Beaded Wheels

TRIUMPH'S Square Barrel Racer FORD
From Motor Car to Bombers
Another puzzle from the past. Do readers have any ideas or information that could fill in the blanks with this photograph?

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Beaded Wheels
NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE
Submissions of photographs for this page are welcome from Beaded Wheels readers. Please send original photographs of historic interest with any available information to Beaded Wheels, PO Box 13-140, Christchurch. Laserprints and photocopies are not suitable.

Mechanical Restorations and Vintage Spares (1980)

Kingpin sets
Suspension parts.
Spark plugs
Engine bearings
Master cylinders & kits
Rear axles
Clutch covers
Brake & clutch cables
Valves, springs, guides
Timing gears & chains
Engine gaskets
Steering joints
Electrical fittings
Shock absorbers
Shackles (pins & bushes)
Water pumps & kits

Gearbox gears
Crownwheel & pinions
Wiper motors (vac)
Wheel cylinders & kits
Ring gears & pinions
Clutch plates
Fuel pumps & kits
Steering box parts
Ignition parts
Engine mounts

MECHANICAL RESTORATIONS & VINTAGE SPARES (1980)
P.O. Box 15 • Fordell • Phone/Fax 06 342 7713
Our Club revels in its diversity. It is diverse in the range of type of vehicle the Club caters for; be it motorcycle, commercial, or car. It is diverse in the identification of body style, years of construction and classification. It is diverse in the type of rallying members enjoy, be it picnic type runs, branch rallies, or "experts" rallies. Even the branches are diverse, from the smallest with 44 members right up to the largest with 1047 and all the sizes in between. We are also diverse in the levels of restoration of our vehicles, be it as in original condition or one of pristine concours d'elegance, all are catered for. Not the least, we are diverse in membership. Whether a first time owner or a serious collector, we all share the same aim – to foster interest and engage in the preservation and maintenance of motor vehicles. We should make the most of this diversity that gives us the strength and opportunity few (if any) other organisations can provide.

It is pleasing to see that many branches are joining together to enjoy motoring events. What a wonderful way to make the most of the resources of this great Club of ours. The benefits are enormous - different country to explore, different vehicles to view and delve into, different people to talk to about different subjects, different ways of rallying. The advantages of joint ventures are endless. There is something for all of us in the calendar events organised by our Branches and I know that members will be taking full advantage of them all. Let us make the most of these summer months to motor our vehicles, whether in VCC events, family outings or just for the fun of driving them. In this, the height of our motoring season, we will be enjoying our hobby to its full and I encourage you all to make the most of your vehicles, always consciously remembering to keep well to the left when the motoring public are travelling behind us. Not only is this common sense, it is a marvellous way of achieving good PR for our hobby.

Our new National Office is working well and we are settling in nicely. I am extremely pleased with the progress of making the building our own and I would like to thank Julie for her enormous contribution to the big shift. We have tried to use the expertise of Club members in the alterations/work that has been needed and I thank them for their skills. Elsewhere in the magazine you will get a glimpse of how our National Office looks and I know you will be as pleased as I am with the result. I wish you all safe and happy motoring in 2002.

Leigh Craythorne
Mike Perry (1904 Napoleon) showing some reluctance to get his feet wet.

A group of the entrants with their Fords up on the tops, (L to R) Wayne and Shona Richards' 1926 Ford T guiding us through with Bill Shaw at the helm, L. and M. Scott's 1913 Roadster, R. and B. Slyde's 1912 Torpedo, K and T Jonathon's 1911 Tourer, R and S McKenzie's 1913 Roadster, Chas Black's A Tourer, P and S Nightingale's 1913 Tour-about.

The eighteen entrants and crews arrived at the home of Wayne and Shona Richards at Pakowhai for the start of the day's fun. Almost half the entrants were driving Ford Ts, but as one entrant wryly noted, that would be about in proportion to what was the case in the Veteran era almost certainly. The first item on the agenda was a cup of tea put on by Shona and some of the other local VCC ladies, followed very closely by a wander through Wayne's shed which is always illuminating. He has been restoring his 1911 EMF now for only about 18 months and what he has accomplished in so short a time is most impressive. Most of the car is painted now with the body a delightful (Hyundai) blue with black guards, the mechanical side having been completed earlier in the year. The major work left to do now is not much more than the upholstery and hood. It is believed his target date for a first rally is next year's Veteran Run, so he should fly in.

We headed east toward the coast and Haumoana travelling parallel to the coast until we turned up a side road where the entrants gathered for a short time at a farm woolshed, before heading out in "follow the leader" style overland. Local farmer, Bill Shaw, led us away driving Wayne and Shona's late model Ford T across a dried up creek bed and then on to a farm track. This led us up some steep farm tracks until we were about six or seven hundred feet above...
the woolshed. Bill and his passengers opened the gates as we drove through tying a blue ribbon to the gates which had to be closed behind us, and tail-end Charlie, Hugh Baker in his 1951 Land-Rover, followed obligingly along behind us all doing the closing duties. The view over Hawke Bay was quite amazing with Napier to the North-west and Mahia to the North-east and the many acres of vineyards around to the west. Several hundred acres of the farm has only medium quality land. It has been planted in pines for forestry and we drove among these young trees. It was sad to see the many breeds of thistle that have now got away badly because no one cares about thistles as they once did. Large patches of nodders, scotchies, californian and variegated were all there and thriving too. Gorse is a similar problem.

Once up on the tops we stopped for a while so everyone could appreciate the view and question Bill about the farm and what was happening to the land. We headed back down a different trail to where we were to cross the Maraetotara Stream. “Careful where you drive and walk as cattle are freshly in the paddocks”, Bill advised. Many of us can handle a bit of “bull”, but this was the real thing!

The farm track dropped quite steeply down to the creek bed which we had to cross five times. A green weed was growing in abundance in the slowly flowing stream with its soft but shingly bottom which meandered through a steep sided valley as we headed back toward the woolshed and our lunches. The first couple of crossings were relatively challenging with the water almost up to the running boards of our Ford T and the soft creek bottom meant you had to keep a bit of power on to maintain forward motion. The fourth crossing was another thing however, and as we followed Bill across we noted that the water was about three inches over the right hand running board. “There’s sure to be some problems here”, I said to my wife and grabbed the camera in time to catch Ross and Lynn Jones enter the crossing in their 1907 Cadillac, before becoming becalmed right out in the middle of the creek. “Search and Rescue” in the form of Peter Nightingale and yours truly quickly parked up our 1913 Ford T’s and waded in to push the errant Caddy. We soon had the pleasure of a chat mid-stream to several

Search and Rescue in the form of Nightingale and McKenzie attend Ross and Lynn Jones in their 1907 Cadillac. The water is only about three inches over the right hand running board but Ross and Lynn are having some problems!

