

Vauxhall — Local History of 'Y 2' 'OLD BLUE'

by *Leith Newell*

Part 2.



When the New Zealand Vauxhall agents Scott Morgan & Co. of Christchurch, heard of the fabulous performance of the new 20h.p. Vauxhall in the 2,000 Mile Trial in 1908, naturally they made strong demands on the company for a similar car for publicity in New Zealand. As two cars had been prepared for the Trial, the second 'Y 2' was dispatched from the Vauxhall Works on October 23 1908, and arrived in New Zealand just before Christmas, and in time for Mr. W.J. Scott to compete in the four day trial run by the A.A. Canterbury at Christmas, 1908.

In this trial the Vauxhall won a gold medal for a non stop run, and a certificate for highest marks for reliability, (six were awarded), the trophy for the highest marks in the hillclimb on formula, and the trophy for the fastest time in the hillclimb. This was just a sample of the results that were to follow in the next four years when the Vauxhall was never beaten. The car recorded 68 m.p.h. on Brighton Beach in 1912 after Scott's mechanics, on directions from Mr. Hancock works manager of Vauxhalls, had made certain modifications, by which the engine then produced about 3,000 r.p.m. In 1913 in the Kaikoura trial it averaged 44 ton miles per gallon or 28.9m.p.g. for the 250 miles. This was a two day trial of very rough going and many river crossings.

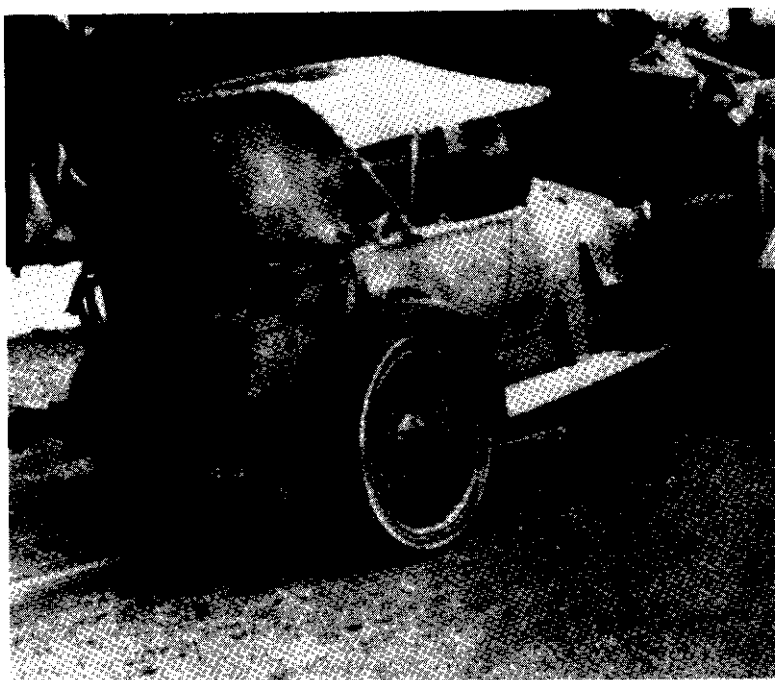
The 'Old Blue' as the car was affectionately known in later years, arrived in Christchurch fitted with a four seater touring body of the Roi des Belges type, and wooden wheels. Sometime

during the next few years the firm (it was now called W.B. Scott & Co.) built a light four-seater shell for hillclimbs, and the original body, was retained for other events.

During this period as a trials car, various modifications were made and at times special equipment for special events was fitted to the car. The efficiency of the engine was improved by lightening the steel pistons by cutting holes and vents, fitting larger valves and springs, a twin ignition system was fitted — the first one made by Scotts, and later a Bosch twin ignition magneto was fitted, steel tappets replaced the original phosphor bronze, and so on. A special economy camshaft was used for petrol consumption tests

(the first made by one of the mechanics, ground by hand and hand faced) and a special arrangement for 'extra air' metered by a very long hand lever which allowed extremely critical adjustments. For river crossings a special roller blind was fitted in front of the radiator, a leather cover was added round the brass cone clutch to prevent slipping, the carburettor was placed up high, level with the dash etc. About 1913 the steering geometry of the car was altered, previously cornering had been very tricky — the steering wheel locking and the

*"Old Blue" in 1951, when collected from Mr. Ron Dunlop.
Photo Newell Collection*



engine had to be let off to straighten the wheels. Once, after months of work, when the car was out on its first trial run, the back axle drive shaft snapped. Vauxhall Motors sent out a new camshaft (a special one) and a stronger crankshaft after the first one was twisted during tests after 'souping up'. Thus the car was equipped for trials etc., and was so used until the end of 1913.

It was also used extensively for demonstrating the capabilities of the Vauxhall, and many a prospective customer was taken for a short burst along Barrington Street and up Hackthorne Road. One sale that didn't eventuate was the prospective buyer taken to Barry's Bay for a run. They had seven punctures and so no sale, but hardly the fault of the car. Again, while at Barry's Bay for practice climbs, the car got mixed up with a horse and cart and Mr. Scott had to stop hurriedly. As the car skidded across the road and the back swung round so that the front wheels finished over the

edge, the passenger, Mr. L.B. Scott (brother to W.J.) jumped out and caught the horse!

The firm had a standing challenge to match 'Y2' with any car irrespective of horsepower. Many threatened, but an actual challenge never took place. Probably the nearest to it was in April 1913 with an 80 h.p. National racing car owned by Allen Doone, who was touring with a theatrical company. Scotts accepted the challenge, and Brighton Beach was proposed for the contest, but Doone eventually backed out by saying that he was only prepared to have a go on the Wellington-Hutt Road, knowing full well, that this was strictly illegal and that Scotts would not be prepared to take the risk when miles of open beach were available close at hand. Actually the firm did apply for permission to use the Hutt Road, but this was not granted, so no race took place.

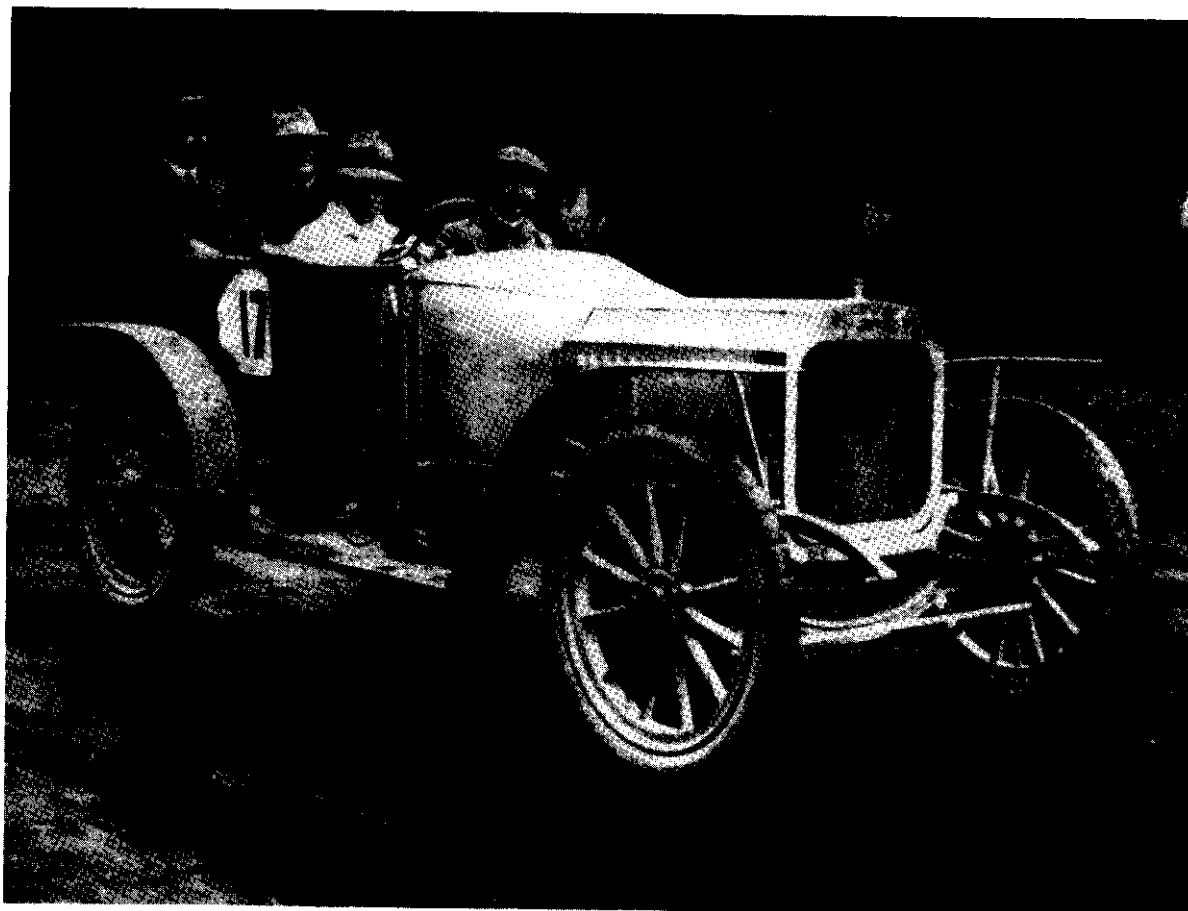
In a Fielding pub the boastful owner of a 40h.p. Wolseley (slightly under the weather) was

