Mobiloil Arctic (SAE 10), the lightest oil available as used in Fords and buzzed off. Filled the sump, swung the handle

and drove it back. All was well. Next morning we tried to start, but the united efforts of two men on the handle could only manage a sluggish inch—it was firmly stuck. What happens now? We asked Harrison & Gash. "Oh," they replied, when they had stopped laughing. "You have the wrong oil. You must use, Wolfs Head Crystal Clear."

We sent out for a tin, in the meantime filled the heads with kerosene and after a while could turn the engine. Drained and washed out the sump clear of all the SAE 10.

The new oil was the colour of kerosene, blue clear, and of a consistency very little heavier—certainly much lighter than the household 3-1 of the present day. With this in the sump, the Warren ran as sweetly as a Warren.

That, I think, constitutes the all time record for light oils in a motor car (sorry, automobile) engine.

Yours,

DICK MESSENGER.

The Editor.

Dear Madam,—May I, a recent and lowly addition to the ranks of the club, raise my voice in suggestion? I've attended a number of rallies in and around Canterbury, and noticed the large amount of clobber needed (poles, ropes, etc.) and realised that it was probably brought in the back of a competing car, or else someone's "tin box." It strikes me that the club is losing a good chance for publicity here, so how about a club vintage truck or van? Something neatly restored, with perhaps "Vintage Car Club of N.Z. (Inc.) Canty Branch," stencilled on the doors would, I think, be a good investment. A small levy could be extracted from members, to cover cost of purchase and restoration. If the cost of a truck would be considered prohibitive, why not one of those indestructable "Butcher Boy" Harley-Davidson and side delivery-box outfits?

Of course there may be arguments against my idea, but dawgonit, it *is* a nice thought!

Yours faithfully,

L. N. WOGAN.

Waikato Notes

Veteran and Vintage Car Club (Waikato) Inc.

President: R. H. Metcalfe. **Secretary: Mrs J. Roberts, P.O. Box 924, Hamilton.**

To date we have had quite a busy few winter months. At the end of May a Mystery Run was held. Eleven vintage and seven modern cars toured the Rukuhia, Ohaupo, Pirongia area, finishing up at the beautiful Waipa Memorial Park, Te Awamutu. Two newly restored vintage cars made their debut with the club, a 1924 Studebaker and a boat-tailed Essex, these belonging to two new members, K. Gibson, Hamilton, and P. Durham, Waitoa respectively. During the afternoon, Barrie Grant arrived with his latest purchase, on a trailer. A 1926 Harley Davidson 7/9 motorcycle. From the sublime to the ridiculous, I'd say. Barrie is making a superb job of his V16 Cadillac. The overall winner for the vintage car class was J. Bayley of Tirau in his 1930 Franklin; W. Jelaca, Huntly, in his 1928 Hudson was second, and D. Green, Hamilton, in his Lagonda, and R. Hicks, Morrinsville, in his Austin 7, tied for third place. Messrs M. Bremner and F. Hirst tied for first place in the modern car class.

A local representative of an insurance company addressed members at a recent general meeting on insurance policies, especially comprehensive cover, third party personal injury and third party property damage. He was asked many questions, and all agreed that this was a most informative evening.

Although throughout the Waikato, it rained and kept on raining for two days, with resultant floods, the weather man was very kind in the vicinity of Matamata Hot Springs. Over sixty members and friends, in eleven moderns, seven vintage cars and one vintage motorcycle started at Garden Place, on July 16th. Mr Les Death our immediate past-secretary, defied the cold wind and travelled on his immaculate Douglas C.W. motorcycle. It looked as though it had just been opened out of the box, way back in 1925. We all know now, what he has been doing with his spare time, since going out of office.

We were joined by two cars of members from Te Puke, two of our Matamata members and another from Kawhia.

Drivers set their own pace and estimated time of arrival, and answered a few questions as well.

Mr Ron Roycroft, Glen Murray, in his 1926 Chev. 4 gained first place, with Graham Roberts in Essex 1929 second, and Roy Rowe, Model A, in third place in the vintage car section. Miss Marylin Hughes was the winner in the modern section. Congratulations to three of our youngest members on their splendid performance.

On the way home most of us called to see Mr R. Catchpole's "Stutz", which is in the course of restoration. This is really going to be a class car and we look forward, with interest to seeing it during the coming summer.

Nearly 100 "tramps" of all shapes and sizes turned up to what is considered *"The"* social of the year. There was no question of the unqualified success of the evening and prizes were awarded to Mrs C. Jowett, Pukemiro, best lady tramp; Ken Gibson, best gentleman tramp; and to Joan and Ernie Brown the best couple. Supper was true tramp style, mashed spuds, stew, sausages and bread and butter. A good time being had by all.

We were recently donated a vintage breakdown waggon, a "Buddy Stewart" by courtesy of "Track Services Ltd." It is now being restored in true vintage style by volunteers. When completed we expect to take it on club outings, and it is also to be available for hire to members who may need it, for personal use, while restoring their vehicles. We are grateful to the donors and the members who are working on it.

We have welcomed twelve new members, during the past three months, and are pleased that quite a number of them are teenagers, and young men, the majority with vintage cars; this augurs well, we think, for the future of our club.

We have several more functions coming up, for the rest of the winter, then I suppose we will be thinking of bigger things, holidays, our annual rally, etc.

WELLINGTON BRANCH NOTES

This branch is now plunging into its fourth year and it is to be hoped that it will be as successful as the previous ones.

Our annual general meeting was held on the 18th of July and was well attended. Activities for the coming year were discussed and it was left to the new committee to arrange a suitable programme.

Charlie Maxwell was re-elected chairman and Colin Dray was made the secretary, so any enquiries should be directed to him. The club captain's duties are to be performed by that always willing member, Trevor Parkinson. Hugh Webley is our new treasurer. The committee consist of J. Dransfield, A. Dray, T. Bruce, R. Ivin and L. Southward.

Only two Wellington members went to the Taupo week-end which they thoroughly enjoyed and no doubt more members will attend this most worthwhile event next year.

The Pahautanui Post Office celebrated its Centennial early in July and the Vintage Car Club attended to help make the occasion a memorable one. Thirteen cars were present and a very pleasant afternoon was enjoyed by all.

A "know your Greater Wellington" run was held on Sunday the 30th July. Only two vintage cars entered and all other members went in their modern heated saloons. The run went through Lower and Upper Hutt and back to Wellington then out to Southward Engineering for tea which was provided by everyone bringing a plate. This cut out the usual social evening.

Restorations are few and far between these days in Wellington, but one of worthy note is Ted Daunt's 1920 4-cylinder Renault roadster which is undergoing a complete rebuild, but is temporarily held up owing to the lack of a crown wheel and pinion. If anyone could help Ted would be most grateful.

"BEADED WHEELS" DIRECTORY TO THE VINTAGE CAR CLUB OFFICERS

National Executive:

President: R. B. Shand, Christchurch.

Club Captain: L. G. J. White, Teddington.

Vice-Club Captain: and "Beaded Wheels" Editor: Mollie Anderson, Christchurch.

Hon. Secretary: A. A. Anderson, Christchurch.

Committee: L. B. Southward, Wellington; R. Porter, Carterton; H. B. Foster, Christchurch; N. C. Adams, Auckland.

All correspondence to Club Secretary, E. A. Bailey, P.O. Box 2546, Christchurch.

Auckland Branch:

Chairman: H. Robinson.

Secretary: N. C. Adams, 33 Wairoa Road, Devonport.

Bay of Plenty Branch:

Chairman: L. Coupe.

Secretary: G. Capper, John Street, Mt. Maunganui.

Wanganui Branch:

Chairman: A. P. Tonks.

Secretary: R. P. Lee, 47 Mt. View Street, Wanganui.

Hawkes Bay Branch:

Chairman: R. Kilbey.

Secretary: N. E. Findlay, Maltby Street, Meeanee.

Wellington Branch:

Chairman: C. Maxwell.

Secretary: C. Dray, 8 Bentick Avenue, Wellington.

Marlborough Branch:

Chairman: L. Lord.

Secretary: J. T. May, 41 Muller Road, Blenheim.

Canterbury Branch:

Chairman: E. J. S. Walker.

Secretary: R. J. Cummins, 23 Randolph Street, Linwood, Christchurch.

South Canterbury Branch:

Chairman: G. W. Piddington.

Secretary: B. Goodman, c/o. P.O., Washdyke.

North Otago Branch:

Chairman: R. Murray.

Secretary: J. Sutherland, Toward Street, Oamaru.

Otago Branch:

Chairman: R. E. N. Oakley.

Secretary: A. C. Carrol, c/o. Roslyn Fire Station, Dunedin.

Southland Branch:

Chairman: J. R. Lindsay.

Secretary: J. W. Barnes, 206 Bluff Road, Invercargill.

EXTRACT FROM THE NAPIER INSTRUCTION BOOK DATED NOVEMBER, 1904

It is to be clearly and distinctly understood that each of the following Rules is to be carried out faithfully, and that the evasion of any one of them will be looked upon as a serious offence.

Rule 1. The Chauffeur to commence his duties at 7 a.m., and the time from this hour until 8.30 a.m. to be reserved solely for the cleaning and general overhauling of the car.

Rule 2. At 8.30 a.m. the Chauffeur must call for his orders for the morning.

Rule 3. The car and mechanism to be kept scrupulously clean.

Rule 4. Any negligence in the upkeep of the car which may tend to jeopardize the safety of the occupants when driving will be looked upon as an UNPARDONABLE offence, and will render the driver liable to INSTANT DISMISSAL.

Rule 5. It is to be clearly understood that when driving a lady in the car it is not to exceed 15 miles an hour under any circumstances whatever, and in the streets of a town or other place where there is traffic, the speed should not exceed at most 7 or 8 miles an hour, and less according to circumstances.

Rule 6. Smoking is prohibited while cleaning or working on the car.

Rule 7. No so-called improvements or alterations are to be made to the working parts of the car without express authority.

Rule 8. Any complaint regarding the unsatisfactory working of the car through sus-

pected structural defects is to be reported in writing. Arrangements will be made to have the car inspected at regular intervals.

Rule 9. The Chauffeur is expected to be within call throughout the day when the car is not being used by the family.

Rule 10. The car must never be put away at night without being cleaned.

Rule 11. Tools, spare parts, tyres and other accessories, when not in use, to be placed in the cupboards and shelves provided for the purpose.

Rule 12. When driving the car, every action should be gentle and not sudden, and corners should be taken slowly.

Use the brakes as little as possible.
Clutch to be kept well lubricated.