Bruce Carrad astride his Harley-Davidson imparting some restoration secrets to Digby Young.
other entrants before tail-end Charlie turned up to help in the Land-Rover. It is the busiest I have ever seen a tail-end Charlie and Hugh was in his element as a number of entrants were extracted from the water or from just the other side of the water. The friction drive cars of Geoff and Diane Quarrie (1914 GWK) and Stan Corlett and Dallas Denby (1910 Metz) lost friction in the water but were still able to "push" the Land-Rover out on the very stiff nylon hawser Hugh was carrying. It was amusing to hear the various stories of the trek at lunch-time when we finally arrived back at the woolshed about an hour late. Some folk enjoyed the different experience and some others wouldn’t want to do it again, particularly those in the smaller cars. However, I think the consensus was that as it was different, quiet and there were no other vehicles hindering our progress, an overland trail may be attempted again some time. The green weed is really good at soaking up oil spots after it has dried out clinging to the undersides of your car, it has been observed.

After lunch we drove through the Tuki Tuki River valley to a private museum for a wee wander about before arriving at the final destination of a little attractive boutique food shop. We bought a little jar of spiced pickle which has turned out to be quite yummy. Part of the evening’s entertainment involved us all with a welcome and filling dinner meal before we watched an “Old Time Movie” at the HBVCC clubrooms. The carryings on of characters such as Charlie Chaplin and his contemporaries amused us all. You don’t get all the extras with a modern video, like the sound not quite being right or the film going “flicky”, which is possibly why it is interesting to keep these things alive to appreciate where technology has got us to today. The day involved all the cars carrying "Bridal Ribbons” but we were not told until the evening when at the dinner that the special occasion was for Reg and Olive Kilbey, who were celebrating their 40th Wedding anniversary. These two folk are well known to most HBVCC people and provided more entertainment as our JP member, Owen A’Deane officiated in a re-enactment of their vows with us all present. One of the small competitions for the day was that we had to name “something old, something new, something borrowed, something blue”, in the wedding theme. However, the plan was foiled by the entrants when there was such a range of answers that the organisers thought it would be more entertaining simply to read us the answers they were supposed to have, than the ones they received.

The run was won by Rod and Scarlett McKenzie in their 1913 Ford T for closely guessing that the distance from the final river crossing to the woolshed was one mile. Ralph and Betty Blyde from Matamata in their 1912 Ford T took away the prize for entrants choice. It is the third time these folk with this car have been awarded this trophy.

The following day saw most of the entrants take in the annual Homestead run in the Maraekakaho and Kereru areas, but that’s another story.

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### VCC Events

*For inclusion in our next issue, fax details of Club Events to 03 332 3531 by 10 March, 2002*

| Marlborough       | Motorcycle Rally & Bike Show | 1-3 February |
| Southland        | Southland Rally               | 2 February   |
| Northland        | Blackberry Run                | 3 February   |
| Auckland         | Veteran Rally                 | 9 February   |
| Waikato          | Vintage Venture               | 9 February   |
| Waimate          | Wallaby Run                   | 9 February   |
| Gore             | Festival Rally                | 9 February   |
| Hawkes Bay       | Art Deco Rally                | 15-17 February |
| Canterbury       | Annual Rally                  | 16-17 February |
| Northland        | Motorcycle Rally              | 17 February  |
| South Canterbury  | All American Day              | 18 February  |
| Southland        | Veteran Rally                 | 23 February  |
| Auckland         | Gymnic                        | 24 February  |
| Canterbury       | Annual Motorcycle Rally       | 23-24 February|
| Manawatu         | Ruahine Ramble                | 24 February  |
| Wellington       | Club Captain’s Safari         | 2 March      |
| South Canterbury  | Mid Island Rally              | 3 March      |
| Waikato          | Rex Porter Memorial Run       | 8-9 March    |
| Auckland         | Commercial Campout            | 8-10 March   |
| Taupo            | Lake Taupo Rally              | 8-10 March   |
| South Otago      | Motorcycle Rally              | 9 March      |
| Canterbury       | Jim Toohey Run                | 9-10 March   |
| Horowhenua       | Ted Green Motorcycle Run      | 10 March     |

| Otago            | Vintage Run                  | 10 March     |
| Gore             | Frank Robson V&V              | 10 March     |
| West Coast       | Memorial Rally                | 10 March     |
| Canterbury       | Scenicland Rally              | 16 March     |
| Northland        | Commercial Rally              | 23 March     |
| North Otago      | North Island Club Captain’s Tour | 25 March   |
| National SI Easter Rally | 29-31 March |
| National SI Easter Rally | 29-31 March |

*Please note this is the correct date for this rally, it has been published elsewhere incorrectly.

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Executive Meeting

The March 2002 Executive Meeting will be held on the 2nd March 2002 in Auckland. Should you have any item you wish to be discussed by the Executive, please advise your Branch Chairman or Delegate.

National Office

Our move into new premises is now complete and is reported in more detail by Dave Richardson below. Please note that the National Office is extremely busy over the February, March and April months with subscriptions due and the end of the financial year. Please bear this in mind if visiting as lapses of concentration when dealing with figures can add several hours of work if trying to discover where an error has occurred. If you were able to phone before visiting, this would be most appreciated.

Opening of a New National Office

Text Dave Richardson Photos James Palmer, Mike Van Beek

A celebration at 12 Aberdeen Street, Christchurch on January 12 was an opportune time to welcome a New Year, mark a milestone in the club’s progress and, while we were about it, have a wedding-anniversary party.

New Premises

A lot of work went into the preparation of the new National Headquarters for its official opening. All pristine and repainted for the occasion, it will doubtless take on a lot of character and colour as the memorials, trophies and decorations of our unique organisation are brought out for display.

Opening Address

Leigh Craythorne, National President, spoke the “few appropriate words” demanded by the occasion. She was particularly grateful to Graham Wallace, Greg and Gaynor Terrill and John Coomber for their extra efforts in redecorating the rooms and in moving a mass of office and archival material into its new home. John asked if his National Secretary’s honorarium might be doubled. (It’s nil, in case the reader might be worried.) As well as all members of the Management Committee, Leigh thanked Julie Cairns (Office Manager, club Keystone and Supporting Pillar) and Mike - cries of, ‘Behind every successful woman there’s a Bloke’.

Toasts and an Anniversary

The National Management Committee and Beaded Wheels Committee were toasted enthusiastically. The Beaded Wheels people suggested that this was scenting a good party. The final toast was to Christine and John Coomber, as the day marked their twenty-ninth wedding anniversary. Betty and Graham Wallace have given a handsome visitors’ book, which Leigh invited everyone to sign. After the formalities the gathering were invited to fall to the spit roast and other eats. While this was going on Leigh cut the decorative tape, positively marking the opening of our new National headquarters.

Useful Situation

Aberdeen Street is a small secondary way connecting Madras Street and Manchester Street, North of the river and within walking distance of the Town Hall. There is easy ground-floor access and sufficient attached car-parking. There are private offices for the staff and larger rooms for committee meetings, lounge/reading-room and space to keep records and artifacts. There will be more about this as the possibilities of the site are developed. In the meantime, members are welcome there, preferably by appointment, to gather information from the records and archives. Remember, though, that this is our National Office, and that the Office Manager’s time is committed to a busy timetable of work for the Club throughout...
At the next rally get really stuck in.