heard to say that he would take on anyone in town — eventually in New Zealand — even the Blue Vauxhall! Mr. Scott, whose ears pricked up at this, said he'd have a go, and handed pen and paper to the Wolseley owner to put his terms in writing. This sobered the Wolseley owner up a bit, especially when told the car was a Vauxhall. "Of course it wouldn't by any chance be a Blue Vauxhall?" — No wager took place.

In 1913 the car was sold to Dr. H.J. Simpson, of Darfield, after Scott's Coupe de l'Auto Prince Henry Vauxhall had arrived. The third body was then built by H. Kennedy of Worcester Street, Christchurch, on the style of the 'Prince Henry' with V'ed flutes, long rakish bonnet and scuttle leading up to a small V'ed windscreen. Finished in maroon

Side view of the first 1908 body taken on Hackthorne Road in 1910. Mr. W.J. Scott at the wheel. Photo Newell Collection



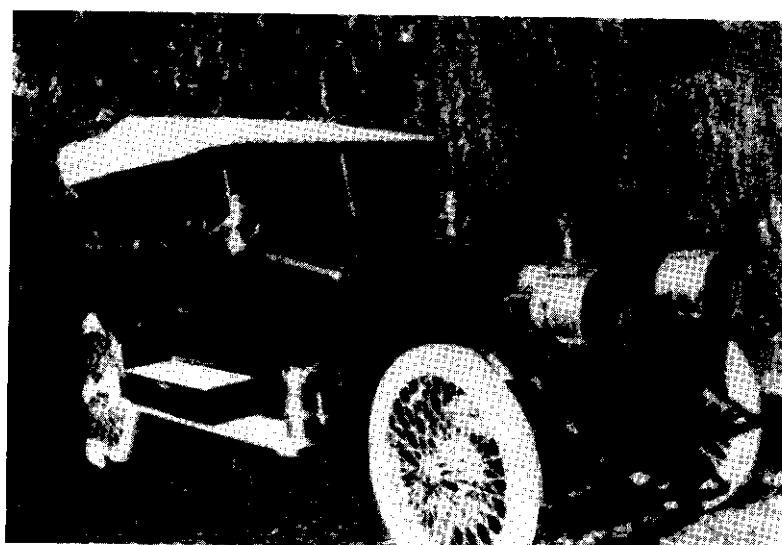


and cream it was a very smart looking car. Kennedys had left shavings in the sump, the car lost oil pressure on the way to Darfield and the piston barrels were scored. We understand that Dr. Simpson never really used the car.

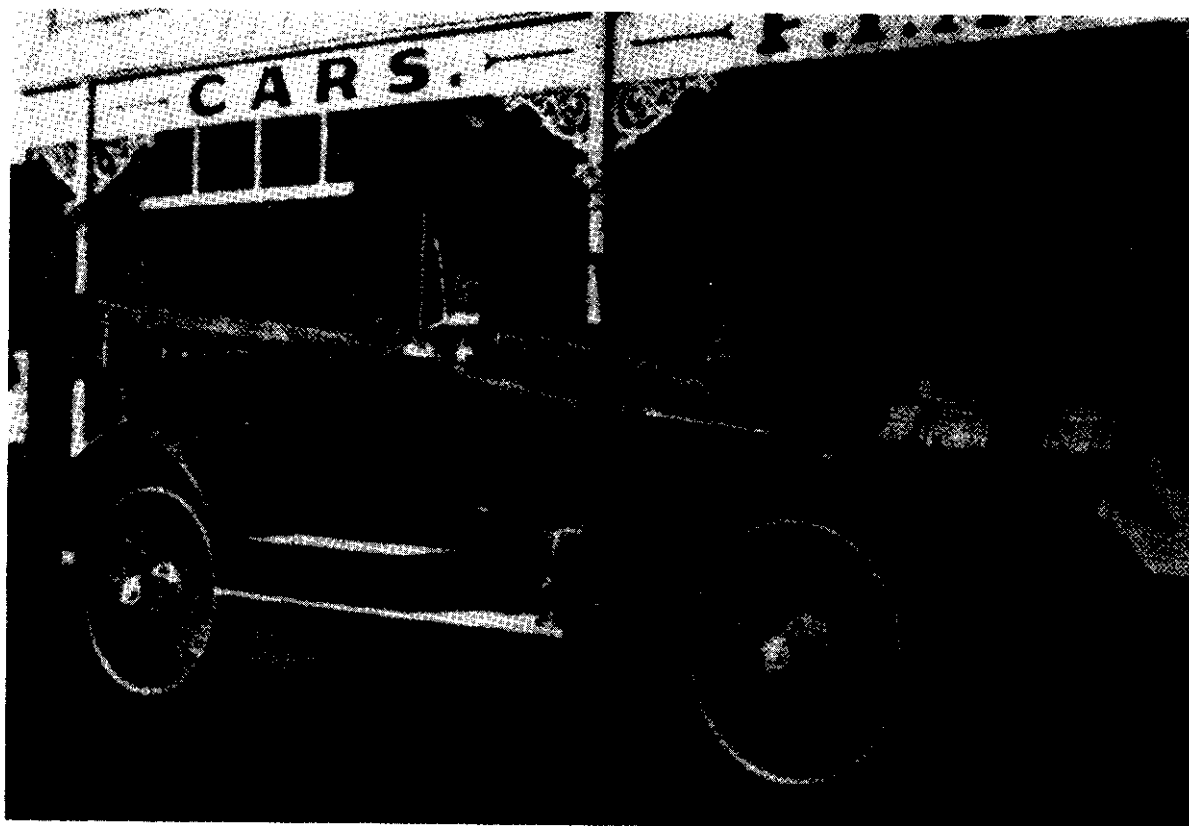
The Vauxhall next appears about 1918-19 when purchased from Archibald's Garage, Christchurch, by Mr. S.A. Webber, of Rangiora, when his son returned from overseas with the N.Z. forces. The son, Mr. R.J.M. Webber, drove the car until the end of 1925. 4.12.25 transferred to Horrell Bros., a local garage, and 23.9.26 purchased by Mr. Ron Dunlop,

also of Rangiora, who drove it until about 1930, when the car was left in the shed from which it was rescued in 1951. During the

Second body on 'Old Blue' built by Scotts for trials and hillclimbs. Note long lever for "extra air."
Photo Newell Collection



The third body built 1913-14 by H. Kennedy, Christchurch for Dr. H.J. Simpson.
Photo Newell Collection



intervening years, the radiator was given to a friend for a sawbench — it finished being buried for a wireless earth, and then supposedly was given for scrap during the last war. (Our beautiful brass radiator!). The front springs went for a trailer set; one of the big Rushmore headlamps went to Picton for a fishing launch which subsequently sank; and the pistons gradually rusted to the block (they eventually had to be jacked apart) while the shed slowly subsided round 'Old Blue'.