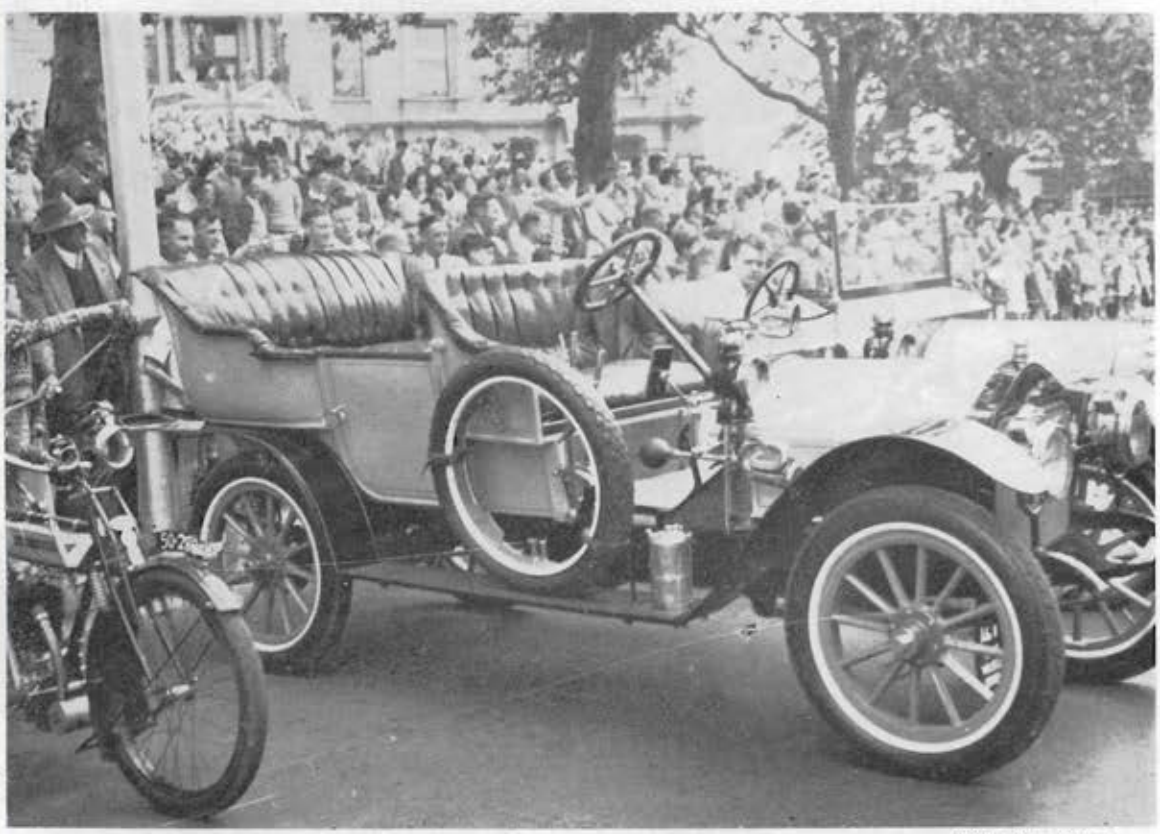
Rule 13. If the Chauffeur considers that he has not time to look after the car conscientiously, he is to give information in writing, when an inquiry will be made, and if found necessary the car will be left unused, at a time convenient, for a sufficient period for the Chauffeur to complete his work.

Rule 14. A thorough examination should be made weekly by the Chauffeur to see that all nuts and bolts are tight and securely fastened.

Rule 15. Care should be taken that every moving joint is lubricated, directly before taking the car for a run. Such joints as radius rod ends, spring shackles, clutch actuating gear, etc., etc., also hub caps and all grease cups should be attended to.

Rule 16. All accumulators must be kept fully charged with acid solution and current, and all electrical terminals kept clean and tight.

Rule 17. Petrol must only be poured into tanks when car is outside coach-house, as the close proximity of the gas jet to car with full tanks would be a danger should this regulation be overlooked.



(Photo Mrs Stead.)

Mr Eunson's 1909 Wolseley-Siddeley photographed at the Dunedin-Brighton and Road Tested last issue.

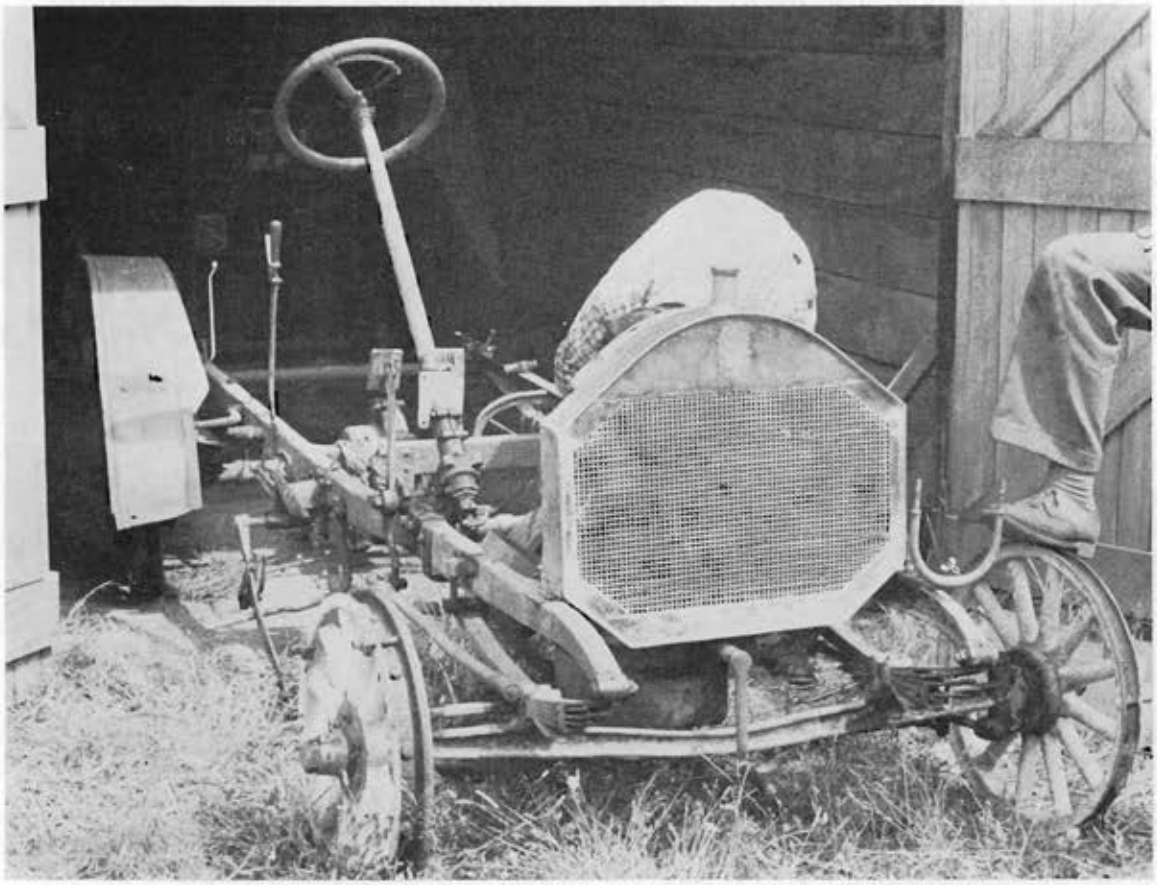
RESTORATION OF A 1909 HUMBER TWIN CYLINDER

By D. Warren Jordan

First let it be stated that this car is now merely a collection of pieces, but it is hoped that it will be ready for the next Dunedin-Brighton run.

Specifications: Motor—twin cylinder side valve cast as a pair with non detachable cylinder head access to valves being through four brass "bungs." Horsepower 8. Bore and stroke 80 x 120 mm. giving a capacity of 1525 cc. The clutch is a multi plate disc running in oil. Ignition is by dual coil and H.T. magneto. Gearbox—3 speed and reverse. Brakes —hand on rear wheels; foot on transmission. There are no brake linings. The cast steel shoes work on cast iron drums. Suspension is half elliptic: the front springs being some eighteen inches shorter than the rear ones. When new the car sold in England with the standard two seat body for £195.

During a run to Balclutha late last year we heard about this car at Kaitangata, some five miles away. Unusually enough I had known the owner for some time but did not realise that he had such a machine in his possession. The car was inspected and arrangements made to bring it to Invercargill some 90 miles away. The car was delivered in February of this year and since then I have wondered on numerous occasions what I have let myself in for. The following parts were gone forever: the bodywork (I must admit that I have one and a half mudguards and half a bonnet), wheels, magneto and the transmission from motor to back axle, although the remains of the gearbox casing are there. The steering was completely immovable but the motor had been started shortly before the car was obtained. All the springs had separated and the only original wheels were on the back axle but these were useless. Even the hand brake



1909 twin cylinder Humber as found. Note the unoriginal front wheels.

lever was frozen on position. Spring shackle bolts were also rusted in position. This gives some idea of the Humber's condition.

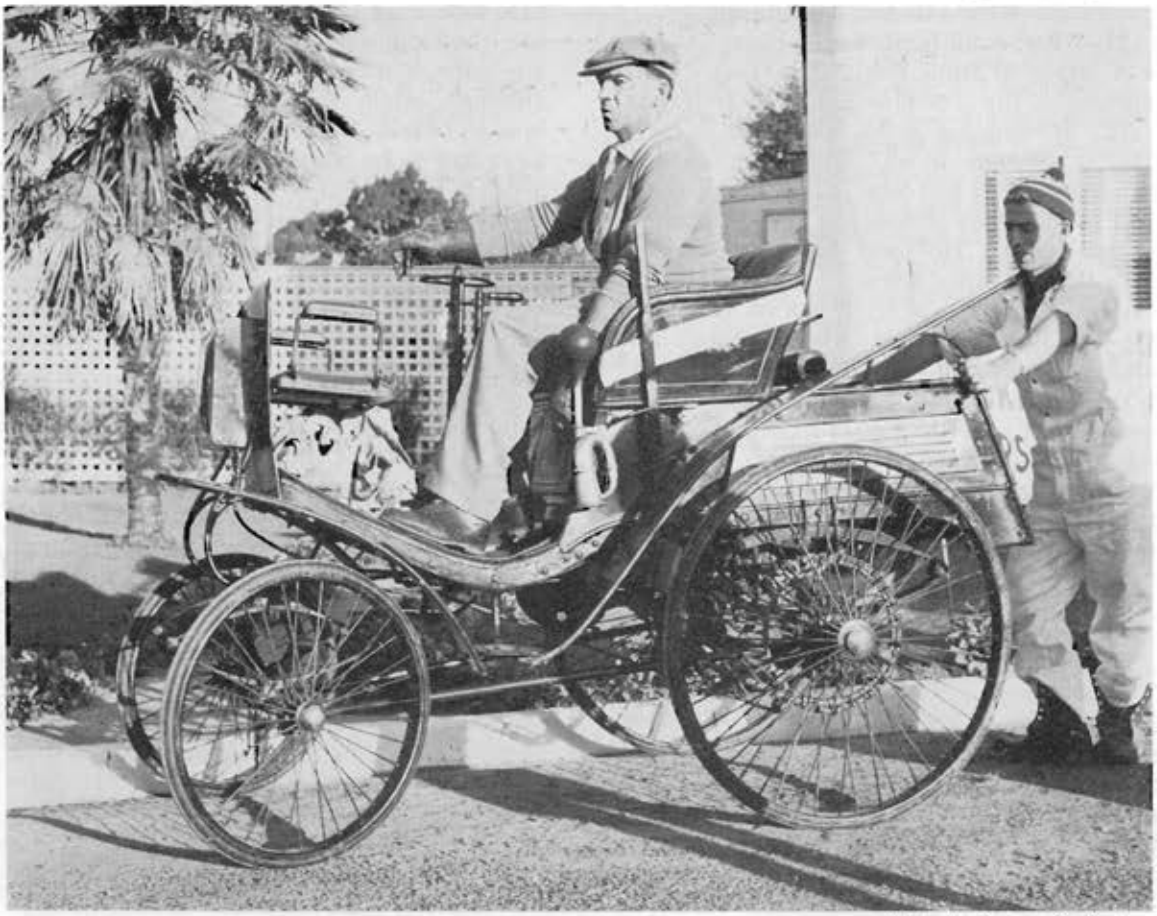
How had it all happened? Firstly, the car was imported from England in 1909 by Mr Stevenson, the coalmine manager at Kaitangata. It remained in his family for its useful life. Originally it was fitted with an open two-seater body but later it had doors, screen and hood put on although it always remained a two-seater. He must have got involved with that "dreaded sideslip" at some stage because the tie rod was badly out of line as was the drag link. The front wheel bearings have almost collapsed, so it was a wonder that the car was roadworthy in the last few years of use. One day in the 1920's I think the owner selected two gears at the same time thus wrecking the gearbox and putting the car off the road. Then for a number of years it made a good sawbench. Finally even that was given up and the car left by the river. As the Clutha floods at least once a year there is no need to guess what happened. It was about this stage that I arrived.