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These benefits are available exclusively to you as a VCC member.

contact toll free
As recorded by Grant Hitchings

In the last issue of Beaded Wheels (253) I wrote of the Mansbridge Collection and its place in the Archives.

Since then I have been researching the history of it, and its collector, an operation which has further reinforced my view that while, when joining the VCC, one expects the focus to be on elderly vehicles the real interest lies in the members themselves.

Robert (or Bob) Henry North Mansbridge was special - a person who possessed great courage, persistence and above all a wonderful sense of humour as well as being very talented in many fields. I never met him, a missed opportunity which now makes me sad. His story, if televised, would be compulsive viewing, his biography, a best-seller, (although his not being a politician or a rugby player would tend to make this wishful thinking.)

Born in 1937 in England, Bob was one of five children. He was the only one of them to contract achondroplasia, a condition which curtails the growth of the major bone structure in the human body and in this case restricting him to an adult height of slightly less than 3 feet (90cms.) Although congenital, the syndrome only became apparent when Bob was about five years old.

The family migrated to New Zealand in 1945 and settled at Motupiko in the Nelson province and after attending Nelson College Bob worked as an engraver.

Playing a cornet in the college band introduced him to the world of music and although talented in this direction his obsession was with motor vehicles - old, new, sports and racing cars. Restoration of elderly vehicles was also high on his agenda.

Bob's first motorised transport was a folding Corgi motor scooter to which he added a sidecar and then subtracted the exhaust. The next vehicle he purchased was a car. He soon developed into a safe and skilled driver, so much so that in a short time he had obtained a competition licence and was enjoying participating in events at the Tahunanui Beach Racing Circuit. Bob then went on to compete at other racing circuits becoming known to other car enthusiasts nationwide and enjoying the car hobby as much as anyone.

In the mid sixties he made a brief visit back to England in an unsuccessful attempt to gain a position as a driver for a works team then returned to settle in Christchurch joining the Banks Peninsula Branch of the J920s, a Lotus Europa, three of the finest of cars of their time. He raced MGs, a Cooper 500 (his size he always joked), a Crossley of the 1920s, a Lotus Europa, and various Minis. In later years he had a van in which he could sleep at race meetings. His favourite vehicle seems to have been a Ford "Craji" (sic), a marque I am not familiar with.

Bob always seemed to have a camera in hand and took thousands of excellent photographs and slides, mostly, as he said, from a worm's eye view.

As a sideline to his regular occupation he occasionally ventured on stage appearing as one of Snow White's dwarfs. This suited his personality and he enjoyed bringing laughter to others, especially children. He toured Australia and New Zealand several times with this show and went on to appear in television programmes such as McPhail and Gadsby and with Margaret Mahy. He also became involved in amateur theatre and one year played a Jester in the Nelson Wearable Arts Awards.

Bob was also regularly called to play the part of a very lively but diminutive Father Christmas when that season rolled around. Widely known as "Santa Bob" he scorned artificiality, preferring to grow his own facial adornment. (It seemed he worried about the effect on children's thinking should they touch his beard and it came off in their hand.)

As a dwarf Bob had problems that most of us could not imagine. Coping with everyday life was a continual challenge and performing motor vehicle restorations was incredibly difficult. Because of his height he had problems even climbing onto the running board of an old car let alone working on it and moving heavy parts.

Nevertheless, with great spirit, Bob enjoyed his motoring hobby in his cars which were all fitted with hand controls. He raced MGs, a Cooper 500 (his size he always joked), a Crossley of the 1920s, a Lotus Europa, and various Minis. In later years he purchased by Fazazz for his next vehicle he purchased of this to skilled driver, so much so that in a New Zealand several times his friends, Bob's life remains an wishful and the car hobby as much as anyone. the world of music and should they touch his beard and it th.".

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Mail Bag

The editorial committee reserve the right to publish, edit or refuse publication of any item submitted as comment.

The views expressed herein are those of the authors and do not necessarily express the policy or views of the Vintage Car Club of New Zealand (Inc.) or the publishers.

Dear Sir,

The bottom photo on page two of the August/September issue made me do some research concerning the various motorcycles in this photo.

The motorcycle on the left could very well be a Brown of around 1904-05, but this is a bit of a guess. The one in the doorway, I'm quite sure (not totally convinced) is a Clement-Garrard.

Then we move over to the right side of the photo, I do agree with Keith Hamilton’s opinion that the chain driven motorcycle is a belt driven Rex, but I disagree the forecar behind it being a Rex too.

I found a picture in a small book of a 1904 4hp Excelsior forecar which is exactly the same, so in my opinion this is what it is.

I also had a look at the same photo in the Feb/March 1997 issue, which is a little bit wider and found out that the one totally in the right in my opinion is also a 1904 4hp Excelsior but this one is on two wheels. (This one is probably air cooled, the forecar being watercooled.)

My father is a member of the VCCNZ and some of your readers might know us as we were entrants at the 15th National Motorcycle Rally in 1997, my brother Mark and I were entrants at the 16th National Motorcycle Rally and my father and mother were entrants at the 17th National Motorcycle Rally.

We do enjoy reading Beaded Wheels very much.

Geert de Boer
The Netherlands

Dear Sir,

The recent legislation where we can be fined for emitting visible smoke is really scary for a variety of our club vehicles. Although, I see, you may be able to claim exemption if it is unable to be fixed due to design etc, just another hassle. I'm glad I don't own a Scott, or a Trojan or Locomobile.

You would trust, when an original handbook for a vehicle says normal oil consumption 1500 miles per gallon that it would be taken into consideration for an exemption certificate as there is nil provision in our legislation for Veteran/Vintage vehicles.

But the real scary bit is the legislation in British Columbia, Canada where emission standards have put various collectors' cars off the road plus the insidious condition requirements of collectors plates on the vehicle thrown in.

Although there is a lot of difference in the two criteria, New Zealand versus British Columbia, ie emission standards are to do with the chemical make up of the exhaust gases, not necessarily how much visible smoke is emitted.

Our smoke legislation is just that, visible smoke, but again be very aware. If the Greens force emission standards through, as they have threatened, for a WOF check, then we will need all the vigilance in the world to stop it being applied to Club vehicles.

Never promote collectors plates in New Zealand. Even Australian conditions are pretty draconian for these. From my little knowledge of their conditions. I am just asking our management committee to be very aware the greenies are alive and very scary.

Trevor Lightfoot

Dear Sir,

With reference to the photo of the Rover in Issue 253.

Ian Waddell is driving a Rover 12 produced between 1912 and 1914 and known as the Rover 14 after the war until production ceased in 1924.

He appears to be driving a prewar example as those produced after the Great War had full electrics. As for the location I am unable to help

Karlo Potic

Dear Sir,

With reference to Bruce Utting's letter in Beaded Wheels 253 regarding the freewheel fitted to the Bristol gearbox.