In 1950 a group were scouting throughout the district for cars to use in the Centennial Procession at Rangiora and one day Keith Palmer came to Jack and said that he had heard of a car, but on viewing it they decided it was too far gone to use, and their energies were extended on others in better condition. However having joined the V.C.C. after the Christchurch Centennial Procession in which

he drove the 1911 Wolseley-Siddeley, Jack recalled the old Vauxhall and collected it from Dunlop's sometime in 1951, and immediately garaged it.

Although restoration progress was slow and intermittent, and delayed by the restoration of the 30-98 Vauxhall it was soon realised that the car was something special. After checking with Mr. W.J. Scott we presumed that the unusual engine number Y2 55487 and several other unusual features on the car indicated that it could be one of the 1908 Trial cars. By the time these articles were first published it was definitely confirmed by Vauxhall records held by the Veteran Car Club of Great Britain that indeed it was the reserve car for the 1908 2,000 Mile Trial, built to the design of Laurence H. Pomeroy. The history of the car has been slowly built up by letter writing, searching through old papers for trial results, by

*The third body, car outside W.B. Scott & Co., Christchurch.
Photo courtesy Auckland Public Library*

interviewing many people and a collection of photographs.

All this was to help in the rebuild, especially to ensure the body lines were correct. Finally after a hectic finish we were on the road heading for the start of the Commemoration Tour in February 1985. Although once more off the road, we hope that it will not be too long before 'Old Blue' is again thundering along the roads.

Special thanks were given to Mr. W.J. Scott in the original article for providing much of the material in this section.

(To be continued with an account of the trials and other events in which 'Old Blue' took part during 1908-13.) □

Vauxhall – Competition! 1908 – 1911



by Leith Newell Part 3.

For 1908 the Canterbury Automobile Association staged probably its biggest trial ever. Among the thirty-seven entries were a number of cars from the North Island, including a White steam car of Hawkins & Rowe, Napier, which was considered ineligible and relegated to carry officials and reporters on the trial. Entries ranged from the 50h.p. Darracq from Timaru, down to a bevy of 8h.p. Reos and Rovers. Names that are almost forgotten like S.C.A.T., Argyll, Stuart and Belsize mingled with the more familiar Vauxhall, Talbot, Wolsley and Cadillac; in all there were seventeen makes represented.

The trial covered 547 miles during the four days of the event.

Official observers were of course, carried on all cars and these were changed daily. Points were lost for all unofficial stops (apart from stops for tyres). As with most of these early trials, the object was to test the relative reliability of the various touring cars. Each day a specified time was set for the run, which cut out 'excessive speeding' and at the same time allowed the smaller cars to compete. There were no classes – trade and private owners were all in together – and a formula arrangement was used to allow for the various engines and sizes.

Scott Morgan & Co. had entered their new 20h.p. Vauxhall (Y.2.) which had arrived from England only a week or so before the event, and this was to be driven

by Mr Walter Scott. Because of the late arrival the car was run just as it came out from the factory – Mr W.B. Scott (father of the driver) would not allow any experimenting at that stage. As the dark horse of the event and with a reputation preceding it, no doubt the new Vauxhall was watched with great interest especially by the rival firms.

December 28 saw the thirty-seven cars lined up in Worcester Street, east of the Cathedral, and the first car was flagged away at 8am, the remainder following at

*1908 Trial Day 3 at the lunch stop
Waiau Ferry near Hanmer.
Photo courtesy Rangiora Early
Records Society.*



one minute intervals. Entry No. 12 (the new Vauxhall) was away at 8.26am. The route was from Christchurch up the Main North Road to Leithfield, then inland back through Sefton, Oxford to Springfield for lunch - one hour allowed for this - and then back to Christchurch on the Main West Road. The time set for 119 miles was 5 - 5½ hours. Much of the inland section of this route was on back roads, which have only been sealed in recent years.

The following day there were only 35 starters, one of the 16/20 Reos and the Sizaire Naudin pulled out, and during the day the 50h.p. Darracq and a 16/20 Argyll withdrew with engine troubles. Generally engine and tyre troubles were more numerous. The route was from Christchurch to Darfield, then through the Rakaia Gorge to Methven for lunch, on to Ashburton and back to Christchurch on the Main South Road, 149 miles. The petrol consumption test (held this second day) was made more difficult by strong nor'west conditions.

Knowing how it can blow in the back country round the Rakaia Gorge, one can imagine the cars battling for miles against the strong head wind. Added to this were the hazards of the water races between Mayfield and Ashburton - "water races were big, could have floated boats".

The third day with 32 starters, was by contrast less eventful, even the Waipara River, usually notorious (the A.A. used to keep a horse there as the crossing was so soft), was particularly low, so the smaller cars had better runs, and there were no withdrawals during the day. The route was north up the main road to Culverden and then to the Upper Waiau Ferry (near Hanmer) for lunch and the same way home, 166 miles.

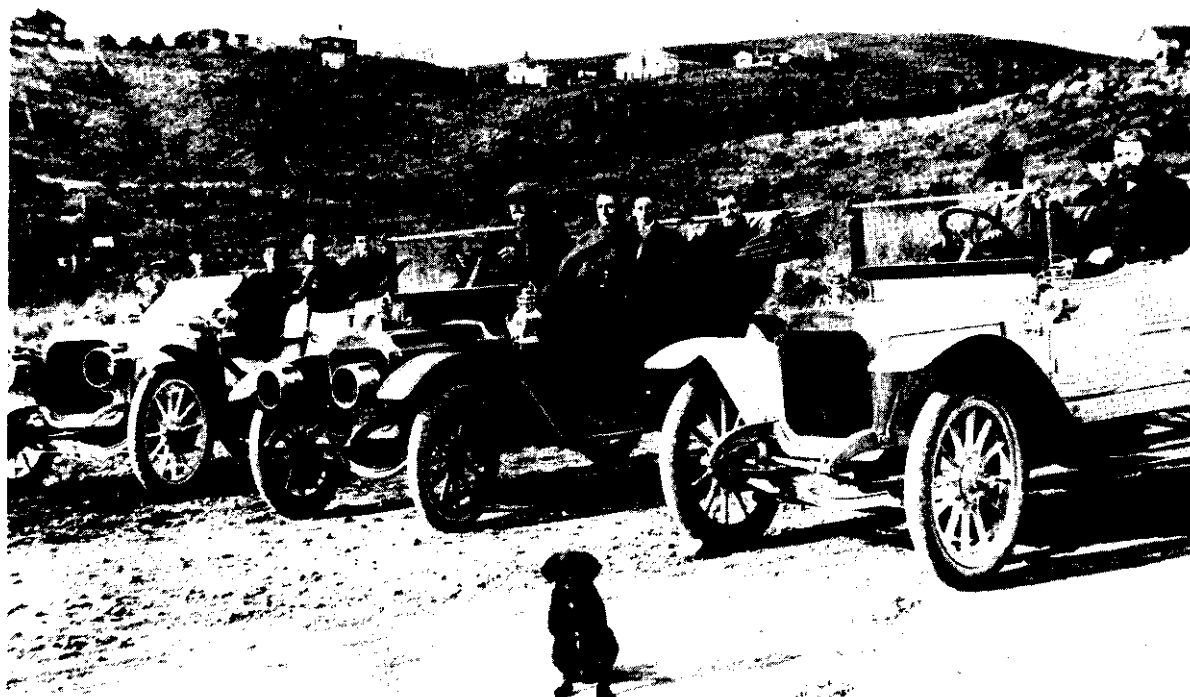
On the final day the 25/35 Ariel was a non-starter and the remaining 31 set off on a pretty gruelling trip. During the day a further four cars withdrew. 435 miles had already been covered and today as well as the hilly route, there was a timed hill climb. The course led out to Little River and on to

Akaroa. Because this road was very narrow and it was only possible to pass in a few places, lunch was a rather prolonged affair as the entrants had to wait until the coaches from Little River had arrived before beginning the return trip. This was on the same route as far as Little River - including the hill climb at Barry's Bay - then up Gebbies Valley, Governors Bay and on to Christchurch, 113 miles. It had rained heavily in the early morning and roads were muddy and sticky until Little River, but dried later in the day.