Now to work. All accessories, brackets, etc. were removed from the chassis. Some bolts came out quite easily after being soaked for two weeks with plus gas, but somehow I think the blowtorch is a better idea. Everything was taken off (which takes a lot of time and hard work) leaving just the bare chassis. This was then welded up and new sections put in as quite a large number of pieces had rusted out completely. The chassis is channel steel with three cross members, the rear one being a tube. The motor and gearbox are carried in an angle steel subframe. The chassis at the front being about nine inches narrower than at the rear. This was then sandblasted, which is the only way to obtain a good job, after which it was seachromed, given two coats of preparakote and then the finishing coats of pastel grey—some nine coats in all. This is now ready to have the brackets and fittings put on. All brackets and other small parts are sandblasted and then bake enamelled before fitting. A little expensive but not unduly so and definitely worth it. All bolts are going to be nickel plated as will be all the original fittings. Humber were great believers in plating; even the radiators were plated as early as 1904.

The back axle has been stripped and is in quite reasonable condition. As the crownwheel has seventy-six teeth I didn't feel like hand filing them to shape any way. The front axle took a lot of work with a blowtorch before the kingpins could be removed. Unusually enough they used to run in steel bushes although when the new pins were made bronze bushes were used. All four springs have had to be made. This being rather expensive I would advise anybody to try and modify existing springs where possible. New shackle bolts have had to be made also. The radiator has not been attempted yet. One side has been resoldered by a bush mechanic and there are one or two holes near the filler cap, also some of the fins are bent. There is nothing seriously wrong here, though. The motor has not been stripped yet, but seems to have a reasonable compression. It does have an oil pump mounted at the front of the block but I am wondering whether it had a drip feed as well. An interesting feature is an oil level gauge and in 1909! There is a float in the sump which actuates a rod and indicates on a plate on the dash whether there is any oil or not. Quite ingenious. The multi plate disc clutch is another unusual feature especially when later models reverted to the more primitive cone clutch. The engine, of course, is cranked the wrong way although the motor unlike some earlier Humbers at least runs the right way. The sump is unusual in that it is in two pieces divided at the centre of the crankshaft. It is aluminium and in surprisingly good order.

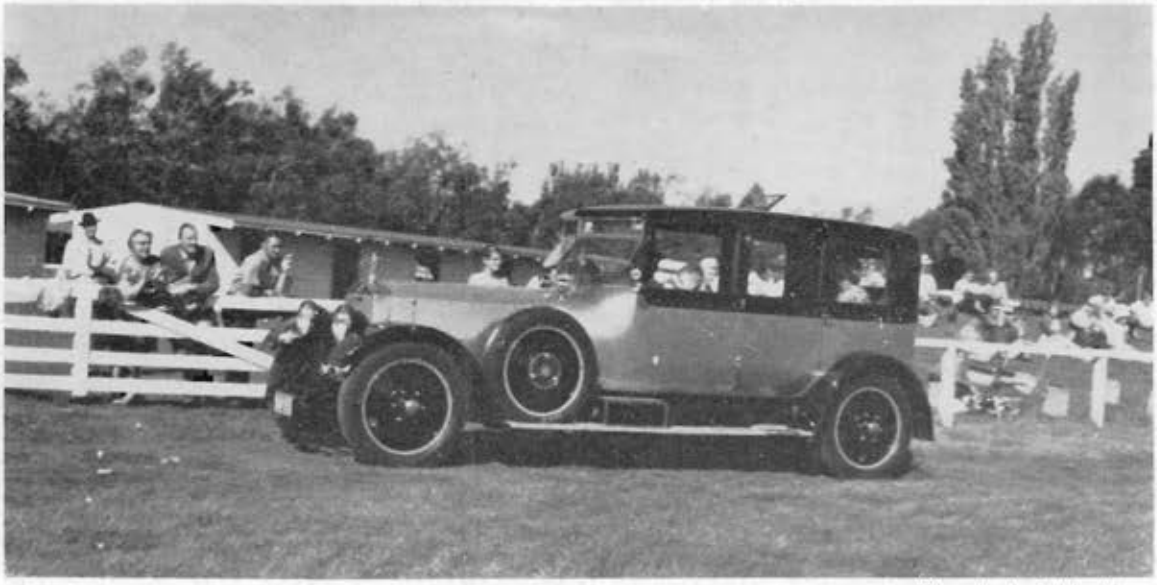
At least these cars have something few others possess, none other than centre lock wooden wheels held on by a single hubcap. The six hub bolts go into a plate drilled with six holes when one slides the wheel on and presto we're away. This would have been a good idea had I had five hubs but unfortunately there are only four. The original wheels being done others have been obtained. These have been stripped of all paint and the wood varnished. The centres had to be cut out and one wheel even had to be respoked.

The body will be an open two seat "racer," a duplicate of the one illustrated in "The Motoring Montagues." This will have to be made as will mudguards and the bonnet. Further information will be given about restoration as the car proceeds. I had better stop writing otherwise I will never have the Humber ready for "Brighton" next year.



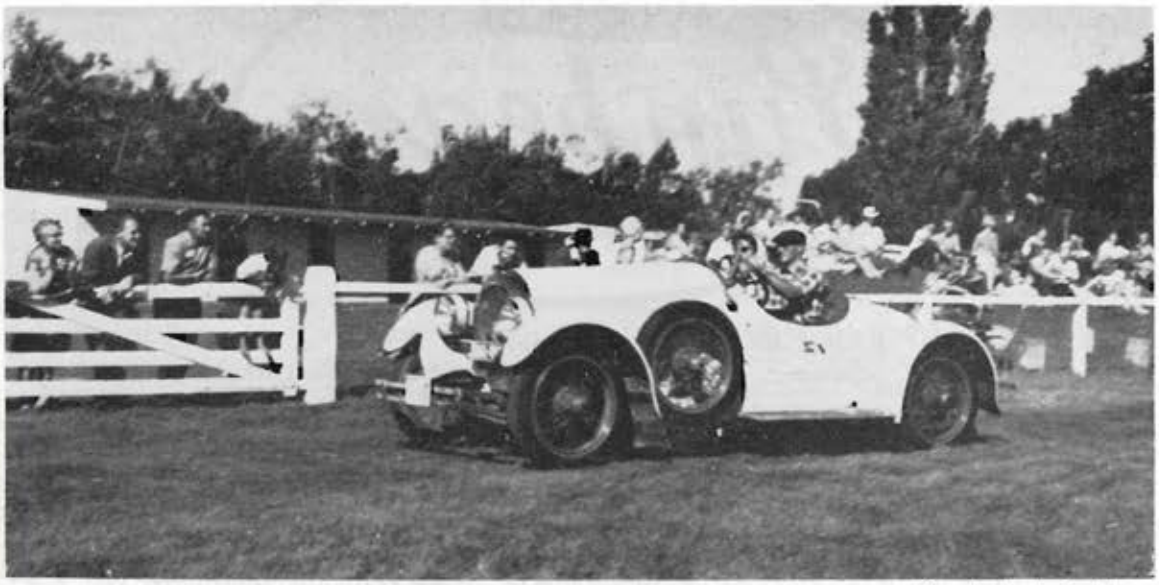
(Photo by Regency Studio.)

Mr Garth Hughes and his 1895 Benz. This photo was taken at the Morrinsville Rally last year, the car competed this year along with a sister "model" at the Castrol National Rally.



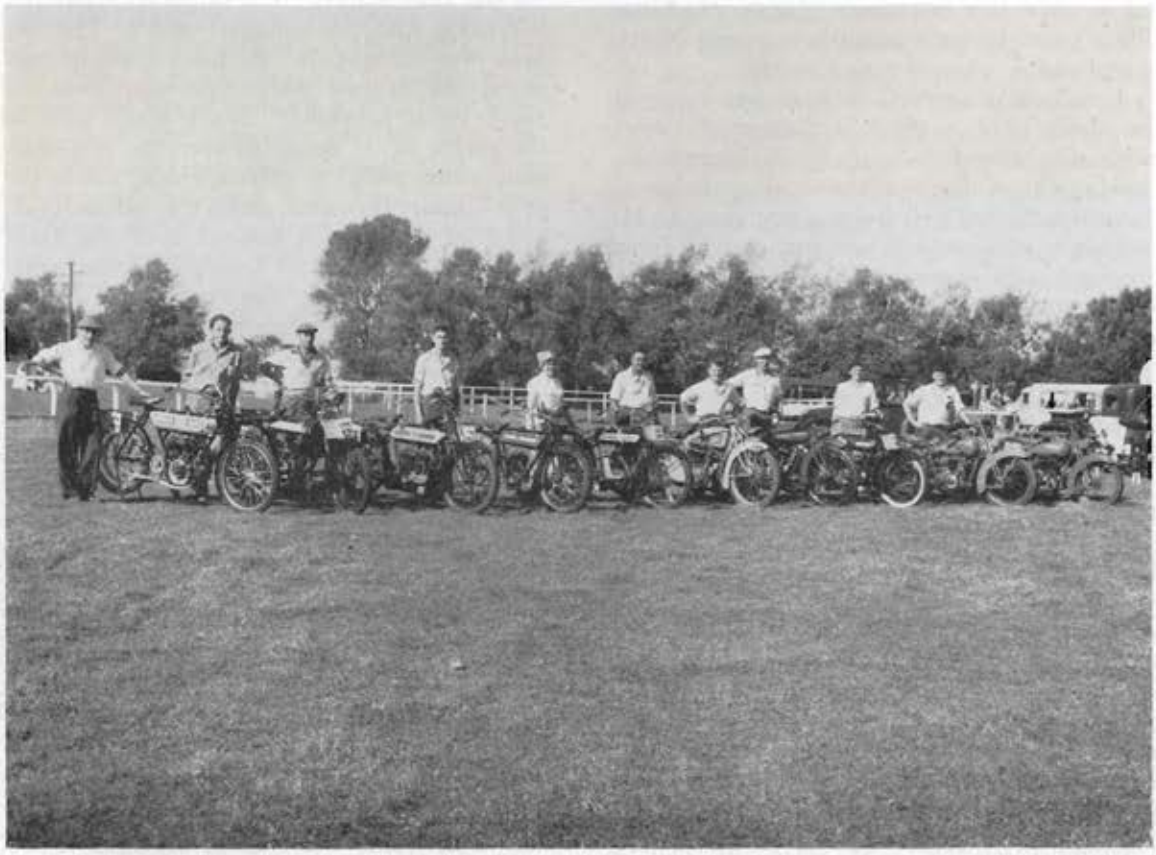
(Photo by L. J. Lloyd.)

Jock Clouston's immaculate 40 h.p. Lanchester at Napier.



(Photo by L. J. Lloyd.)

From Gisborne came Mick Robinson driving his very attractive Kissel "speedster."