The enclosed drawings of the gearbox show how the first gear pinion incorporates the freewheel mechanism between its hub, fixed to the mainshaft and outer ring having the drive teeth.

The drive being transferred from one to the other by rollers and ramps. This is the cause of its fragility, for if all rollers do not at once take up the drive, an unequal force is placed on the outer band causing it to burst. Reverse gear presents no problems because when the reverse idler gear is in use the roller and ramp still form a drive.

Hoping that this gives a clear picture.

David Starling

Dear Sir,

I recently acquired a copy of Beaded Wheels and may I congratulate your excellent magazine. It's very nice to see that there is mutual enthusiasm at the two opposite ends of the world, myself contributing to Belgian magazines.

I'm currently researching the importance and influence of the Belgian motoring and motorcycling industry in the world before WW1. Are there any Beaded Wheels readers who have already done research or have more information on names such as FN, Minerva, Pieper, Excelsior, Metallurgique, Vivinus, Kelecom and Antoine...? Who were the dealers in New Zealand, who bought them and are there any survivors? I'd love to hear from you!

Nick Jonckheere
Stuiverstraat 558
8400 Oostende, Belgium
(+32) 59 50 23 63
Email nick_jonckheere@hotmail.com

Dear Sir,

Just accept Mr Loversidge's stylish reproof for a simple proof reading error.

I would encourage him to extend his artistic talent to the actual 1933 TT winner, of Nuvolari's MG, and also to keep thinking about Rileys!

Scott Thomson.

Dear Sir,

About two years ago 25 year badges were being awarded to some Central Otago members, my suggestion that perhaps I should receive two was not acted on.

I am therefore please to be awarded a 50 year badge by Phil Dunstan and that it was mentioned in Beaded Wheels 252 with similar awards to Rex Frisken who, in the early 1950s, was a fellow student in the BE (Mech) course, and Julian Loughnan whom I met later when he owned the FN.

The photo in fact, was taken at Ophir During a period of moderate hoar frosts. Very definitely Central Otago!

I had not previously considered the idea of favourite cars but think it unlikely I own three of these.

The Humber, a very small car of flimsy construction obviously built by a bicycle manufacturer was given to us when we were at school in Alexandra. A comprehen-
many metal parts polished and some extremely poor machine shop work in the engine and gearbox, now rectified.

It was not suitable for Central Otago use in 1909 but is being rebuilt because it is a part of local history.

In 1956 I was given the remains of the 1907 Sizaire Naudin. I knew of their racing successes and interesting design with wooden chassis, IFS and unusual transmission.

Its rebuild provided many of the aspects of the Veteran car hobby, correspondence with people from Invercargill to Auckland during the hunt for an engine, the manufacture of many parts including connecting rod and piston, crankshafts, clutch, gears, axle shafts, wooden chassis longitudinals and body and best of all was correspondence with and later visiting the designer, Maurice Sizaire. The successful trial run was the 1,000 mile Haast Rally in 1965.

The S-N design is different, simple, ingenious and effective and needed very few small additions. The car is enjoyable and unrivelling a good steering and suspension and the performance is adequate. Best day 440 miles in daylight hours.

When work to restore the Bugatti was at a stage where it could be driven this was done on a local sealed main road at speeds up to 100kph. The ride was appalling, an unpleasant surprise after the S-N. Also it seemed the flexing of the pressed steel channel chassis would soon damage the body and crankcase again.

The prototype Type 57 had IFS but this was vetoed by Etore Bugatti, when he saw the car on the drawings, during a visit to the factory from Paris where he then lived. "It would not be proper Bugatti without a proper Bugatti front axle."

It was not farsighted of Bugatti to insist on what was really a 1920s chassis being built for 1934, at a time when it was known the beam axle had problems and speeds were increasing due to better aerodynamic and more powerful engines, possible with higher octane fuel.

The drawing of the front axle that was used is dated 29-7-33 and the first 50 cars had these. Bugatti history does not relate why nearly all were changed to the version used on my car which is still far from satisfactory.

The Bugatti factory should have employed Maurice Sizaire to design a stiff chassis frame and IFS for the Type 57.

In 1923 the Sizaire Freres 4RI car with 4 wheel independent suspension had been exhibited at the Paris Auto Salon, and about 900 were built. It had soft springing, precise rack and pinion steering of the type used today, and good brakes.

The front suspension layout was as follows: a single transverse leaf spring, its midpoint secured to the chassis, and ball seatings at its outer ends connected to balls integral with the lower ends of the uprights. Upper wishbones which were also the damper arms connected to similar balls on the upper ends of the uprights.

Maurice Sizaire explained that the position and length of the links from the ends of the steering rack were such that the geometry was correct, avoiding disturbance at the steering wheel. I am not sure if he knew why, but the 4RI beam axle had problems and speeds.

Shimmy was rumoured to have occurred with the Bugatti Royale at high speed, and may be the reason why the Type 57 front springs were very stiff.

The Type 57 front suspension and chassis frame need design alteration to function reasonably satisfactorily. None of the changes are simple and a number of the parts would have to be replaced by others of different design.

The number of favourite cars is one.

Bob Turnbull

Dear Sir,

I am stunned by the letter that you saw fit to publish in issue 253 of Beaded Wheels from Bill Clark, regarding my advert in Beaded Wheels 252.

The letter you publish is totally incorrect, my car was not built by Crosthwaite & Gardner although they did supply the then owner with a chassis. The bodywork on my car was produced by Peel's of Kingston upon Thames, one week later than that upon his car. I was at the works when it was being done! Only my late friend, Booth's actual Le Mans car had a canvas cover in place of a boot!

As for the Dating Committee, they have had all the information before them on my car for over a year.

I have never made any claim for my car for which I do not have independent written confirmation, these letters are attached to the information pack which was provided to all enquirers.

Eighty-five per cent of my car by weight is of 1948 manufacture, only the chassis and body being replacements. Licensing authorities in both UK and NZ have accepted that the majority of the vehicle was manufactured at this date. I would submit the car for any independent qualified person to inspect in this regard.

David Starling

I have read the supporting information that David Starling has provided and consider that he did not attempt to mislead or deceive any intending purchaser.

Bruce D Pidgeon

Dear Sir,

Hi there from Australia, I have been informed that your country was the recipient of late 1940s to early 1950s mopars. Is this correct and if so do you know of any contacts elsewhere i.e. Germany, that I could research or obtain photographs and information?

I look forward to your reply and thank you in anticipation.

Alan Glennie

e-mail: a.glennie@hyper.net.nz

31 John Street, Otagora 9RD

Invercargill


Dear Sir,

May I make a correction to my Lincoln article in Beaded Wheels 253? My statement that the first Mexican Race in 1950 was won by Herschel McGriff (Oldsmobile) with Tom Deal (Cadillac) second, was taken from Britain's Motor magazine at the time.