On the way to Akaroa, the spring controlling the advance and retard position of the magneto on the Vauxhall became unhitched - leaving it fully advanced all the time. 'Y.2.' was the first into Akaroa, and after the car had been directed into a quiet street by one

1910 Hackthorne Road Hill Climb Vauxhall entries

*W.J. Scott with 'Y.2.' O. Clothier's
16 h.p. and W.B. Scott & Co's 20
h.p. Photo: Newell Collection*



of the officials, M. Malaquin who was the observer said, "Now if anything wants fixing, I'm going off for a while!" (He had previously admitted to being scared at riding in the Vauxhall for the hillclimb and wanted everything in order.) Of course Mr Scott didn't touch a thing - not wanting to lose five marks!

Back at Barry's Bay the cars were lined up outside the Post Office and sent off up the hill at three minute intervals - no closed roads of course. The climb was 1,600ft in five miles of bends and sharp curves and although the road had dried it was still heavy, but the run up was fast and exciting. The Vauxhall's time for the hill was 9min. 22sec., fastest time of the day. Second was the 25h.p. Talbot taking 12min. 11sec., with about 10cwt. more up. In spite of the talbot's extra weight the Vauxhall's time was fast enough to collect first place on formula also.

The trip was not yet over however, and the climb up from Govenors Bay over Dyers Pass was still ahead. The last corner was so tight that many cars had to have two goes to get round. By taking it close to the bank, the Vauxhall roared up, no doubt giving M. Malaquin one more fright for the day. Here also passengers were shed from many cars - Scott Morgan & Co.'s Gladiator for one couldn't get up with a full load. Then finally, for 'Y.2.' home at 7.17pm.

Of the thirty-seven entries, twenty-seven completed the trial and only six had non-stop runs for the whole event. The overall winner, taking into account petrol consumption and hill climb was the 15h.p. Talbot of Adams Ltd. driven by H.T. Adams. Gold medals were awarded to the six cars making non-stop runs; - A. Morten's 30 h.p. Wolseley-Siddeley; Adams Ltd. 15 h.p. Talbot; Adams Ltd. 25 h.p. Talbot; J.H. Williams' 22 h.p. S.C.A.T.; Scott Morgan & Co.'s 20 h.p. Vauxhall; W.M.A. Duncan's 12/14 Singer. These six cars were also

EAST COAST ANTIQUE

ARE THE FORD PARTS SPECIALISTS SINCE
1964

Model T - Model A
32-48 V/8 - 49-59 V/8
32-64 trucks - 25-48 Chev
Tyres - Motoring books

Most parts available ex stock.

All major credit cards accepted.
All we require is the number of
your card and the type.

Goods shipped within 2 days
of order received.



Brand new 1985 catalogue now available, 750 more Ford items than previous catalogue. Price still \$4.50, add \$2 extra for air mail. Refund voucher is included plus specials list available only to catalogue purchasers.

Store open Monday to Friday 9-5, Sunday 9-2. Closed public holidays, Sundays or holiday weekends and Thursday through to Wednesday of Bendigo swap meet.



EAST COAST ANTIQUE

AUTO PARTS
10 Waterloo Street Narrabeen, Sydney, AUSTRALIA
Telephone 02-913 2655 (tape installed for after hours)
All mail to Box 330, Narrabeen, 2101, Sydney
Visit East Coast on your next trip to Australia, we do our best to help, not hinder.
Take advantage of the new low Australian dollar, much cheaper than U.S. dollars.

presented with certificates of reliability each having 1,000 marks - no points lost for reliability on the trial. The Trophy for fastest time in the hill climb, and the Trophy for first place on formula in the hill climb were both awarded to Scott Morgan & Co.'s Vauxhall - 'Y.2.'.

It is interesting to note that the entry fees for the trial amounted

to £165, from which the C.A.A. made a nett profit of £13-18-1!

The next competitive appearance of 'Y.2.' was May 21 1910, when petrol consumption and speed tests were held at Addington Metropolitan Track, Christchurch. By this time extensive experimenting had been done on the Vauxhall in regard to fuel consumption and the special

"extra air" system had been fitted.

For the fuel test, carburettors were connected to an improvised tank holding half a gallon of petrol, fitted to a lamp bracket. Cars ran until the fuel gave out. The speed test was made immediately after this and no adjustment to the motor was allowed. This was a half mile standing start on the circular track, and considering it consisted of three inches of dust well watered, the speeds were surprisingly good. Entries of which there were twenty-three, were divided into three classes on h.p. rating. Some of the less well known cars included a 7.3 h.p. Chenard Walcker, 16 h.p. Marlborough, and 25 h.p. Chalmers Detroit.

Petrol consumption Class C 20h.p. and under 30h.p.

1. W.J. Scott's 20h.p. Vauxhall (Y.2.) 100 points, 34.44 m.p.g., and 43.18 ton m.p.g.
2. F.W. Johnston's 12/16 Talbot,

94.3 points, 27.77 m.p.g. 38.72 ton m.p.g.

Speed Test Class C.

1. Scott's Vauxhall, 48 sec.
2. Dexter & Crozier's 30h.p. Cadillac, 51 sec.

The special prize for highest aggregate marks presented by the Dunlop Rubber Co. was awarded to Scott's Vauxhall with 182 points out of 200.

The first Hackthorne Road Hill Climb was held on June 11 1910. The climb ran from the foot of Hackthorne Road up to the junction with Dyers Pass Road, and included some fairly steep grades and very acute corners. On the day the road was in excellent condition. Only twelve of the nineteen cars entered, competed and the contest was mainly fought out between the Vauxhalls and the Talbots. A striped two seater 20 h.p. Talbot was picked to win the event. Results for the first time were divided into Open or Trade Class, and Private Owners Class.

PUTARURU MOTOR REBUILDS LTD

Babbit bearings made new
again by Centrifugal
casting.



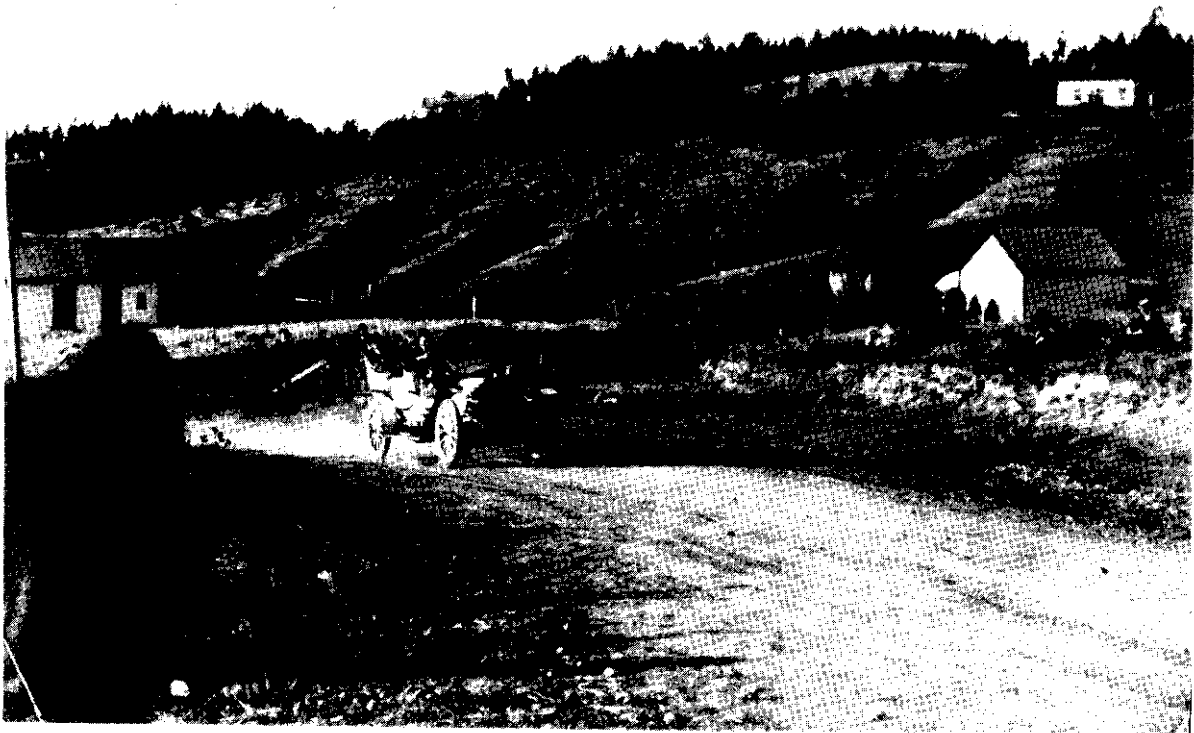
70-78 Taupo Street. Phone 7993.
PUTARURU

RESULTS

Trade: 1. W.J. Scott's 20 h.p. Vauxhall (Y.2.) 1 min. 49 sec. First on formula and fastest time of the day.