(Photo by Barry Lay.)

A line up of the motor cycles and riders at the National Rally. Unfortunately space does not permit individual mention.

"I.O.M. 2"—SOME REMINISCENCES

By **L. E. Seymour**

In 1924 I was employed at Lawrence Motors in Tuam Street, almost next door to Christchurch Motors, then Morris agents (both firms have long ago folded their tents and departed from the motoring scene). Lawrence Motors was a combined wrecking company and repair shop, and was also the depot for Horstman cars, which were imported by Mr Ian Buchanan (now of Little River) and I was engaged in servicing Horstmans and in general repair work.

I well recall arriving at work one morning in April, 1924, to find an interested crowd gathered around a long, grey, formidable-looking car of decidedly unusual appearance. Inquiries elicited that it was a genuine I.O.M. Sunbeam racer which had just arrived from England with its owner, C. W. F. Hamilton —a name perhaps not widely known at that early date, but one which in years to come was to be recognised in this country and overseas as an inventor and engineer of note, and a factor of no small importance in New Zealand's engineering industry.

The car had been purchased by Mr Hamilton, together with numerous spares, from the famous Louis Coatalen, and the new owner had carried out several modifications with a view of making it more suitable for ordinary road use, including the fitting of a windshield, mudguards, lights, generator, battery, etc., and the original magneto had been replaced by Delco ignition. The slim body ended with the huge fuel tank, with the spare wheel strapped on behind, and with its comparatively short wheelbase, the car, I remember, appeared at first glance to be mostly bonnet. I was impressed by the imposing engine, mounted on a sub-frame which was distinctly flexible, as was evident from the way the engine tilted when the throttle was "jazzed." On the steering column side of the engine was one very large Claudel-Hobson carburetter with barrel throttle and no choking device. The photo of the car in a recent issue of "Beaded Wheels" shows that alterations have been made to the carburation system. (Mr Hamilton substituted two Essex carburetters for the single Claudel-Hobson for the 1927 season. The original carburetter still exists with the remains.—Ed.) The fuel tank was airtight, the engine air pump supplying air at two pounds pressure, a safety valve being provided. Spark plugs were in the centre of the head between the two camshaft cases, with the valve springs "out in the open" under the cams, and a tray on each side collected oil sprayed around from the valve gear. The large front timing case contained gear trains driving the camshafts, water pump, air pump, magneto, etc. (no fan was used).

Perhaps it was my obvious interest in the car, plus the fact that my questions regarding it were perhaps slightly more intelligent than the "What'll she do, mister?" type with which the owner was being bombarded by curious bystanders, which led him to ask me if I would care for a run with him sometime—anyway, I accepted the invitation with alacrity. The following Sunday morning, therefore, saw me waiting at Rink Taxis in Armagh Street (another long-defunct firm) in keen anticipation of the forthcoming "strop."

Easy starting was apparently not one of I.O.M. 2's many virtues (in those days, at any rate). The big engine, with practically no flywheel, was inclined to back-kick viciously more often than not when being hand-

cranked. On the other hand, it was an infallible starter when pushed—this could even be accomplished single-handed without any trouble, the drill being (1) push clutch pedal down and jam it in the "out" position with a suitable piece of wood, (2) push car at a slow walking pace, (3) lean over side of car, knock piece of wood away, thereby letting in clutch , when engine would immediately start to "burble," (4) hop smartly over side of car into driver's seat, and Bob's your uncle! However, on this occasion we didn't have to indulge in any gymnastics at all, thanks to the co-operation of two policemen and another innocent bystander. Seating ourselves comfortably (or as comfortably as possible—I.O.M. 2 was far from being a foam-rubber leopard-skin-upholstery job) we persuaded this obliging trio to push us from the rear of the garage and down the slight slope into the street, when "C.W.F." engaged the clutch and we were off. Round into Oxford Terrace we went, disregarding the kerb at the corner, and in another few seconds we were tearing up Lincoln Road hell-bent for election. The Junction Hotel at Halswell corner grew from a mere blur in the distance so quickly that for a moment I visualised Sunbeam, driver and passenger carrying away the front door and bar and continuing on their way through the back wall; but, no! round the bend we went as if on rails, and in no time, it seemed, we were droning down the long straight Drain Road to Tai Tapu like the proverbial bat out of hell. The driver's wide-brimmed felt hat, hardly a suitable piece of headgear for such an occasion, refused to stay jammed down over his ears, but a quick grab on my part rescued it just as it was about to take off, whereupon it was consigned to the floorboards and the driver's foot planted firmly on it for safety. My trench coat stood straight out in the blast like an aerodrome windsock, and I finally gave up trying to get it under control. Motukarara, Kaituna, and Birdling's Flat loomed up and were gone in a flash, and then it seemed almost no time until we were booming (a trifle more sedately!) down Little River's main (and only) street. I wish that I had thought to take our time from start to arrival—however, in the 37 years which have elapsed since then, I've never had a faster trip, or at the same time, felt more confidence in a driver. The return trip was just as fast, and it was with deep regret that I climbed out of the old thoroughbred as we burbled to a stop at our Christchurch destination. I should perhaps mention that I had the privilege of taking over the wheel for part of the return journey, and the impressions which I gained are as clear today as when I received them, namely, that here was a vehicle built for a certain job, and which was 100 per cent functional, holding the rough road like a leech at 100 miles per hour, and cornering, as I remarked previously, as if on rails. Those who can remember what the Christchurch-Little River road was like in those days will realise that this is no small tribute. As to the engine—well, 37 years have gone by since I.O.M. 2 was in its prime, and we still find that the best race cars are powered with 4-cylinder double o.h.c. engines, many with four valves per cylinder, which would seem to indicate that the Sunbeam power plant was pretty much up-to-the-minute in its day. Whether it was a copy of the Peugeot, as has been claimed, would seem to me to be pretty hard to establish at this late period. It could be that Coatalen incorporated many of his own ideas in it.

I would like to conclude this little article, which has brought back so many pleasurable recollections to me, with a tribute to "C.W.F." himself. The memorable drive which I have endeavoured to describe left me with the impression that as well as his gear-changing being superb and his judgement unerring, he was the most scientific driver I ever had the pleasure of seeing in action—an impression which remains unchanged to this day.

Vintage and Veteran Motorcycle Notes

by Geoff Hockley

LOOKING BACKWARD

It's always fascinating (to us, anyway) to browse through ancient motorcycle journals, and we recently came across a tattered and dog-eared copy of "The Motor Cycle" for June 4, 1914, which was even more interesting than usual. It is a typical issue of that popular magazine for that period—about half an inch thick from cover to cover, and crammed with reading matter, illustrations,

and advertisements, all for the modest sum of one penny (in England, of course—out here it used to cost threepence, if we remember rightly). The I.O.M. T.T. races were just over (Rudges had just notched their first senior victory with an Indian and a Sunbeam dead-heating for second place). The Motor Cycling Club's London-Edinburgh run reached a new high in popularity with 187 starters, of which 100 were sidecar outfits. Retirements seemed rather high, only 50 sidecars and 45 solos surviving the double journey. The Whit-Monday meeting at Brooklands drew large entries for all races. A 50-mile open handicap beach race organized by the Motor Cycle Union of Ireland at Magilligan Strand was won by a Rudge rider (and curiously enough, if our memory is correct, a 50-mile race was held on our own New Brighton beach at about this time, too, the winner being also Rudge mounted). In the "Questions and Answers" columns, readers submitted their problems to the "Q. & A." editor, who dispensed sage advice on problems personal and mechanical. A worried gent sought advice on the legal ramifications arising from a mix-up caused by some cockerels running across his course and forcing him to take such violent evasive action that he mowed down a nursemaid complete with perambulator, fortunately without serious results. Ye Ed.'s considered opinion was that the W.G. would have quite a chore trying to collect damages from the owner of the roaming roosters. Hard luck! In the correspondence columns, a T.T. competitor revealed that his retirement in the senior race was due to over-liberal anointing of the valve cap threads with shellac, which melted and ran down on to the piston and gummed the works good and proper—a literal case of coming to a sticky end.

WHAT WAS HAPPENING HERE

Interesting as it was to read of the happenings in the British motorcycle world in those halcyon days before the Great War, what really attracted our attention were the several references to motorcycle doings right here in our own little New Zealand. The Over-Seas Motor Co. of Birmingham announced with pride that the O-S motorcycle had received "the reward of merit" by being awarded a silver medal in the Auckland (New Zealand) Exhibition. Wonder what make landed the gold one, if any? Next, in the "Experiences Wanted" column, a canny Kiwi with the initials "C.H." is contemplating the purchase of a Binks carburetter, but before doing so is anxious to hear from users as to the "economy, easy starting and general running" of Mr Binks' instrument. Well, he probably received a few favourable reports, for the Binks was certainly ahead of contemporary carburetter design. Next, we have a double-page ad. of New-Hudson Ltd., Birmingham, dealing with the doings of N-H riders of Wellington, New Zealand, complete with a large photo of an imposing gathering of N-H enthusiasts ready to leave on a Sunday run to Foxton Heads. A large sign, suspended from the trees under which the party is gathered, proclaims to all and sundry, "W. TURNER, SOLE MANAWATU AGENT FOR NEW-HUDSON, THE PIONEER OF 3-SPEED MOTORCYCLES." The Wellington "Evening Post" reported that "over 40 New-Hudson motorcyclists assembled at 9 a.m. and after being photographed, left for Foxton Heads, the popular seaside resort. A most enjoyable day was spent, and the party returned at 8 p.m. without a single mishap—a high tribute to the reliability of New-Hudson motorcycles in far distant parts of the globe." Which was

a very nice chunk of publicity for Mr Turner and his New-Hudsons—wonder if he'd lent the "Post" reporter a mount for the day? Studying the picture of the gathering, it occurred to us that it's a pity that social runs of this sort, which were once so popular, seem to find very little place in today's motorcycling activities. We wondered, too, how many of the cheerful group photographed that day were destined to be caught up in the maelstrom of the Great War, then only two months away, and how many of them left these shores, perhaps never to return? If there are any old-timers still around who participated in that run to Foxton Heads in 1914, how's about dropping us a line? We'd surely be pleased to hear from you!

ON THE GRASS AT NAPIER—1914!

Turning over more yellowed and brittle pages, we were rewarded by the discovery of yet another reference to Enzed motorcycle doings in the shape of a report of the Napier Motor Cycle Club's grass track meeting, held on Napier Racecourse before a large crowd. Included in the eight events were three N.Z. championships. Jim Dawber won the 350 title on a Douglas, Joe Boucher and his Rudge accounted for the 500 event, and the 15-mile "heavy-weight" or 1000 c.c. title went to Morrison and his Indian. Joe Boucher, riding off the 135-second mark, also carried off the 15-mile open handicap by finishing the proverbial gnat's proboscis ahead of the scratch men, Morrison and Richmond on Indians. Joe and his Rudge were formidable contenders in early grass track racing. It's a long time since we heard anything of Joe—can somebody tell us if he's still with us? Jim Dawber, we believe, passed on some time ago. Those of us who were lucky enough to be present at those thrilling Plumpton Park (now parts of Wigram aerodrome) race meetings of 1916 and later will always remember Jim's performances on his Indian four-valve single. Many of the other competitors on that day at Napier must have received the final checkered flag, but the memories of the great old-time grass track meetings will always linger on.