However, this is contradicted in a recent book on Lincoln which states...

"In 1950, the first Panamericana, Bill Stroppe, the legendary desert racer, and co-driver Johnny Mantz, entered a near-stock Lincoln. Stroppe's excellent preparation and the Lincoln's 100mph plus, 152 hp V-8, put them at the front after several days. Stroppe and Mantz ran flat-out day after day, alternating the lead several times against NASCAR legend McGuff and Ray Elliott in an Oldsmobile. In the end, Stroppe and Mantz were beaten by fate. Although none of the racers knew it, the last stretch from Tuxla Guitierrez to Ocotl, was unpaved, raw dirt road!

This punished their tyres. McGriff had some beefy six-ply General tyres on the Olds—almost indestructible on the rock-strewn final stretch. Stroppe had only two-ply tyres, and although the Lincoln ran like a gazelle, it burst a tyre while in the lead, and victory went to McGriff's Oldsmobile. Stroppe drove on one flat tyre to finish second."

This was a fine performance nevertheless by Lincoln, since the 1950 car had the sidevalve V-8 (similar to the Ford truck engine) whereas the Olds was the new OHV V-8. It also explains the shortening of the race next year (eliminating the dirt section) and the reversal of running the course. This enabled drivers to become familiar with the road while traveling through Mexico to start the race at the south end. Evidently, Cadillac must have come third, not second!!

I recall at least one Cosmopolitan in the Nelson area many years ago.
"To the victors go the spoils"
Edward Turner presenting Sid Jensen with TF 27507R following the 1949 TT. Points to note are generator set barrels and head, and large braced front brake. Superficially the remainder of the bike is standard Triumph running gear. The after market seat caused some consternation for Turner at the presentation.

Triumph's Square Barrel Racer
"...to enable the non-professional rider to compete"

Text Chris Stevens Photos Bruce Grant and Chris Stevens

The picture of Gil Hitchman's Blue Lightning on the inside page of Beaded Wheels 252 spurred me to write this article on Grand Prix Triumphs and briefly discuss the original ten that were to come to New Zealand ex factory.

The Triumph Engineering Company, under the stewardship of Edward Turner from 1936, had a love-hate relationship with road and track racing. Turner was of the belief that trials type competitions were a better indication to customers of a model's suitability. Certainly other companies' "works" Grand Prix bikes bore little resemblance to the average punter's over-the-counter purchase. Notwithstanding this, clandestine factory assistance was available to chosen owners on the understanding that, if successful, Triumph would bask in the reflected glory and if the result was otherwise, they would be on their own. This clandestine assistance came from the experimental department headed by Freddie Clarke, a tuner of some repute, who had been responsible for lap records at Brooklands by Triumph Twins just before its closure at the outset of World War II.

Following the cessation of hostilities in 1945, motorcycle Grand Prix racing in Europe resumed. Most of the bikes lined up in the first races were pre-war factory Triumphs and other British twins. Velocette and AMC were at a disadvantage as the FIM had banned supercharging post war; Velocette shelved the Roarer and soldiered on with their KTTs. AMC chose to persevere with the Porcupine in a naturally-aspirated form, followed by a brief flirtation with a pushrod twin, the G45, which was largely unsuccessful. Their phenomenally successful and popular 7R was released in 1948. BMW, whose blown twins were ineligible, were in no state to compete anyway and many of the smaller British concerns had fallen by the wayside. BSA seemed content to dominate the Clubman racing with their 350cc and 500cc Goldstar singles.

The Triumph Grand Prix would be one of several efforts by British motorcycle manufacturers dabbling in 500cc Grand Prix racing with modified sports road bikes. Most, like the Triumph GP and G45 Matchless, had the occasional win followed by obscurity and were categorised as failures. The GPs "one big win" was at the Manx Grand Prix of 1946 in the hands of Irishman Ernie Lyons in appalling weather. Ernie backed up his success at the Manx with a fastest time of the day at the October 1946 Shelsley Walsh Hill climb. His Triumph was not itself a GP but a race tuned Tiger 100, which served as a foundation for the 1947 GPs. GPs had the development of their 350 and 500 Manxes. Velocette and AMC were at a disadvantage as the FIM had banned supercharging post war; Velocette shelved the Roarer and soldiered on with their KTTs. AMC chose to persevere with the Porcupine in a naturally-aspirated form, followed by a brief flirtation with a pushrod twin, the G45, which was largely unsuccessful. Their phenomenally successful and popular 7R was released in 1948. BMW, whose blown twins were ineligible, were in no state to compete anyway and many of the smaller British concerns had fallen by the wayside. BSA seemed content to dominate the Clubman racing with their 350cc and 500cc Goldstar singles.
The Lyons Manx winner was an amalgam of 1946 Tiger 100, wartime generator set and careful assembly and tuning by the experimental department. Freddie Clarke took standard Tiger 100 frame and fork parts, fitted rear set foot pegs and lugs, shifted the back brake pivot rearward on the back frame triangle and placed a 20" front wheel laced with an 8" front brake between new pattern telescopic forks. Turner’s new fangled sprung hub made its first appearance laced to a 19" rim slipped in to the back frame triangle. Both wheels were shod with steel rims due to the post war aluminium shortage. The petrol tank was standard Tiger 100 minus the tank top instruments and kneepad rubbers. The standard 8-pint Tiger 100 oil tank was used. Oil returned to the oil tank from the engine via a small Yokes oil filter. This may have been to increase the oil capacity slightly or perhaps the constructors had concerns with the rudimentary standard in-line strainer. The motor’s bottom end was carefully breathed upon, RR56 aluminium big end caps replaced the standard forged steel items, the crankshaft and crankcase internals were polished, and full race profiles were ground onto both inlet and exhaust cams. Ignition was provided by a manual advance BTH magneto and the Lucas generator was removed to provide an aperture for the exhaust cam driven rev counter drive. To prune weight further Clarke decided to utilise the barrels and head from a generator set Triumph had developed for wartime use by the RAF. The unit, named Airborne Auxiliary Power Pack had a prime mover fabricated from 500cc twin internals grafted into a crankcase that provided an enclosure for a crankshaft driven cooling fan at one end. The fan blew cooling air through pressed steel ducting onto the sand-cast silicon alloy barrels and heads. The shape of the ducting necessitated the square profile of the barrels with bosses on the barrel sides for the duct fixing screws, and also the casting of parallel exhaust tracts in the head. Coincidentally, the bore, stroke and base fixing dimensions of the barrel were identical to their respective dimensions on the Tiger 100. (One wonders whether those concerned with designing the generator unit could foresee the shortage of aluminium and surplus of generator sets at war’s end). This gave the GP engine its very distinctive appearance. Pistons suitable for the available petrol were installed, larger Tiger 100 valves were fitted, the inlet and exhaust tracts tidied up and standard rocker boxes assembled on the head. Two 1" remote bowl Amal 76 carburettors were mounted on emulsion blocks on the head. The gearbox and clutch were standard Tiger 100 with close ratio gears fitted. Power output was 42 bhp at 7100 rpm, giving a reputed 120 mph.