2. On formula Adams 15h.p. Talbot.

1910 Hackthorne Road Hill Climb
'Old Blue' nearing the finish
Photo: Newell Collection



This day Mr Scott drove both Vauxhalls entered by W.B. Scott and Co. as the firm had by now been renamed.

The next major trial was the 1910 trial to Dunedin and back, but 'Y.2.' was not entered for this. Instead Mr Scott drove one of the new 'A Type' Vauxhalls which received a silver medal for second place in Open Class and first prize for petrol consumption.

Before the next hill climb on Hackthorne Road on March 11, 1911 the light touring body had been built and fitted to 'Old Blue'. The course was the same as the previous year and there were thirteen competitors. 'Y.2.' went up at approximately 40 m.p.h. to clip 15.2 sec off last year's time. the four Vauxhalls entered, two by W.B. Scott & Co. and two privately owned, scooped the pool.

Open: Gold medal, fastest time W.J. Scott's Vauxhall 1min 33 4/5 sec.

Gold medal, first on formula, second fastest time W.B. Scott's Vauxhall. 1min 48 3/5 sec.

Private Owners Class

First on formula and fastest time E.R. Stead's Vauxhall

Second formula and second fastest time A. Goodwin's Vauxhall.

To be continued.

**Morris
Eight
Owners**



**Morris
Eight
Owners**

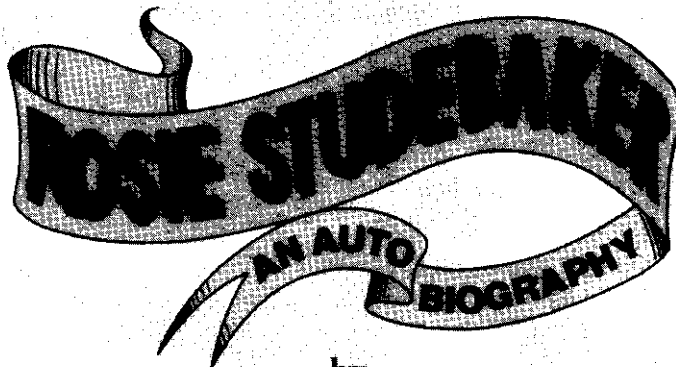
**THE MORRIS EIGHT
TOURER CLUB OF
NEW ZEALAND (Inc.)**

Ten years of service and satisfaction to an evergrowing band of 8hp connoisseurs. Membership is currently over 250 internationally.

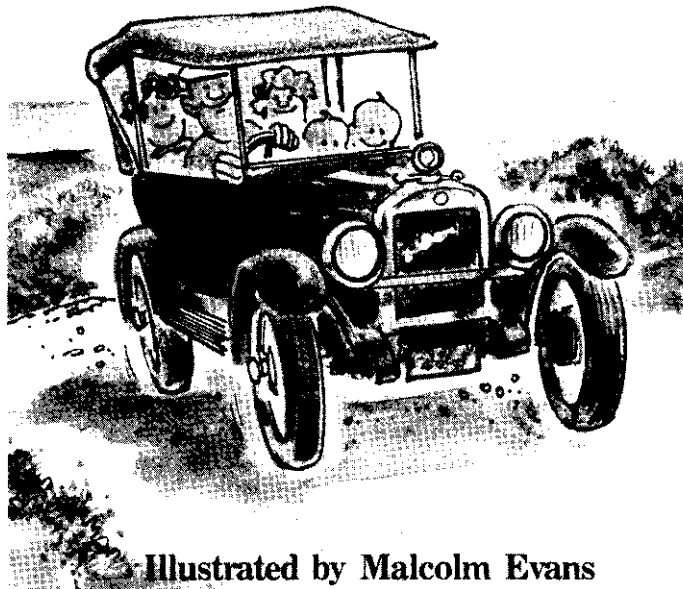
Our club is built around the manufacture of new precision parts and literature, e.g. engine mounts, axle corks, brake hoses, king pin sets, workshop manuals, service information books etc. Over 84 individual items in stock.

Fellowship and honest advice shared freely. Monthly Newsletter keeps you up to date with latest projects, technical information and social events.

For further information write to:
**The Secretary, P.O. Box 10108,
Christchurch, New Zealand.**



by
Jack Hoven



Illustrated by Malcolm Evans

**ROSIE
STUDEBAKER
An AUTO-Biography.**

The light-hearted story of 28 years of Vintage motoring as told by Jack Hoven's 1923 Studebaker tourer 144 pages with 27 illustrations by Malcolm Evans.

The funniest book ever written by a car.

Order now for Father's day.

Send \$10.00 to:

Rosie Studebaker 201 Darragh's Road Tauranga.

Vauxhall – Competition! 1912 – 1913



by Leith Newell Part 4.

Probably the first real speed trials ever held in New Zealand were on New Brighton Beach on March 9 1912. The five mile straight of sand ran from near the mouth of the Waimakariri River to a mile north of the New Brighton pier. These beach races were handicap events, begun from a standing start and although a time was chosen when the tide was out, leaving a wide expanse of firm sand, there were usually a few hazards such as heaps of seaweed, odd patches of really wet sand and sometimes even pools of water. However this day conditions were fairly good. Both W.B. Scott & Co's entries were stripped to the chassis and no doubt much work had been done in tuning up 'Old Blue'.

1. W.J. Scott's Vauxhall, off 15sec. 4 min, 50 sec.

2. W.B. Scott's Regal, off 30 sec. 6 min, 6 sec.

3. J.C Mercer's 12 h.p. Sizaire Naudin, off 75 sec. 6 min. 25 sec. Two cars were scratched and only two competitors entered in the Private Owners Class. F.W. Johnston's 25 h.p. Buick was first, off 50 sec at 6 min. It was nearly 4 p.m. when the first cars got away as the field telephone was a long time being installed. The average speed of the Vauxhall was 62 m.p.h. and the peak reached was 68 m.p.h.

By March 15 'Y.2.' was completely overhauled and re-equipped with the light tourer body for the Hanmer Springs trial of March 15 and 16. Twenty four

cars started off on the 141 miles for the first day, with the route digressing through Oxford before returning to the main road at Amberley. A maximum of 7½ hours was allowed. This was the first time that Minervas were entered, four vehicles taking part, and Mr T. Withers of Wellington, with an Itala, arrived too late to start. "Mr W.J. Scott's 20 h.p. Vauxhall, a rakish looking four seater torpedo bodied car, not finished for selling purposes", is how the papers described 'Old Blue' on that occasion. The

Brighton Beach March 1912 Scott's Regal and Vauxhall stripped for action.

Photo Newell Collection.



overnight stop was at Hanmer Springs.

The second day covered 162 miles returning through Scargill to Domett, and back on the Main Road, with a maximum time of 8½ hours. The Greta Cuttings caused a few stops and a Unic taxicab had to shed its passengers at one stage. A strong wind was blowing and delays were caused by mobs of sheep, but the roads on the whole were good.

There were ten entries in the Trade Class, four of which withdrew during the course of the trial, whereas all fourteen Private Owner entries managed to complete the course.

Results Trade Class: First prize reliability, Gold Medal, certificate for non-stop run, First Prize petrol consumption 35.13 m.p.g. 48.3 ton m.p.g. W.J. Scott's 20 h.p. Vauxhall.