V. & V. PERSONALITIES

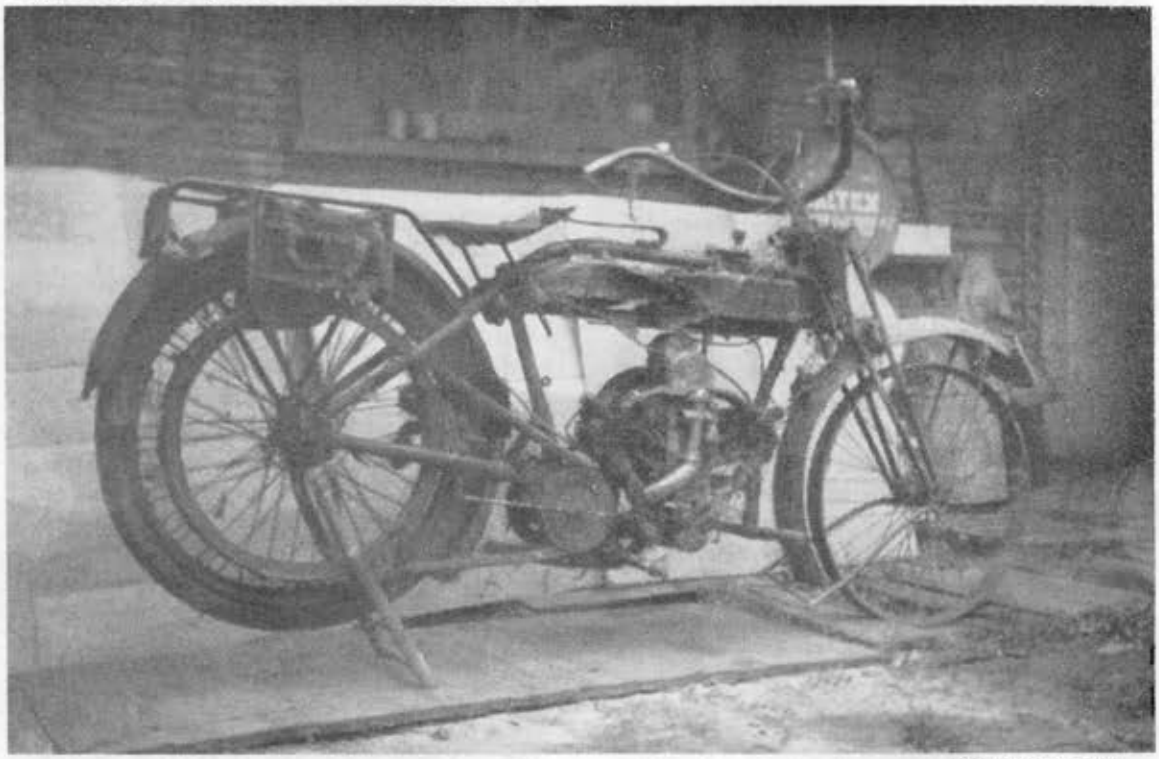
Hugh Webley of Lower Hutt has the distinction of owning one of the most unique veterans in the country—the 1914 3½ h.p. water-cooled Humber, a picture of which we reproduce herewith. In the brief intervals when not engaged in the pursuit and capture of veteran and vintage motorcycles and anything pertaining thereto, Hugh is an electrical contractor, but after reading of the vicissitudes encountered in the course of preparing the Humber for the Hastings Rally, we are convinced that his true vocation is a scenario writer for Alfred Hitchcock, because if the Old Master ever made one of his famous "suspense" movies from Hugh's effort, we bet it would make "Psycho" seem like a bedtime story for Junior. It had us fairly gnawing our fingernails as we scanned page after page wondering what the h—— could possibly happen next, with the sands of time running out and the rally looming nearer and nearer. The spine-tingling climax, in which all the balls dropped out of the main bearings almost on the eve of departure for the rally, left us almost prostrated with anxiety. However, the requisite happy ending duly materialised, Hugh and the Humber were "among those present" at Hastings, and the sweet-running specimen which has emerged as the result of weeks of wrestling with tyres, fires, refractory hub gears, non-freeing clutches and collapsible bearings is ample reward for the owner's efforts. We look forward to welcoming Hugh and the Humber at the next National Rally—by which time, he informs us, his venerable mount will have acquired an "attachment" in the shape of a "period" wicker sidecar.

WHERE DID THEY GO TO?

Statistics generally make pretty dull reading, but here are some culled from some 33-year-old records which our readers may find of interest. Know how many motorcycles were in use in this country in the year 1928? According to official figures, no fewer than

1914 Humber water-cooled. Temperamental, but tamed.

35,449, the most popular makes being as follows: INDIAN 6685, HARLEY-DAVIDSON 4628, DOUGLAS 4564, TRIUMPH 3781, B.S.A. 3400, A.J.S. 1172 and EXCELSIOR (American) 1162. The remaining 10,000-odd machines were split up among 35 British and American makes, some makes being represented in very small numbers, which explains why the way of today's collector of veteran motorcycles is a tough one. It's difficult enough today to unearth specimens of even the most popular machines of the past, but, brother, if you've set your heart on acquiring, say, a Cleveland to restore for the admiration of your friends, bear in mind that only 91 specimens of this make were in use 33 years ago, so you don't need a slide rule to figure out your chances of locating one. Of course, you *can* be lucky—for instance, some time ago we acquired a Reading-Standard, in spite of the fact that on consulting the record, we find that in 1928 only 172 R-S's were in use. We often wish that we had been able to acquire a dozen or so interesting models back in those days to put away in mothballs until the present day. And—oh, yes—if you'd like to know the places in which motorcycling flourished most vigorously in those days, here they are in order of popularity (again according to official records)—Christchurch, Auckland, Wellington, Dunedin, New Plymouth and Hamilton. Wonder what a "census" would reveal today?



(Photo by B. Lay.)

A 1914 Douglas owned by Mr Barry Lay of Hastings. This bike will be undergoing restoration very shortly.

Southland Notes

The Vintage Car Club of N.Z. (Inc.) Southland Branch.

The annual general meeting of the Southland V.C.C. was held in June and a general change round took place. Ray Lindsay has become our president, Jack Barnes our secretary, and Merv. Coutts is our new club captain.

A good representation from Southland was present at the annual general meeting in Christchurch. These worthies seemed to make the most of the opportunity as a De Soto pick-up was spotted heading south with

a load of four bods and numerous bits and pieces on the back.

Jim Lawry has collected a Belsize of about 1910 from out Mossburn way, lacking only body and radiator and minor bits. The writer is happy to report that a radiator has been obtained through the generosity of Leon Witte who went to great pains to make sure we never left Christchurch without it when we were attending the annual general meeting. The Belsize is a 4-cylinder, T. head having two blocks of two cylinders with bore of 90 mm x 120 mm with *G* model cast on the cylinder heads. All the mechanical parts seem in quite good order. If anyone is in possession of any information on the car and the marque in general, Jim would like to hear from them. The wheels are not too good and Jim would like a replacement set of 815 x 105's.

Doctor Fursdon of Tokanui is at present working on a colonial bodied 1917 Buick 6 roadster which from all accounts is coming along satisfactorily. Bill Shirley, also of Tokanui, has a 1928 Austin 12/4 which is undergoing the treatment.

Eric Plunkett of Rakauhauka is restoring a Ford Beauty which should be a beauty when finished from what has filtered through to the writer via the grapevine. I'll get out and have a look for myself one day!

Walter McQuarrie has a 1924 Studebaker roadster with a colonial body by Stephens of Christchurch. Like many of us Walter lacks the time to get much done on the Stude, but nevertheless it is progressing, albeit very slowly.

Willis Brown's Flanders has gone to Ken Rillstone out at Wallacetown. Ken has a good collection of cars out there now, but the Flanders must be the nearest to being fully restored and on the road. Ken tells us that it should be finished soon.

Allan Meredith is building up a Renault twin but is still lacking some vital parts particularly the back end and a chassis.

Yours truly has a large poppet valve Peugeot of about 1914 waiting to be fitted in somewhere around the yard. It is in need of a front axle with splined hubs which is similar to the Panhard of the same period, I believe. The wire wheels take 880 x 120 BE tyres.

Lately A.B.C. M/cs have been getting a lot of publicity and now a 1921 model has come to reside in Southland. Neil McMillan, who will be remembered by Hawkes Bay rallyists, is the proud owner. We hope to be able to give a few details of this interesting machine in a future issue.

NORTHERN NATTER

By Ausbent

Life runs smoothly enough up here in the North and rallies, events and socials come and go with the utmost regularity. All are well attended and woe betide any offender, whose car is not immaculately groomed.

One impending event did worry us, however, and this was the Taupo Rally, which was subsequently dubbed the North Island Annual Noggin and Natter. Undaunted we devised a suitable Bulletin, specially designed to appeal to any waverers and out it went to all the North Island V. & V. enthusiasts. Little did we know that we were immediately going to be inundated with applications from all branches, thus conclusively proving that a winter social gathering was just what people were wanting.

After such an enthusiastic response it was hardly surprising that the affair was a hearty success. Over 100 persons wrapped themselves up and assembled at Taupo from far and wide, many of them travelling in open cars.

On Saturday afternoon two motor coaches were filled with sightseers on a tour of the Wairakei Steam Bores and Generating Plant, whilst in the evening all foregathered at the Terraces Hotel for the Grand Party. Apart from all the nattering that went on, each branch provided a sketch or turn for the amusement of the others. Time was also found for films and slides and there was music and dancing that went on until the merry hours of the morning. Suffice it to say that when the time came for all to depart later that same morning, most genuine wishes were expressed all round in favour of a similar function next winter. Thus enheartened Auckland looks forward with much pleasure to preparing for a bigger and better second Annual North Island Noggin and Natter in June, 1962.

Veteran vehicles are still few and far between up here in the North. However, shortly we present . . . the only one of its kind in the world . . . the celebrated 1912 DUO cycle car, pedalled by Ron Jacob, the only one in the world with enough courage to buy the thing. Our deepest sympathies go to Peter Williamson, its previous owner, in the corner of whose soul there must now surely be an aching void. Ron has located an original motor for this curiosity, meanwhile however a visit to the local Modellers' Mecca has provided sufficient elastic to make it go for weeks!

Sights to gladden the eye around Auckland recently have been: Earle Gill's lush old 1923 Vauxhall, which has blossomed out in genuine hide upholstery, skilfully fashioned after the original Vauxhall, pleatless pattern. It's nice to see them get better and better as the years roll by.

There is a pleasingly original 1930 Oldsmobile of the Film Star Convertible Coupe type circulating in excellent fettle. This belongs to Bill Barnard, who is currently restoring a 1924 Sunbeam 14. Then there was a smart Studebaker Roadster driven by David Lone on a recent club run. A splendid Packard 8 Limousine is the club's latest asset. This has been owned for many years by Tom Needham, whom we welcome with this magnificent monster.

In the P.V.T. class we now have Garry Wright's very businesslike Riley and consistent winners of events are Mr and Mrs Ron Moses in that great little sports car, the Riley Lynx. At last the 1921 Packard Roadster has found an owner worthy of such a good old war horse. Doug Bailey has got it looking again as a Packard should.

A not so strange 3-litre Bentley has recently reappeared, after several years behind the scenes, resplendent in an unusual shade of dark green. Twinkle, twinkle little Austin, wonder which your master's most in!

An unusual pair of Ford T's are Phil Pauling's spidery roadster and Ray Goffin's top hat saloon Coupe version. The pair of them together must give modern motorists quite a shock as they rumble round the bends.