Following Ernie Lyons successes at the 1946 Manx and Shelsley Walsh Hill Climb, a decision to market the bike for the 1948 season was made, albeit with several modifications. The most important being a stiffening sleeve on the frame diamond just above the front engine plates. This was to try to eliminate a perceived weak point in the frame that had just about caused Ernie’s bike to unzip itself at the Manx. A new 4½ gallon petrol tank, featuring a large 2" quick release filler cap was fitted. It was similar in shape to the standard part, minus the tank top instrument panel cavity and kneepad scallops. Further production modifications included a more robust N gearbox superseding the pre-war TE design, aluminium mudguards and rims and timing cover patent plate that read “Grand Prix”. Production GPs were finished in the standard Triumph Tiger livery of gloss black frame, forks, oil tank and wheel hubs with the mudguards painted with silver panels with a black centre stripe lined in blue. The petrol tank was either chrome plated with silver sheen panels lined in blue, or painted silver with panels lined in blue. Chrome plated 1½" diameter exhaust pipes and megaphones completed what was a purposeful but attractive look.

Six GPs were entered in the 1948 Isle of Man Senior TT. In what could only be called a spectacular failure, all retired. Once again Triumph distanced themselves from those who did not finish, but were lavish in their praise of Don Crossley who won that year’s Manx GP and the four others that finished in the top ten. More regional success followed and, of local interest, New Zealander Syd Jensen came 5th in the 1949 Isle of Man Senior TT.

Ten GPs were dispatched from the factory to New Zealand. One was delivered directly to its owner in the UK. This was Syd Jensen’s ’49 TT mount and subsequent to the TT, was presented to him free of charge by Triumph (another example of Triumphs generosity to the victors). Of the other nine, one was despatched to Auckland in 1947, one each to Palmerston North, Wellington and Dunedin in 1948. In 1949, Auckland, Christchurch and Dunedin were to get one each and in 1950, one was to go to Wellington and one to Palmerston North. Syd Jensen purchased
both of the Palmerston North bikes. The Triumph factory records are contradictory, some production records state that only 150 GPs were made, the first on 5 May 1948. However, despatch documents reveal that TF 13201R, left Meriden in September 1947 for Auckland and is not of the “specified” GP frame number sequence. It was certainly a genuine GP and I suspect some of Triumph’s record keeping was inaccurate in the initial stages of Grand Prix production. TF 20034R was supplied new in 1948 to Syd Jensen who enjoyed success with it at the Patea and Hamilton circuits before selling it to Gil Hitchman who modified it to create Blue Lightning. TF20053R and TF 27542R were supplied to Dunedin motorcycle dealer Allan Crighton. Gordon Haggitt, I believe, campaigned both bikes creditably on behalf of Crighton’s before they were on-sold. TF 27569R was the final GP to come to New Zealand and the third purchased by Syd Jensen who again competed at the Isle of Man TT in 1950 but retired, the GP having valve trouble.

Following the ‘49 TT, Triumph’s interest in the GP appeared to be waning. I would speculate in saying that Turner had bigger fish to fry on the other side of the Atlantic where an apparently insatiable market for Triumphs was only just opening up. The Americans had formulated their own answer, cunningly enough involving more cubic capacity and so Turner was pre-occupied with unleashing his latest money spinner, the 650cc Thunderbird, on a salivating American motor-cycling public. Given this disinterest, it is ironic that the development of performance parts born of Triumph sales in America. By 1951 the GP had disappeared from the production lists of the Triumph Engineering Company, although GPs continued to soldier on stoically for the next few years, gradually fading away by the mid fifties. The GP’s successor, the Tiger 100C was a half hearted DIY creation that never had the legs of the 500cc Gold Stars it was marketed to compete with. Today at least half of the original 10 imported to New Zealand survive largely intact. Blue Lightning, I understand is still extant in Hawkes Bay. The Jensen 49TT bike suffered a broken rod around 1950 and was later repowered with a factory prepared alloy Tiger 100 engine. At some point in time it also inherited the large petrol tank and wrap around oil tank that Jensen had made for the 1950 TT bike. In the mid fifties Bob Burns purchased it and subsequently sold it to its present owner in 1960. The first Haggitt GP was dismembered, its frame resurfacing in Christchurch in 1990. TF 20049R was restored in the mid eighties by Triumph guru Ron Battersby and TF27529R, formerly owned by Neil Neilsen and restored by Ray Harnis in the mid 70s, can still be seen at the occasional race meeting.

The GP was, in terms of speed, a match for its peers on the racetrack but lacked the race-bred robustness required of a proper Grand Prix bike. Its trump card however, was its extraordinary acceleration, making it eminently suitable for short circuit racing that was burgeoning immediately after World War Two. Its race results, during its years of production tend to indicate that in the hands of a talented rider, if they managed to hold together, a place on the grid’s dole was more probable. But all too often a good start was followed by a DNF. As a 500 cc Grand Prix racer, the GP was a failure. Notwithstanding this, Triumph’s intent was not to create a world title contender but, in the words of period publicity, “...to enable the non professional rider to compete on level terms in all types of long and short circuit racing”. Viewed in this light Freddie Clarke’s efforts certainly provided ‘50s luminaries like Bob Foster and Freddie Frith with important stepping stones in their careers, while at the same time enabling local heroes to snare their fair share of the victories.

The paradox of the GP though, is this. On the one hand current riders and enthusiasts of classic racing machinery, while acknowledging the potency of the successor unit 500 & 650 twins, are dismissive of Triumph’s sprung hub square barrel racer. On the other, the parochial interest in Triumphs has created a market for replicas (both here and overseas) constructed from the plentiful and relatively cheap supply of standard, after market and reproduction parts. They do say that imitation is the sincerest form of flattery.
Winter hiatus saw a more radical modification programme commenced. Gil knew he had a fast power plant and now he wanted to lose more weight and create a more streamlined profile for the bike. Reducing drag from the front profile was the primary consideration. Gil approached Frank Heyes, a local sheet metal worker and secretary of the Feilding Oroua Motorcycle Club to undertake the modifications he had in mind. To this end, shorter and lower handle-bars were fabricated from chromalloy; these were 75 mm shorter from tip to tip and 12 mm lower at the extremities. A new larger petrol tank was beaten up, its profile longer and fuller than the original as the GP, tuned for alcohol, was extremely thirsty, consuming 1 gallon of fuel per 15 very fast miles. The standard single saddle, bum pad and rear mudguard were removed and a single platform enclosure shaped to fit Gil's proportions was created from panel steel. The enclosure incorporated the saddle platform, mudguard and an area for the racing number-plate. At the front Frank and Gil fitted a longer front mudguard and a hinged steel cowl to fare off the fork triple clamp area. This also tidied up the cable runs and provided space for the front racing number. An aluminium cover for the primary chain was also fabricated and fitted. All the new tinware was painted in blue lacquer. The total weight saving was estimated to be in the region of 8-10 kgs.