Second Prize reliability, Silver Medal, certificate non-stop run, Adams Ltd. 16 h.p. Minerva.

Second Prize Petrol Consumption with 45.36 ton m.p.h. Kibblewhite's 14/20 Siddeley-Deasy.

In the Private Owners Class

N.G. Gilchrist's Minerva was first and also won first prize for petrol consumption with 47.16 ton m.p.g. It is interesting to note that this is the first trial in which petrol consumption of the Private Owners is comparable to Trade Entries and that nine non-stop runs were made, whereas only two Trade entries had such.

On December 14 1912, another Brighton Beach Race was held and this was the first appearance of the 20 h.p. Coupe de l'Auto 'Prince Henry' Vauxhall recently acquired by Scott's. 'Y.2.' was of course not entered.

The following March was not only the last trial for 'Old Blue' but also probably the toughest. This was the well remembered Kaikoura Trial of 1913. For this the original Roi des Belges body was used and a great deal of preparation was involved before the trial took place. In view of the numerous river crossings special preparations to waterproof the motor were undertaken - these were mentioned briefly in Part 2.

Most cars or drivers went up to Kaikoura two or three weeks

before the event to glean as much information on fords etc. as possible, but this was of little use, in the end, as a terrific storm altered the whole situation some days before the start.

The actual route is worth describing in some detail and quotes are from local newspapers reporting the trial. "The extremely rough nature of the riverbeds can hardly be realized by those who have not been over the road. It is not a case of merely crossing fords. The riverbeds for miles are the only roads, winding tortuously through hills on both sides, and the track shifts quickly as fresh water comes down. Wheel ruts are the only guides to the road. Every now and again a soft bottom is struck, and the driving wheels slip ominously with a momentary threat of spinning round and ploughing a trench in which to lie inert. The

North Canterbury Trial. Cars in the Weka Pass. 1908 Vauxhall 'Old Blue' in foreground.
Photo Newell Collection.



streams proper had steep sides and had to be approached gingerly on the low gear. The cutting and turns in the roads were in themselves a severe trial for any driver climbing up hill. The cars had to be swung around turns quickly enough to avoid a dead stoppage. A really hard test far more trying than routes in use in the 'Old Country'."

The first day on the inland route to Kaikoura covered 130 miles. The road was fairly good until nearing Culverden when it became loose and dusty and new shingle was met before reaching Waiau, where lunch was held. From here on the last fiftyfour miles were a real test. "At 99 miles the Conway was approached by a very steep downgrade of 1 in 5 which severely tested the brakes. The riverbed had to be traversed a long way and was soft in places." Then on to another soft bottomed crossing, the long descent into the Greenhills with 33 bends culminating in a nasty creek at the bottom, Greenburn River, the Kauhautara - rough with a fair

volume of water, Crib Creek, lastly the Kowhai River and then a final five miles into Kaikoura. Fortunately the rivers were low and the main traffic difficulty was the mobs of sheep leaving Culverden after the Amuri Sheep Fair. One large flock of 1500, about twenty miles from Kaikoura, caused a real blockage. The Northbound coach, whose driver persisted in remaining in the middle of the road for a considerable distance, prevented cars passing.

The return the following day was made down the coast with numerous river crossings all fairly deep, first the Kowhai, then Kauhautara which was about 18ins. deep with a bad entrance and exit, over the Hundalee Saddle and on to the Conway which involved three soft crossings with a seven mile traverse of riverbed. (This was well upstream of the present road bridge). After this the route was comparatively straightforward back through Cheviot, a detour round through Oxford and on to Christchurch - 120 miles.

HONEYCOMB RADIATORS

For genuine honeycomb radiator cores made to any shape or specification, write to:

John Rummery, 18 Orsova Place, Lynfield, Auckland 4, or call into

George Mihaljevich, 76 Vermont Street, Ponsonby, Auckland.

VERMONT VINTAGE RADIATORS

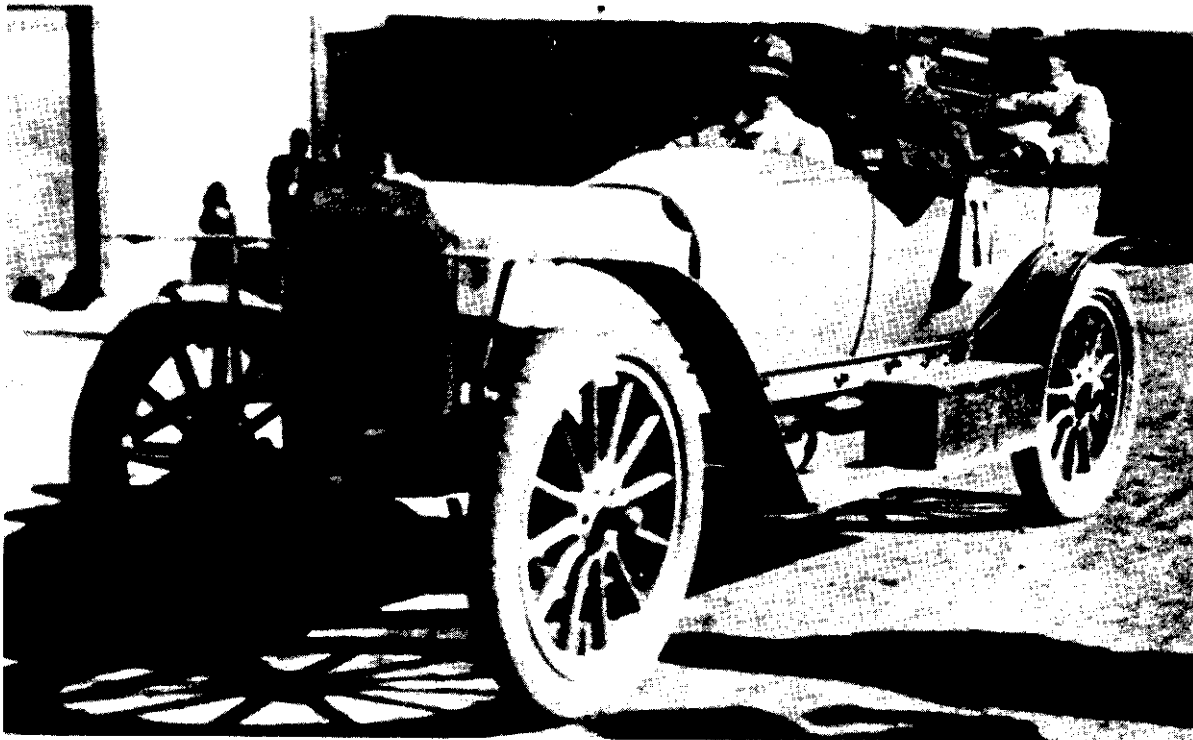
All stops except compulsory ones, e.g. lunch etc. and those for tyre troubles, caused loss of marks. Cars were given one minute in which to get started after the word 'Go', and as an innovation observers were changed twice daily.

It was the usual last minute rush to complete the work on 'Old Blue', and the car was worked on until 5 a.m. the day of the trial, when Mr Scott went home for a cleanup, and then straight back to be ready for the start at 7 a.m.

(To be continued)

March 1912 Hammer Trial 'Old Blue' with second body W.J. Scott at the wheel.

Photo Newell Collection.



Vauxhall — Competition! 1913



by Leith Newell Part 5.