A new type of mystery run is to be tried out this month, in which all the clues are presented in the form of photographs. Given sufficient picture cards, one could always settle down if lost, to a game of poker. One would probably hold at least a full house in one hand.

Contemplating the recent spate of Sputniks at one extreme and at the other Veteran and Vintage cars, the following thought occurs. If one was to secure a Duo Cycle Car inside an American space rocket and in turn strap a Vintastronaut inside the Duo . . . and then fire the darn thing straight into the air from Auckland it would most likely land in Christchurch. Apart from breaking records, our worthy Vintastronaut would thus have solved that ghastly problem of getting quickly to the mainland from the mainland of New Zealand. Just think!

CALENDAR OF EVENTS

The following branches have sent in their list of events for the next three months; anyone wishing to attend should contact the secretary of the branch concerned. A full list of club officers will be found elsewhere in this issue.

CANTERBURY BRANCH:

September 19: Film evening, 1959 Dayton Stock Car Race and others.

October 17: Sports evening. (Nothing too energetic.)

November 21: Film evening.

All these are held at our club rooms, Colwyn Avenue, Bryndwr, Christchurch. For information regarding any events that may be arranged after this goes to press, if you are in Christchurch ring Harry Wear, 5 Orontes Street, phone 59-542.

WELLINGTON BRANCH:

September 23: Eastbourne Veteran and Vintage.

October 15: Wairarapa Picnic Veteran and Vintage.

November 11: Upper Hutt-Lower Hutt Veteran and Vintage.

Please note that a full Calendar of Events is being dispatched to you under separate cover. This space is devoted to branch events and entertainments which won't appear on the main list. However, Wellington has kindly sent its major events, which is quite in order, and will serve to remind you that they want plenty of competitors. What about other branches doing likewise? The space is here, it is over to you to fill it.

Hawkes Bay Notes

There has been little activity in the branch since the Easter Rally due partly to "resting on laurels" and partly to shocking weather. So bad in fact has been the latter that one fortunate branch member who has discovered on a remote farm the remains of a very early Minerva, tells us that the only way to get it out at present would be by boat.

Talking of finding rare cars, and there have been some found in our district, the writer has just been responsible for returning to its home town, one of the very few cars ever to be almost completely built in New Zealand. Yes, it is the sole remaining Carlton built by that same Mr Birch of Marlborough fame, who was the subject of the recent most interesting article in "Beaded Wheels." This car, or more correctly "pick-up" truck was abandoned on a farm some 40 miles from Napier and is almost complete, except for a broken piston.

In the course of picking up a car from Gisborne by truck, I undertook to deliver the Carlton to a body of Gisborne Club members who have promised that a complete article with photos will be forwarded to "Beaded Wheels" at an early date. This should be most interesting since they are fortunate in being able to interview several of those people who actually worked with Mr Birch when he moved to Gisborne after leaving Blenheim, and commenced building the cars here in the early 1920's. Yes, I did say cars in the plural, for one of these early employees assures me that five cars were actually completed together with sets of parts for many more.

The branch held its A.G.M. on the 12th July and the meeting was moderately well attended. By popular acclaim Reg Kilbey was elected chairman, Norman Findlay is our new secretary and Rex Scarrot fills the roll of club captain. Two original committee members are re-elected, being Ken Rieper and Brian Lawrie and new blood in the person of Cyril Ginders. We all look forward to a most successful year when the sun shines again for more than a few hours.

RESULTS CASTROL NATIONAL RALLY, EASTER 1961

The Concours D'Elegance: Veteran—1st 1912 Regal, Mrs R. E. N. Oakley; 2nd 1916 Perry, W. C. Watkinson; 3rd 1911 Wolseley-Siddeley, J. W. Newell. Vintage Closed—1st 1930 Humber Snipe, W. D. Bennett; 2nd 1930 Essex, T. J. Campbell; 3rd 1926 Rolls Royce, from Frankton (late entry). Vintage Open—1st 1924 Bentley, J. H. Williamson; 2nd 1927 Bentley, D. Oddie; 3rd 1926 Sunbeam, D. Hunter.

Motor Cycle Section: 1st 1914 Rover, N. A. McMillan; 2nd 1920 B.S.A., N. A. McMillan; 3rd, 1916 Indian, B. R. Lay.

Prizes for Best Applied Rally Castrol Numbers 1st equal, 1929 Austin 7, G. Hicks, and 1926 Ford T, R. Headford.

Timed-Run on Sunday: Overall — 1st 1928 Model A Ford, R. Death; 2nd 1916 Overland, T. D. Glasgow; 3rd 1915 Ford T, G. B. Jelfs. 15 m.p.h.—1st 1912 Regal, R. Oakley; 2nd 1913 Austin, C. Maxwell. 20 m.p.h.—1st 1916 Overland, T. D. Glasgow; 2nd 1915 Ford T, G. B. Jelfs. 25 m.p.h.—1st 1928 Ford A, R. Death; 2nd equal 1930 Chrysler 77, R. Bassett and 1931 Morris Isis, J. Dransfield. 30 m.p.h.—1st 1927 Rolls-Royce, A. V. James; 2nd 1929 Studebaker, J. Burden.

Oval Events: Which had to be cut short because of the time the Concours judging required.

Wiggle-Woggle: 1st 1931 Riley, R. Moses; 2nd 1925 Morris, N. Findlay.

Le Mans Dash: Veterans only—1st 1912 Regal, R. E. N. Oakley; 2nd ——; 3rd 1912 Zedel, B. J. Walker.

Garaging Test: 1st 1923 Kissel, M. Robinson; 2nd 1909 Argyll, K. R. Rieper.

Raphael Memorial Cup for Overall Points: R. E. N. Oakley (Regal).

Hard-Luck Trophy (a number qualified): I. H. Black, Pareora, in 1928 Singer.

CANTERBURY NOTES

Bent.

This branch is away to its sixth year, more successful than the last one, we hope.

Eric Walker is chairman again; Jim Cummins is still secretary; Harry Wear is still club captain. The committee of three consists of Alex Shadbolt, Alan Storer and Bob Scott, all Veteran owners.

The only events held in the last quarter were Irishman's Creek which was thoroughly enjoyed by the few that went. We don't know if this was because no females were present or not. It was won by Ron Hasell who swallowed his pride and as his car was immobile (as usual) piloted Warner Mauger's Sunbeam.

An end of registration dance was held, preceded by a treasure hunt for the keen types. The following day a few of the members went to a picnic. By the number who turned up the only conclusion I can come to is a lot of members must have had sore heads. As well as those we have had our Noggin and Natter and month about a film evening and sports evening.

The week-end of 5th and 6th August, we were host for the National annual general meeting. Unfortunately the weather turned on one of its few wet week-ends!

Delegates and supporters from all the branches were present including the newest branch North Otago. May we wish them all the best. It is hoped they all had an enjoyable week-end, and were able to renew old acquaintances and make new.

The material has been ordered and is by now at our club rooms for construction of a ceiling which should make the rooms very much warmer.

Sump Rumblings in the Last Quarter: One Napier is now sporting an overhauled crankshaft; when our venerable national secretary has a few more hours we may see some more progress. Geof Owen of F.I.A.T. 501 fame hopes to have his new acquisition (Stanton 3 cum 4½ Bentley) motoring by Christmas with the three-litre motor in it. Gordon Jelfs of Ford T fame is also moving into a new class with a 30/98 which he has completely stripped; he hopes to have it motoring for Haast. The same as Bob Scott, with his Metallurgique, who was last seen with a gearbox on the floor and a heap of spokes. Peter Shaskey is rejuvenating his 1½-litre O.M. again. This car has been overhauled almost as much as my Bentley; but probably not as expensive. I have run out of sumps for now, so happy hunting until next quarter. May I have the first option on any Bentley found?

Please note, the only member to make a pilgrimage to the National A.G.M. on a vintage vehicle was Don Oddie of Timaru, who made the trip in his Bentley. What happened to the owners of the other makes?

Ron Hasell was elected organiser of Canterbury Branch Newsletter and "Beaded Wheels" contributions, so if you have any complaints refer them to him direct.

NELSON SECTION OF THE CANTERBURY BRANCH

D. A. King

Since the last issue of these notes there has been a singular lack of organised activity in this corner of the island. An end of licensing picnic run had to be abandoned due to inclement weather which, however, suddenly cleared up too late to advise everyone. There is, however, plenty of restoration work going on in the district and by the time summer is with us again we should see a few welcome additions to our rather thin ranks.

L. Roberts' 20/60 Vauxhall saloon is now ready to motor sans guards, doors, etc., but should be finished by Xmas. Ron Galletly is still working away on his Ford T Coupe up there in darkest Tadmor. The motor has been overhauled and the body is ready for painting, so summer should see another "Henry" under full sail. Jack Anglesey also of Tadmor is restoring a Dodge roadster circa 1925, the body of which is in town for panel beating. A prospective member in Riwaka is making a nice job of a flat-nosed Armstrong-Siddeley saloon circa 1929. Another future member in Motueka is making steady progress with a wire-wheeled Beauty Ford tourer, a major re-upholstery job now being completed. John Hurley is making slow progress with his K.R.I.T. John is very busy

growing tobacco and doesn't get much time in his lovely new workshop. The very unique Mathius of prospective member K. Silke is coming along nicely, a completely new chassis having to be made as the original is badly corroded. Clive Mockett of Murchison is forging ahead with his La Salle, the Martini being temporarily shelved as the former promises to be a much shorter term restoration and Clive is determined to be mobile this season. He also has a sound 1925 Chrysler 6 saloon to sell to a member. Charlie Scholefield recently returned from a visit to Australia, is casting around for a car to replace his Scripps-Booth which has been sold in Blenheim. Yet another Ford T, a Beauty Coupe this time, is getting the full treatment at the expert hands of Norm Gordon out at Stoke. This car has Ruxtell axle and conversion H.T. distributor. Another prospective member at Stanley Brook in the Motueka Valley has an interesting 4-cylinder Willys-Knight tourer and a handsome Buick Six roadster of circa 1927.

The writer's proposal, in the last issue of "Beaded Wheels," to start a Model T register, met with a very poor response, only four replies being received. Perhaps we aren't ready for it yet.

I recently discovered a rare Straight 8 Hupmobile roadster in complete and restorable condition, circa 1926. If any reader is genuinely interested, drop me a line and I'll hammer out a price with the owner; should be around the £25-30 mark.

The Concours winning Regal, owned by Mrs Judy Oakley of Dunedin has been mentioned on several occasions in the columns of "Beaded Wheels" and after its splendid performances at the National Rally at Napier, we asked Mrs Oakley for a report of their journey. The car was motored from Dunedin to Napier and return. As well as the tale of this marathon journey, Mrs Oakley has kindly sent us a few details of the restoration of the car. We feel that these could well be an example to future restorers who wish to reach the heights of perfection. The state of the Regal as found can be seen in the photo published last issue of "Beaded Wheels" and compared with the engine and chassis photo in this issue, and the complete car on the cover of June 1960 issue, one can appreciate the many hours of painstaking work which have gone to make this car one of the most perfect restorations I have seen, not only in this country, but overseas.—Ed.

The first year was spent on the chassis and engine. The chassis was sandblasted; the springs ground; new shackles; steering box bushed and new thrust bearings put in, new track rod pins; crankshaft ground, tappets "stellited" and rings and bearings replaced. All the light parts of the motor and chassis were nickelled. The silencer was rebuilt in stainless steel using the old castings, and the manifold and exhaust pipes were aluminium sprayed. The fins in the radiator required straightening and it was necessary to have a new shell made. Relining the brakes and installing oversize clevis pins in all the running gear, completed the first year of restoration.