Gil took the GP back to Cust in 1950 and was holding second place in the Senior Grand Prix until puncturing in the sixth lap. Blue Lightning's final Cust Grand Prix with Gil was in 1951 when they finished out of the places. Thereafter, Blue Lightning's history is unclear, perhaps readers could fill in the blank spaces.
1930 Cadillac V16

Text and photos Barrie Grant

I was thirteen years old in 1946 when I saw for sale in the New Zealand Herald a 1930 Cadillac V16 station wagon for £895.

In the 1950s I started to trace the whereabouts of this car and found it had been sold at auction by Dunbar Sloane's in Wellington. 1956 saw a real effort to find the car and by 1958 I had tracked it down through the Post Office to Havelock North.

During March 1959 I travelled down and found the owner who sold me the car sight unseen as he had sickened of people viewing the car only to walk away when seeing the ugly home built station wagon body on it. Home to Hamilton and restoration was soon to start, Maurice Hendry found the original body at Wadsworth Motors Tapawera in July 1959 and I soon had the complete Limousine ready for restoration.

We shifted to Tokoroa in 1961 but the chassis and body were left in Hamilton at AD Morris Blacksmiths for new door pillars and minor wood replacement. Restoration went on slowly as time and money was short (very short on both.) Panel work was carried out by John Simpson of Cambridge Panel Works. Painting by Marshall and Harrett of Tokoroa, upholstery by Les Nicol of Tokoroa, all other work was done by myself with the help of Lyn my wife.

In 1975, after sixteen years Caddie was on the road. What a day, as it competed at the Waikato Vintage Car Rally in Hamilton to take the Concours Cup, and the vehicle was rallied in Australia in 1988 and in the South Island at the Royal SunAlliance 50th Anniversary Rally in 1996, as well as at various other rallies throughout the North Island including Royal & SunAlliance Rally 2000 at Hamilton.

Now it has returned to Nelson where it started its life in New Zealand in 1933. The Cadillac cruises at around 60mph giving 11mpg.

The 7,704cc (452 cubic inch) engine develops 165bhp at 4400rpm. Top gear 3mph - 85mph.

**Cadillac V16 - ownership**

Jack Newman purchased the above in San Francisco in 1933 and shipped it to New Zealand from Vancouver in the same year. It left the USA as a right hand drive. Sold by Newman's at the outbreak of World War II to Mr W Gould of Nelson. Mr Gould removed the Limousine body and fitted a caravan.

The body was purchased by Wadsworth Motors of Tapawera, fitted to a Nash chassis and used on a school run. Owned for sometime by Straight Air Freight and sold by Dunbar Sloane Auctioneers of Wellington about 1946-48 (perhaps as late as 1953) may have had owners between these last two. Sold by a Wellington firm on 8 May 1953 to a Margaret Parsons of Waitakarau. Bought by REW White 15 October 1956. Bought by to DA Comrie 31 July 1957. Bought by Barrie Darrell Grant 13 March 1961.
Video Review

Streets Ahead
Being First is Special

Streets Ahead, is a 58 minute video recording the origins and running of New Zealand's first round-the-houses motor race.

Produced by the Vintage Car Club of New Zealand with backing from the Otago Motor Club Trust, the video consists mainly of colour film footage, never previously published, and interviews with people involved. The pioneer race was held in Dunedin's wharf area to celebrate the Coronation in 1953. Far from the historic centres of motor sport, race originator Bob Oakley dreamed the dream. The small Otago Sports Car Club took the chance. One lasting result was the Southern Festival of Speed, attracting international drivers fifty years later.

The 1953 NZ Championship Road Race in Dunedin over 75 miles did not stand alone. A 25 mile handicap for stock standard cars and a 30 mile sports car event were also in the pioneer programme. The video includes extensive footage of the twenties beach racing at Muriwai and the post war revival of the sport round Christchurch, culminating in the 1949

Older VCC members will recognise familiar names such as Mike Haggitt and Ron Roycroft.

Younger viewers may be surprised by first hand memories of cars they would recognise as museum pieces – Stutz, Riley, Alfa Romeo, Cooper and Hec Green’s famous Specials.

Politically correct eyebrows may rise at the “can-do” attitude of local bodies and race organisers, at circuit selection and spectator control methods and even at what one wore to go motor racing in mid-winter in 1953!

The video is professionally produced by Graham McArthur. Dougal Stevenson introduces it, Scott Thomson providing the script.

PRICE $29.95 inc GST and P&P (within New Zealand)
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From Motor Cars to Bombers

One hundred and ten years ago, Henry Ford became an engineer with Edison Illuminating Company in Detroit. This event was the turning point in his career and it signified an important decision to devote his life to industrial pursuits. He revolutionised the motor industry and was the architect of modern assembly line production. But less well-known are his contributions towards the Second World War.

In 1918, Ford built the River Rouge plant in Dearborn, Michigan. By 1924, ten million Model T cars had been manufactured. His second Model A vehicle was built in 1928 and the sturdy V-8 appeared four years later.

The Great Depression had an adverse effect on the Ford Motor Company. Wages were lowered, there were layoffs and strikes were common. Labour unions were established within the weakening labour force and finally United Auto Workers was born and it became an effective collective bargaining force.

Ford was known to be a pacifist and opposed America's entry into World War II, but he agreed to build airplane engines for the British government. He was very confident and in May 1940 he said, "if it became necessary, the Ford Motor Company could with the counsel of men like Charles Lindbergh and Eddie Rickenbacker, under our own supervision and without meddling by government agencies, swing into the production of a thousand air planes of standard design at the rate of one per hour."

From that point onwards, there was no turning back. The Japanese attack on Pearl Harbour inspired Ford to commence a major all-out manufacturing effort. Another massive plant, Willow Run was built on the west-side of Dearborn and in it Ford produced B24 Liberator bombers on an assembly line that was one-mile long! The first one appeared in May 1942 beginning the effective production of several hundred aircraft each month. Soon productivity was improved and bombers were produced at the rate of one per hour. This effort silenced Ford's critics who nicknamed his plant "Willit Run".

In addition to bombers, Ford also turned out tanks, armoured cars, jeeps and engines for robot bombs. He continued to maintain links with the Ford Motor Company throughout the war years. When his son Edsel, who took over, died in 1942, Henry Ford returned to his post as chief executive.

By this time Ford had established plants in Great Britain and Canada. Together with those in the United States, they produced everything from mobile canteens to four-wheel-drive trucks and autos, grenades, bombs and engine powered landing crafts. The famous Willys-originated Jeep was developed in the USA.

At the height of World War II, Ford obtained the important, precision jiboring machinery from neutral Switzerland and transported it to Manchester, England through German-occupied France and Spain. The Swiss maintained commercial neutrality and traded with all parties. Germany was dependent on Swiss machine tools which supported the war efforts of the Allies. Ford's British plant was in full production and it turned out more than 30,000 complex supercharged V-12 engines which were installed in British Mosquito and Lancaster bombers.