The route of the Kaikoura Trial of 1913 was described in Part 4, and how Mr W.J. Scott after working all night on 'Old Blue' went home for a cleanup and was back for the 7 am start. Just before leaving a leak was noticed from the radiator hose and Mr Scott unscrewed the cap to see how the water was holding — was just going off for water when, 'Right you're next', said the starter. There was no thought for the loose radiator cap until they were away and it began to rattle, as it

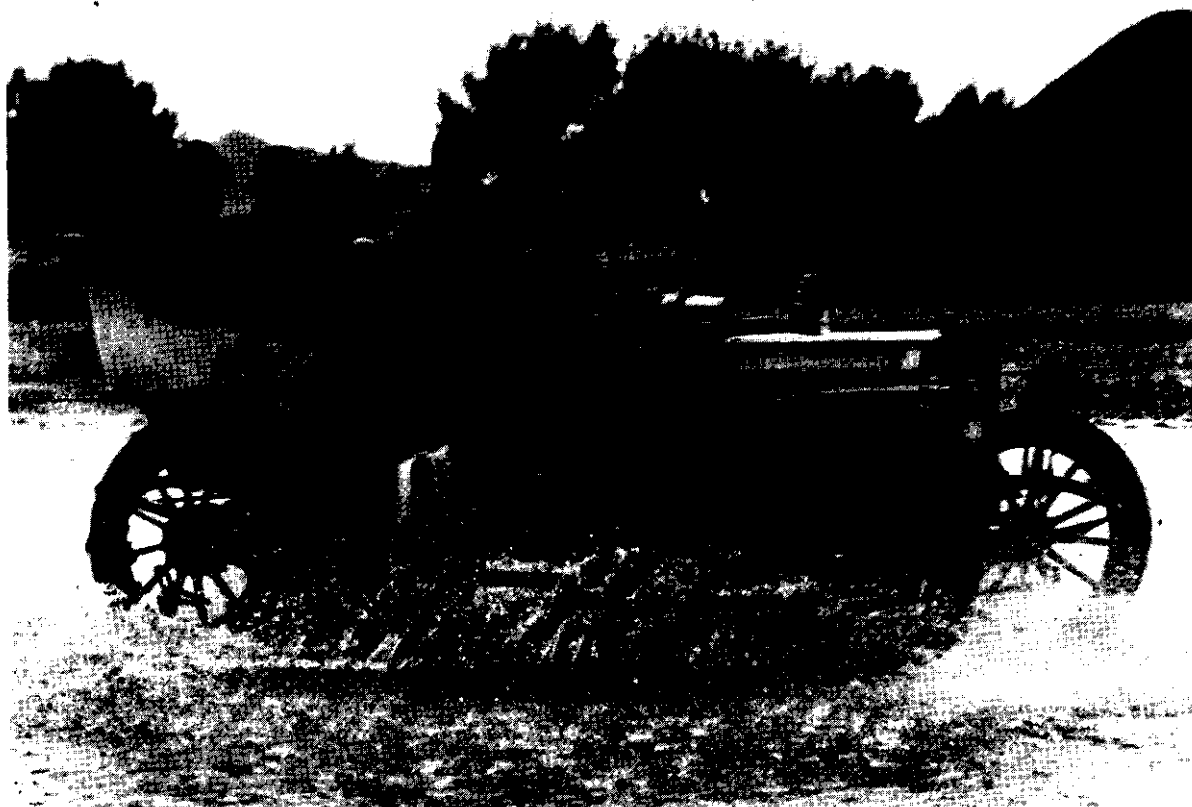
was only holding by about one turn of the thread. Stopping to adjust this would have meant the loss of five marks so it rattled all the way to Kaikoura, the driver no doubt wondering when it would fall off.

Of the eighteen entries, all except the Metz which had to make an adjustment to the carburettor, had non stop runs to Waiau the lunch stop. From here on through the Inland Road various troubles beset the cars. The Overland was disabled at Crib Creek and did not reach Kaikoura at all, Hawkes' Unic arrived late at night with a broken petrol pipe and retired and the E.M.F. which had

developed a slipping clutch was disqualified because the passenger was driving. Eleven cars arrived at Kaikoura with non stop runs after the 130 miles and all were impounded for the night.

On the first day of the trial W.B Scott & Co. had sent one of their mechanics up to Kaikoura on the seaward route, and when this was known there was a real furore, with the trade competitors all

Kaikoura Trial 1913 In the Conway. Note roller blind on radiator & ropes on rear wheels. Photo Newell Collection.



demanding Scott's disqualification immediately. However the judges considered that as he was enterprising enough to have thought of the idea he should be allowed to continue, but set his starting position back from third to twelfth place. This upset all the plans to reach the fords first. Most of these fords were bad at anytime but after a procession of cars churning up the bottom they were terrible. The general idea of many of the competitors was to follow Mr Scott as they imagined he would know the best route — actually, the mechanic hadn't been of much help to him.

Next morning the fifteen survivors set off. At the Kowhai the Vauxhall went upstream from the true ford, leading astray several cars which became stuck, or had difficulty in crossing. Next was the Kahautara where there was only one ford. The Sunbeam was sitting in the middle of this with a broken universal joint, and both B.S.A. and Overland had to be towed out. Ahead was the real

problem. The press reported it this way, "The Vauxhall took the lead in the Hundalee, car left twelfth and was pushed hard regardless of petrol consumption to get to the Conway River clear of the other cars, and it was splendidly driven round the hills, the driver Walter Scott swinging his car round numerous bends with a

free engine style." But when the first ford at the Conway was reached there was the Siddeley-Deasy Press car stuck in the middle with the passengers all sitting

Old Blue barely visible in the third ford on the Conway River. Photo Newell Collection.

VIDEO TAPES of Pan Pacific Rally

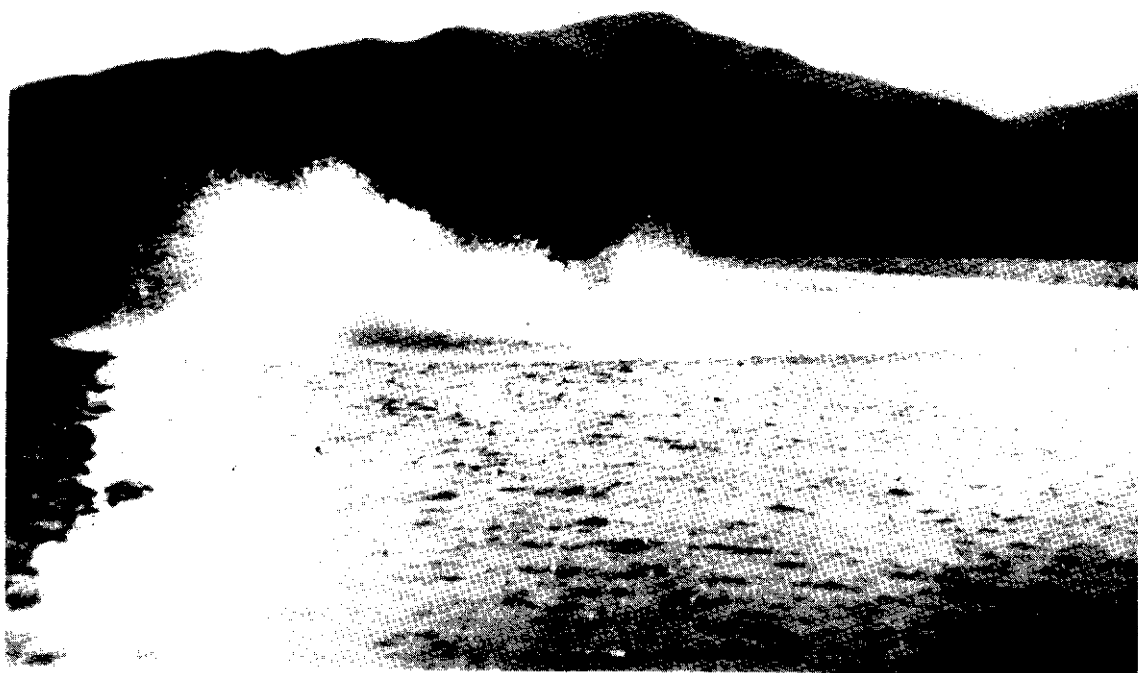
½" VHS 1hr & 3hr Tapes are now available.