During the second year the body began to take shape, being built in solid mahogany, and finished with many coats of Dulux marine spar varnish, then the whole body lined with gold leaf and coach vermillion. The seats and mudguards were, however, farmed out. Floor boards are 3-inch mahogany marine ply, covered with checker aluminium as on the original body. The wheels are original —tyres 880 x 120 beaded edged. Chassis, finished in black Dulux, brush finished.

The Stewart speedometer is now reading 3000 (most of them quite exhilarating). All surfaces of the car are easily cleaned, which is a big help when one is faced by concours. We cruise at 35 m.p.h. and could probably travel faster if it weren't for over-heating problems—we have in spite of this, managed 50 m.p.h.

A fair consumption is 18 miles to the gallon and about 500 miles per quart of oil—uses Castrol XXL and gear oil Castrol 250, with graphite added. The 3-speed gearbox is extraordinarily fast for a veteran, no need to double declutch in upward changes and downhill changes just as quick as you can double declutch. The headlights (acetylene) are not original and give eight hours' burning, being run off eight cubic feet prestolite bottle. Side lights and tail light are kerosene.

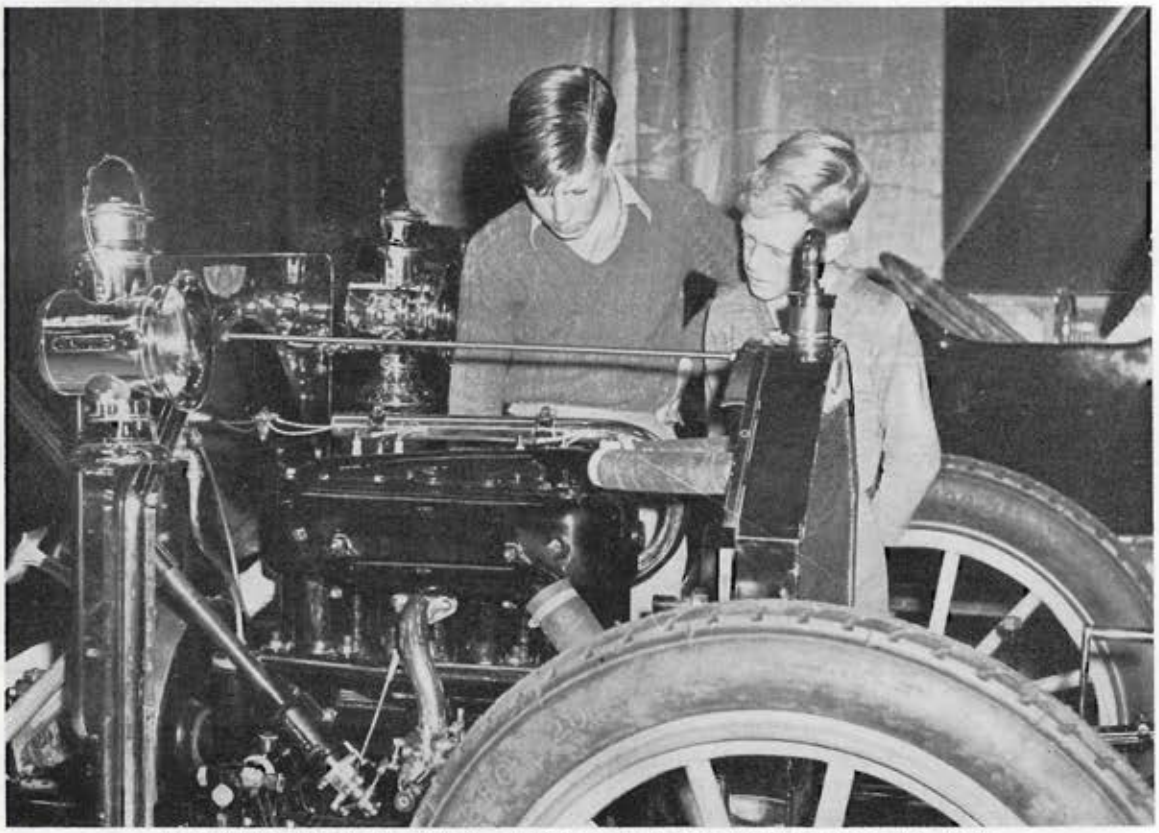
Modifications made to the car are, stronger diff, of same make, modern type front wheel bearings; modern type neo-prene oil seals used wherever possible in place of slingers and felts.

A bit of work has been done since restoration, first the brake linings were changed, after the hand brake was seizing badly, very hard linings were fitted on the inside bands and soft on the outside. The motor was balanced; foot accelerator fitted and water carried to the Schebler carb. water jacket, to overcome severe icing when 83 octane was introduced. Also had the underside of mudguards fibreglassed to strengthen, and lessen the vibrations.

Plans for the future include attention to the prop shaft which is a bit out of balance and causing vibration, improvement of some sort to the radiator, so as to increase cruising speed, which of course will make the present headlights inadequate. We intend to fit a pair of American lamps as soon as reflectors can be located; we would like to find a higher ratio crown wheel and pinion (anyone know of one?)

So much for the car, now to its performance, which, all told, was fortunately fairly uneventful. We left Dunedin at 8 a.m. on the Tuesday before Easter and travelled 172 miles through to Ashburton, with stops about every 50 miles for refreshments, arriving at 5 p.m. The Regal sat outside all night in drizzling rain, so consequently Bob spent about three-quarters of an hour cranking before we finally departed at about 11.30 a.m. Fortunately the drive through to Lyttelton was only 60 miles, quite sufficient, as the early morning exercise was not conducive to long distant motoring. However, under my navigation we did manage to mingle with the traffic in the Square in Christchurch right in the middle of the lunch hour, but escaped unscathed and arrived at Lyttelton at 3 p.m.

The trip through the North Island couldn't have been better, through to Napier in one day. However, we were not to reach our destination completely trouble free, about 12 miles out of Hastings the radiator began to leak badly and we were forced to stop every five miles to replenish water supplies. Eventually the daylight beat us and we were forced



The Regal motor and chassis on display at the Motor Show, Dunedin, 1958.

to arrive "lit up." Reg Kilbey met us at the Showgrounds and escorted us to Ken Rieper's garage, where we left the Regal and made our way to the hotel. Returned to the garage in the morning to find that Ken had removed the radiator, repaired it and replaced it, a wonderful effort and we were very grateful.

On the way home, we left Napier on the Monday morning, joined up with the contingent from Wanganui and Palmerston North and travelled with them to Palmerston North. The Regal performed very well and we went through to Otaki and spent the night there. Next day on to Wellington, going well, when on the motorway we slowly petered to a stop —no petrol! The outlet for the tank is about two inches up so with Bob driving from side to side to "slosh" the petrol over it and my efforts blowing down the hole in the tank cap, we managed to coast down into Tawa, and so into a garage. Once filled up we continued on to Wellington without further ado.

Left Lyttelton at 8.15 a.m. next morning with the long trip to Dunedin ahead of us. It was a lovely day, as they all had been except for the morning we left Ashburton. This time we managed to by-pass the city and got as far as Rangitata before trouble reared its ugly head—the radiator again. Three mile jerks from there to Timaru, approximately 25 miles, took us an hour and a half. We spent the afternoon and the early part of the evening with D'arcy Nicholson, and once more the radiator was removed and repaired. The evening was cold and clear and as we were inside, warm and comfortable, we decided to depart for Dunedin—a lovely evening!—cold and clear! Stopped at Pareora for petrol, by this time numb, and the next 60 miles to Oamaru are difficult to recall. A further water stop and a most welcome cup of tea from the garage proprietor. Here we donned all available clothing and left Oamaru at 10.30 p.m. for the last lap. By now the clear night was being rather obscured by thick drifting fog cutting visibility to nil. Somehow we didn't care much, after all what's a bit of fog when one is already tired and quite frozen. We arrived in Dunedin at 2 a.m., bed by 2.30 a.m. and Regal still in one piece, after a journey of some 950 miles of veteran motoring.

BOOK REVIEWS

RACING AN HISTORIC CAR, by Peter Hill.

In September of last year historic racing cars became one of the interests of the club. This book tells the story of three seasons' racing in England, of cars which fit this specification. The cars concerned were two E.R.A.'s; first R9B in 1957 then R11B in 1958 and 1959.

The two drivers, Arthur Jeddere-Fisher and Douglas Hull, were themselves rather odd characters. The former was at the time Chief Magistrate of Fiji, whilst the latter had only one eye. The author is the brother of the latter driver, and in this book he chronicles their successes and misfortunes in a long series of V.S.C.C. races, hillclimbs and sprint meetings.

Technical detail is kept to a minimum in the text as the author describes the races and the preparation for them. The E.R.A. is an interesting beast and he makes the most of this. He does not confine his interest to E.R.A.'s however, and deals quite extensively with many of the cars and drivers who also competed. Amongst the drivers one finds mentioned such people as Bill Moss and Archie Scott-Brown; while the cars range from Bugatti to Bentley. The cars are particularly well served by the photographs, there being many good action shots and E.R.A.'s are not too predominant.

The more serious racing side of the book is leavened by Peter Hull's own experiences at the wheel of R11B. After an apprenticeship of a few races in a 12/50 Alvis, and a few laps in a detuned Cooper at Brands Hatch he found himself attempting to cope with two litres of blown E.R.A. The results make amusing reading.

All in all the book gives an interesting account of such racing in England. There are also for those interested, two appendices, the first gives short descriptions of the other E.R.A.'s built, the second details the main successes and drivers of R11B from the time it first raced.

This is a delightful book, written with a quiet wit, easy to read and well produced. It is not probably of specific interest to many here but nevertheless well worth reading.

Price 27/- (Aust.). Publishers: Motor Racing Publications.

OMNIBUS OF SPEED

"Omnibus of Speed" edited by Charles Beaumont and W. F. Nolan, is a collection of short stories written by most of the well known writers of racing—Davies, Bolster, Purdy and Jenkinson.

Little new material is brought to light, except for one or two stories. One of these is called "The Day the Corvettes Improved the Breeding" and is of particular interest in that it throws some light on a little known side of a car which many people considered was a serious re-awakening of American interest in car racing.

Most of the stories are more personal, dealing with small but perhaps significant events in the history of racing. The short history of Pierre Levegh, the man who caused one of the greatest tragedies in modern motoring, goes far to explain and analyse just how such a catastrophe could happen.

The book contains no illustrations and little information of any great value, except for those readers who are interested in the more intimate details of the personalities who pass across the stage of motor racing.

Price 26/- (Aust.). Published by Stanley Paul.

MOTOR RACING MEMORIES 1903-1921. W. F. Bradley.

W. F. Bradley is well known to all motoring enthusiasts for his many excellent publications, and, in particular, his knowledge of early motoring is of immense value to those students of motoring history, and his books dealing with this era are always most eagerly sought after by the vintage fraternity.

"Motor Racing Memories" is no exception and Bradley has gone to some length to bring to light many facts which when put together, give an excellent picture of events, which to my mind, have always been slightly hazy.

The book is divided into a series of short stories relating many of the highlights of early veteran racing. None of the stories are new, but Bradley's treatment of them combined with his first hand knowledge makes exciting reading, and each story becomes a new experience.

We all, at some stage, have read the history of the Paris-Madrid Race, and when Bradley starts his first chapter with this story one may be forgiven for concluding that it is going to be a repetition of this historical event, but by the end of the first page, one realises that this is a completely wrong idea for he is far more interested in building for his companion a most vivid word picture of the competitors, mechanics, drivers, and manufacturers, who abound at the start.

This with detailed descriptions of the cars and the over-all scene, make for one of the most interesting and exciting accounts of the race I have read.

This chapter sets the pace for the rest of the book, as Bradley moves from early racing scene to early racing scene—from the Continent to America to watch and record the start of the Glidden Tours, pausing to chat with several American drivers, and back again to the Continent to watch the rise to fame of the Charlatans and the birth of the famous Peugot engine.

From Grand Prix racing to a character picture of Gordon Bennett, to Wilbur Wright and early flying, Bradley fills his book with immortal personalities, and, combined with a very full set of illustrations make it a "must" for a vintage library.

Price 37/3 (Aust.). Published by Motoring Publications.

Our copies by courtesy of Technical Books Co., 295-290 Swanston St., Melbourne, Australia.

REGISTER AND DATING COMMITTEE

L. G. W. Witte

It was pleasing to receive such enthusiastic response from branch delegates and representatives at the last annual general meeting to the proposed scheme of circulating amongst the branches books and motoring journals which we have in our care. This scheme also contained a reciprocal agreement by the branches in supplying the Register and Dating Committee with the loan of books and data which could be of assistance in "dating," and also inter-branch exchanges. Branch committees are asked to co-operate by appointing a librarian as soon as possible.

The first duty of the librarian would be to compile a list of the books and literature to which they have access, and circulate to all

branch librarians and this Committee. Branch librarians will be responsible for the safe keeping of these books and their prompt return upon request. Books should be held by, and read in the presence of librarians as it must be realised by all members that these books are probably irreplaceable and many of them are on loan only from members and friends of the club.

The Committee would appreciate being advised of the names of librarians as soon as appointed.

A new responsibility has been placed on the Register and Dating Committee. It has been decided that in view of the increasing number of members owning a few component parts of a vehicle, that in future full membership will only be granted after this Committee has received Dating or Register forms supported by photographs indicating to what extent the vehicle is complete. If we consider that the owner has insufficient to be reasonably classified, he or she will remain as "associate member" until restoration or completeness has progressed further.

General Notes

Apologies to those contributors whose copy does not appear in this issue. Don't despair, I am very grateful for all contributions and assure you that eventually your efforts will be rewarded. I am, at the moment, in the very fortunate position of having some backlog of copy, but don't let that deter future contributors, as it will take very little time to devour our present stock pile.

Would all contributors please note that copy must be in my hands by the 15th of the month prior to publication. "Beaded Wheels" cannot be produced on due date if copy does not come to hand on time. At the same time I cannot accept copy untyped which arrives on the day copy closes. Short of staying up all night to complete the issue for the printer I can see no other solution to coping with such matters. However, I shall be happy to type copy provided it is in my hands at least one week before closing date. I fully realize that it is not possible for all contributors to beg, borrow or steal a typewriter, at the same time it is physically impossible for your Editorial Committee to produce reams in a few hours—only one type machine and strictly three-finger typists.

If you will bear with us, we would like to renew our plea t o the Branches to appoint "historians" who will obtain data of Motoring and Motoring Personalities within their area. Could we possibly have the names and addresses of your appointed scribes so that we can begin this all important task—remember, time is running short!

QUIZ

What is it?

The latest car quiz for "Beaded Wheels": Readers, see if you can identify the car in this photo and post your guess to the Editor, 20 Hackthorne Road, Christchurch. The names of the knowledgeable together with other interesting details of the machine will appear in the next issue. As much detail as possible, please!

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: Any information on S.C.A.T. cars. Also wanted to buy any parts of any model S.C.A.T. cars. J. G. Watson, 229a High Street, Lower Hutt.

FOR SALE: Tyres, two 33in x 5in Trojans, sound, retreadable, and tubes. One Dunlop 700-23 retreaded. £19 new, offers. Hugh Nevins, 47 Parkvale Road, Wellington, W.3.

WANTED BUY: Petrol tank for 1920 blue model Big X. This tank also incorporates the oil tank and hand oil pump. Urgently required to complete a restoration job. Hockley, 308 Keyes Road, New Brighton, Christchurch.

OWING to lack of space, must dispose of several veteran motorcycles, partly reconditioned, with many spares. Write for particulars. Hockley, 308 Keyes Road, New Brighton, Christchurch.

FOR SALE: Rugby "4," first regd. 1926. Good mechanically; reasonable bodywork. For further particulars apply Mr R. R. Chamberlain, 253 Wilsons Road, Opawa, Christchurch.

WANTED Urgently: Oil pump and Amac carburetor for 1927 250cc Matchless motorcycle. Please contact Ron Bowman, 20 Parkdale Road, Mt. Albert, Auckland.

WANTED: Electric horn, front wheel hub, sidecar lamp, suit 1923 Harley Davidson. P. W. J. Wood, 7 Maxwell Avenue, Papatoetoe, Auckland.

WANTED: for (Renault bonnet type) Arrol Johnston, approx. 1910-14, chassis and worm drive diff parts, front axle or whatever you have to help restore this car, even up to 1918 will interchange; also any information about this model car. Vic. B. McCready, 35 Raihara Street, Kaikohe.

FOR SALE: 1904 Scottish Argyll. Good order. Must go to good home. R. M. Mahan, 127 Waitaki Drive, Otematata, phone 26.

FOR SALE: 1926 Ford T complete. Four new tyres, done no work. Engine sound and a spare. Tools and rimspreaders. Body complete with hood bows and clamps. Apply K. M. Antram, 14A Cameron Road, Te Puke.

WANTED: 1923 Harley Davidson front wheel or hub only. P. W. J. Wood, 7 Maxwell Avenue, Papatoetoe.

WANTED: Worm and wheel diff. for 1928 "Hadfield" Bean. G. J. Rummery, 46 St. Georges Bay Road, Parnell, Auckland.

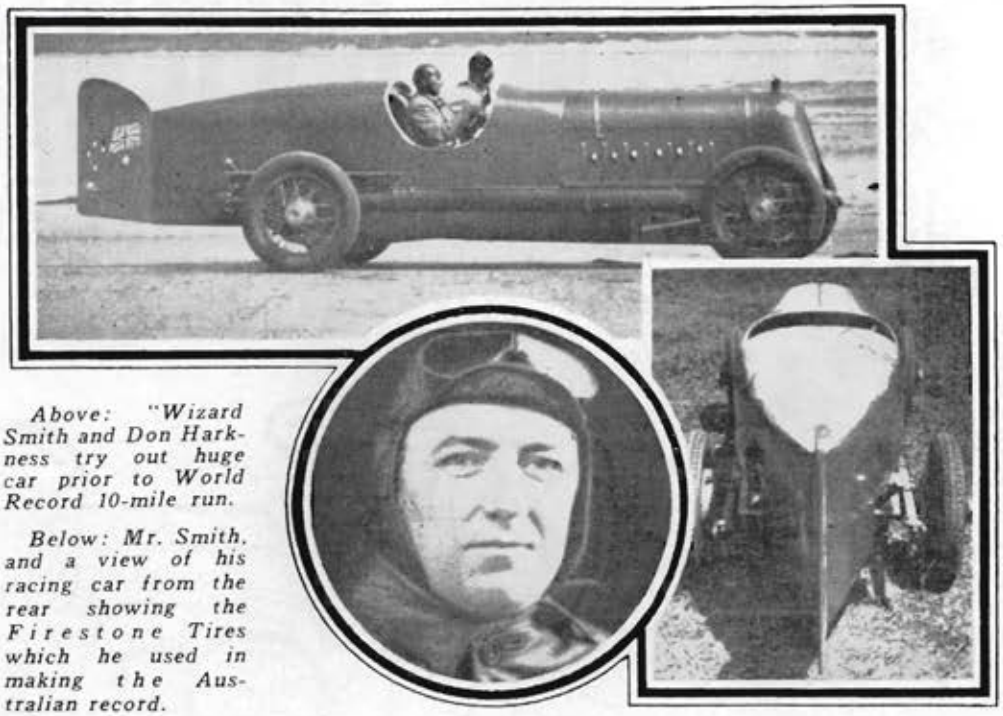
FOR SALE (1) Buick 6 cylinder Victoria Coupe, almost fully restored. Retrimmed and all mechanical work done. Needs final coat of paint. (2) Buick 4 cylinder 1924 Tourer, completely restored. Ready for any run. Paint and nickel, etc., in good order. Both cars to be sold with registration and full warrants. These cars are well known throughout the North Island Car Clubs. Interested parties to contact: N. J. Steel, Leather Street, Huntly. Phone 278S Business, 705 Private, collect.

FOR SALE: 1912 Triumph, completely restored and equipped with acetylene generator and lamps. Has competed at numerous rallies. To be sold with or without unique 1912 period side-car also completely restored and fitted with collapsible canvas hood and fold-flat windscreen. This delightful combination may be seen at Hampton Tyre Co. Ltd., 126 Oxford Terrace, Christchurch.

SELL: Four 600-650 x 18 tyres—smooth. Two 650 x 18 Goodyear tyres as new. Several tubes. R. B. Shand, Box 1674 Christchurch. Phone 87-284 Bus., 56-086 Pte.

WANTED: 1923 C series Sunbeam 14 chassis, front axle and guards and complete rear end. G. H. Scott, Howard Rd., Eastbourne.

"Wizard" Smith Tries Out Car On Beach



Above: "Wizard Smith and Don Harkness try out huge car prior to World Record 10-mile run.

Below: Mr. Smith, and a view of his racing car from the rear showing the Firestone Tires which he used in making the Australian record.

MEMORIES OF THE PAST

N. (WIZARD) SMITH SETS WORLD'S SPEED MARK IN NEW ZEALAND FIRESTONE EQUIPPED CAR LOWERS 10-MILE RECORD; 1-MILE NEXT

Maintaining the terrific speed average of 148.637 miles per hour to cover a ten-mile stretch in 4.02 1-5, Mr Norman (Wizard) Smith, well-known Australian motor enthusiast, smashed the world's ten-mile speed record on January 17, at Ninety Mile Beach, Kaitaia, New Zealand.

The former record, according to available figures, was 148-409 miles per hour, established by Ralph De Palma. Smith went over to the New Zealand beach from Australia to get the benefit of the long straight-away. He used a car specially designed by Mr Don Harkness, one of Australia's best known motor engineers. The engine was an aero type, similar to those used in the Schneider Cup Races, of light construction, weighing 800 pounds and having a nominal development of 360 horsepower and approximately 20,000 c.cs. This is the second record broken by Smith in this car within two months. Early in December he broke the Australian mile record of 109.19 miles per hour, by averaging 128 m.p.h. with a maximum speed of 142 m.p.h.

Following the example of champion drivers in America and elsewhere in the world, Smith equipped his car with Firestone "Gum-Dipped" tyres, and Firestone equipment performed perfectly in making both records. For the Australian run, Firestone tyres were furnished by Mr E. A. Marr, Firestone distributor at Sydney, who also arranged that tyres be shipped to New Zealand for the attempt on Ninety Mile Beach.

Succeeding in two objectives, Mr "Wizard" Smith now has designs on the world's motor speed record of 231 m.p.h. at present held by Major Segrave of England. Mr Smith has now established 55 speed records altogether, and his success has encouraged his many well-wishers in the hope that the world's record may fall to Australia. For his big attempt, Mr Smith expects to have a more formidable racing car.

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