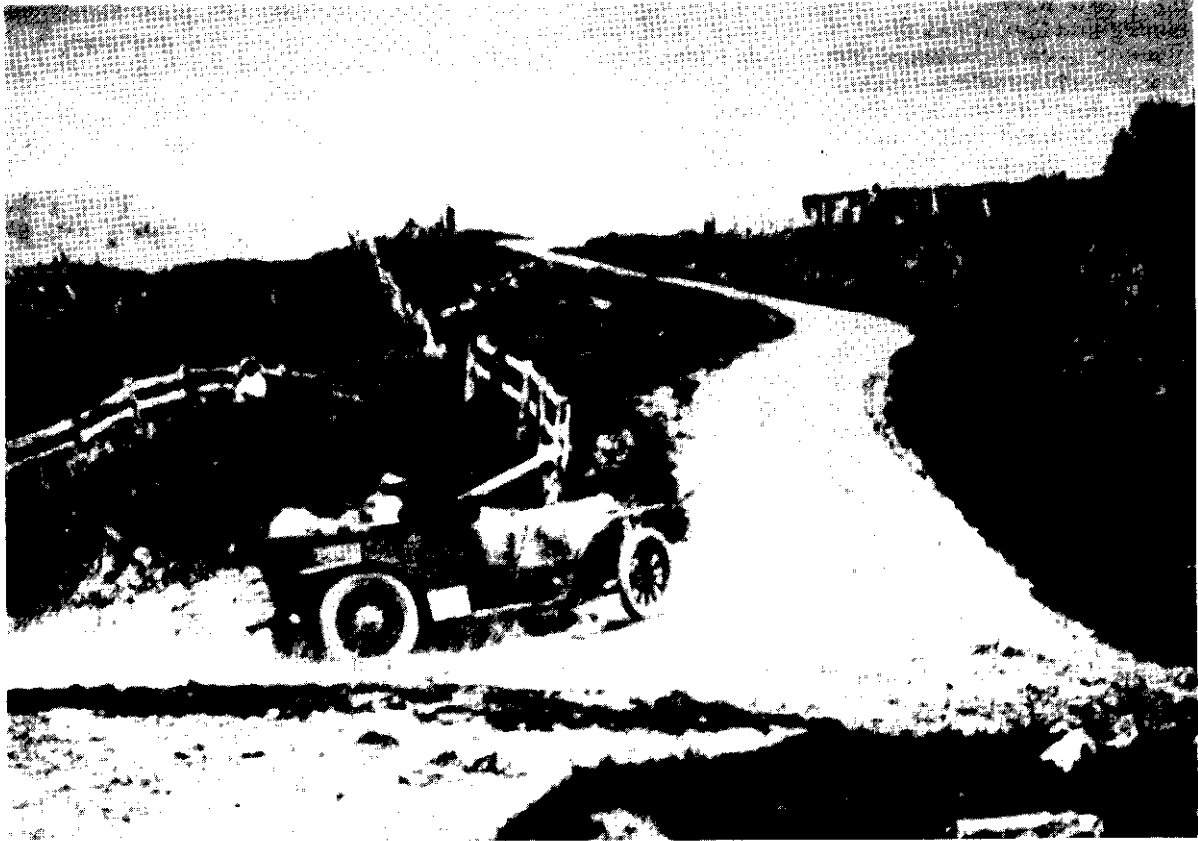
1 hour \$59 (includes packing and postage)

3 hour \$79 (includes packing and postage)

PAYMENT WITH ORDER PLEASE.

R.G. & T.P. Kennard
9 Purau Tce. CHRISTCHURCH 2.
P.O. Box 28-100.





with their feet up on the seats and the water lapping very close indeed. This of course, was a considerable nuisance to the competitors, especially as it was the most difficult crossing of all. Ropes were wound round the extra large diameter rear tyres of the Vauxhall, and the car entered upstream of the Siddeley-Deasy. Suddenly the driver remembered he'd forgotten to pull up the roller blind in front of the radiator, and was thankful that his first grab located the string as there would have been no time for another attempt, the passengers taking heed of the Siddeley-Deasy also put their feet up on the seats, and the car was soon enveloped in spray from every wheel. The deepest part of this ford was the far side with a very steep climb out onto the bank. 'Old Blue' with clutch slipping, flywheel spinning and water streaming out of the body climbed out onto the bank and

was off as the clutch gripped once more. Horses were available here to tow cars out with consequent loss of ten marks and many had to make use of them.

The second ford was rather ticklish as the exit was soft, and by the time the third Conway ford was reached the ropes on 'Y.2.' were flapping after several miles of riverbed. While they stopped to remove this encumbrance the official Siddeley-Deasy (yes again), Piper's Cadillac, and Morten's Wolseley went into the ford only to get stuck. Mr Scott went upstream where the river was wider and fairly shallow and had no difficulty. Those cars following in the same place also had no trouble. The main problems were now over and it was a matter of settling down to save on petrol, especially in view of the amount consumed by the Vauxhall in getting through the Hundalee first.

Okains Bay Hillclimb 1913. Old Blue at the first hairpin. Photo Newell Collection.

As cars were allowed five hours from Cheviot to Christchurch, 'Old Blue's' speed for the rest of the trip was about 18-20 mph. In the Gretas a rear tyre blew out, and this involved using a new tube and then battling for a considerable time to get the outsize cover back on, the engine running all the while. The final stretch along Papanui into Christchurch was for Mr Scott probably more nerve wracking than any other trial, because he was fairly sure that the trial was his providing the car kept going, and he had visions of the evening traffic - bicycles, horses and carts, etc - and that something might cause an involuntary stop. At 6.10 pm - the last car - the Vauxhall arrived at the drill sheds where there was a

big crowd waiting to see how much petrol the car had used.

Fourteen cars completed the trial and only three, the Vauxhall, the Panhard et Lavassor, and a Cadillac finished with non-stop runs.

Results: Trade Class.

1. W.J. Scott's Vauxhall 1,000 marks, Gold Medal and certificate for Nonstop run. First Prize petrol consumption 28.98 mpg, 44 ton mpg. 2.M. Stevenson's Panhard et Levassor. 1,000 marks Silver Medal, certificate for nonstop run. Second petrol consumption 23.18 mpg. 38.83 ton mpg. 3. Kibblewhite's Hupmobile. 970 marks Bronze Medal. Car stopped in two riverbeds and to adjust speedo.

Private Owners Class.

1. Hubbard's Cadillac, 1,000 marks Gold Medal and certificate non stop run. First prize for petrol consumption went to R.O. Dixon's Minerva with 31.35 ton mpg.

The final event in which 'Old Blue' took part at this time was the O'Kains Bay hillclimb on October 27, 1913, and this was the

only time that Y.2. and the 'Prince Henry' both took part. The hill was a long severe one out of the Bay (on Banks Peninsula) and the course of four miles was in good condition. The first mile was an undulating stretch at which some speed could be gained although there were some tricky bends, after this the climb began in earnest and pinches of 1 in 4 mixed with hairpin bends made quite an exciting course. "There is little doubt that the star climbs of the day were done by Mr W Scott in the Prince Henry Vauxhall. The flat was taken at racing speed and the curving course tackled in masterly fashion. The Vauxhall touring car [Old Blue] driven by Mr Marsh and with a heavy weight up also performed in an exceedingly creditable fashion."

There were eleven entries but two cars were non starters. Old Blue had been deliberately weighted to gain a better result on formula and the new Coupe de l'Auto Prince Henry was aiming for the fastest time. This was the only event in which Mr Scott did

not drive Old Blue. Marsh was one of Scott's mechanics and had worked regularly on the car.

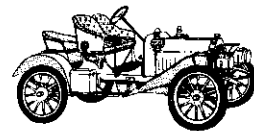
Results Open.

Trophy and first prize on formula: Vauxhall Touring car driver J. Marsh, 8 min. 55 2/5 secs.

Fastest time: Prince Henry Vauxhall driver W.J. Scott, 7 min. 27 secs.

Thus finished on a high note, five years participation in competitive events, in which 'Old Blue' had not only brought the name Vauxhall to the forefront of N.Z. motoring but had already become rather a legend throughout the country.

Special acknowledgement was made to Mr W.J. Scott for much of the material in the last three parts of the Vauxhall story, when first published. The information coming from a number of interviews with him. □



C. HUNTON (1967) LTD

338 WILSONS ROAD CHRISTCHURCH

Telephone 69-786

Specialists in . . .

**CHASSIS STRAIGHTENING, PANELBEATING
AUTOMOBILE and COMMERCIAL PAINTING**

We have one of the largest spray painting bays in the South Island.

WE TAKE THE DENT OUT OF ACCIDENT