His plant in Cologne, Germany was under Nazi control but supervised by one of Ford's trained Danish managers. The plant turned out trucks for the Nazis and manufacturing continued until constant Allied air raids made it impossible to function. When the Allied forces liberated Germany, Ford was asked to start operating the plant again. On 8 May 1945, VE day, the first postwar truck rolled out from this plant.

By the end of the war, Ford had built 86,865 complete aircraft, 57,851 airplane engines, thousands of superchargers and generators, 4291 military gliders and 277,896 versatile vehicles. Among the many who supported the war efforts of SHAEF (Supreme Headquarters Allied Expeditionary Force), Ford's name will be remembered forever and his courage and determination to succeed certainly made a difference.

Even at the age of 81 he loved visiting his plants and his close companions were Harvey Firestone and Thomas Edison. In 1944, he was awarded the Distinguished Service Medal for his contribution to the rehabilitation of veterans of both world wars. He died on April 7, 1947 at the age of 84 and his personal estate, valued at $205 million, was left to the Ford Foundation.
first saw Old Henry leaning against a curb on a side street in the country town of Opotiki. It was 1953, I was a young teacher doing my country service in the remote sole charge school of Toa Toa which was situated in a sequestered valley on the old Opotiki-Gisborne coach road. I had been approached to run my car daily from the school to an isolated steam mill at Whitikau 13 miles deep into bush to bring the mill children to and from the school. For this I was to be given free board at the mill and all my petrol and oil plus 6d per mile per pupil from the education board. A very viable proposition. I already had a very worn out 1928 Tudor Ford A but felt I would need a back-up car in case of emergencies. I therefore purchased Old Henry, a 1930 tourer with a very tattered hood for £120.

**Specifications**

Old Henry had several advantages in its design to make it a suitable car for this rugged job. These were a high ground clearance for fording streams, a distributor and spark plugs on top of the engine to facilitate the same, wide running boards for carrying the necessary axes, spades and ropes, a sturdy, simple construction, powerful 20-hp (3 litre) engine yet reasonably moderate on petrol (about 20 mpg) and 6 brake drums, essential after a river crossing. A fool proof petrol gauge, hand throttle and spark levers and front seat heating for feet and legs, along with at least three reliable methods of starting the car have made the Model A the popular vehicle that it was and still is today.

**A Broken Spring**

To prove the sturdiness of the design, on one damp morning’s trip the boys in the back shouted to tell me that parts were falling onto the road. The car stopped unusually fast and we ran back to collect the broken leaves of the front spring. I noticed that the front mudguards were riding on the tyres hence the sudden stop. The only thing I could do was to jack the front up enough to be able to ram a sawed off piece of tree branch into the cross member, tie it with a bit of copper wire, lower the car and away we went without noticing any difference to our ride. This could get to Opotiki for another spring which I fitted in the main street.

**The Daily Trip**

My daily route from the mill consisted of a bulldozed track along an open valley with several creek crossings and gates to open and close. Then a fairly swift but shallow stream was forded and the car climbed onto the old coach road. This had been originally cut out of solid rock for much of the distance by General Cameron’s soldiers when chasing Te Kooti in the 1870s. It was only about eight foot wide and clung to the cliff faces while winding through the dense native bush. I wound around this tortuous road while sharply climbing in second gear for some miles with my ten mill kids all sitting on each other’s knees and huddled under blankets. The tattered hood had soon disintegrated in the damp bush climate and so we had to enjoy the thrills of open motoring as had the coach rider of 30 years before. For this stretch of the long journey passengers had been told to ride on the roof of the coach to enable a hurried exit in the event of going over the cliff. Once reaching the Whitikau summit second gear was engaged for the long steep and twisted descent to the upper Toa Toa Valley. Here a wide and deep fording of the Takaputahi stream was necessary before I could pick up my last two pupils. Another couple of miles and we began the spiral which corkscrewed down to the school. At night, after completing the prodigious blackboard work for the morrow I would collect up the mill kids and do the return trip. During the winter months, how welcome were the candles and lamps of the distant mill after emerging from the
School Inspection

I had a new, white shirt awaiting the inevitable day of the school inspector's visit. One Monday I guessed that it was time to put on my prized shirt since I suspected his long awaited visit would be Tuesday. I wanted to wear the shirt in a bit so that it didn't look too obvious a put on. However I forgot Murphy who was alive and well that day. Getting up extra early to be in plenty of time to organise the welcoming party of pupils, light up a primus to get hot water for a rare cut-throat shave and make a dried apricot custard for the great man's lunch (which he was to unhesitatingly later refuse) we set off.

Because of heavy rain the night before, we soon ran into our first slip. After moving a few rocks and branches we managed to crawl past but after another few miles we reached a massive slip.

Fortunately a mill truck had arrived on the other side and the driver was busy digging into it so my now muddy crew began shifting rocks and branches while I, realising the time delay, started shovelling frantically. Eventually I got cleaned up and got the school rolling while the great man began going through the school records. He then spent most of the day reading with undisguised giggles of wonder the daily school log book, at the end of which he regarded me as some sort of semi-hero and I was awarded a very glowing report. So as the good book says "All things work to the good of them who love the lord."

Wild Bull

Every second Friday night I would listen anxiously for the welcome sound of my brother Victor's 1930 four door sedan's engine. He had obtained a teaching job in the big lights of Matawai and for the weekend he would come over the complete Motu old coach road. Recently I brought a camper van over the same route and was amazed at the road he must have traversed on wintry nights with only 6 volt candles for lighting. We usually spent the weekend driving down a back road looking for a likely yowser to add to our week's meat supply. Once shot it would be draped in a wood shed to sober up I was finally able to get the great weight of the gear box off my chest as I suddenly felt it slide forward into its housing. About another hour and all was recon­nected and I could crawl out and survey the now very quiet mill.

Weekends

Every second Friday night I would listen anxiously for the welcome sound of my brother Victor's 1930 four door sedan's engine. He had obtained a teaching job in the big lights of Matawai and for the weekend he would come over the complete Motu old coach road. Recently I brought a camper van over the same route and was amazed at the road he must have traversed on wintry nights with only 6 volt candles for lighting. We usually spent the weekend driving down a back road looking for a likely yowser to add to our week's meat supply. Once shot it would be draped in a wood shed to sober up I was finally able to get the great weight of the gear box off my chest as I suddenly felt it slide forward into its housing. About another hour and all was recon­nected and I could crawl out and survey the now very quiet mill.

Shootout

Because the second gear was worn it required Moses' foot to hold the lever in position during the long climbs but eventually not even this expedient would work and the gears would revert to neutral with a loud, disturbing bang. This could be quite disinconcerting when one had a valuable load of children on a steep and dangerous incline. Eventually I managed to persuade a local nurse stationed in Whakatane to get me another gearbox from a wrecker for £5. She one day arrived with it on the carrier of her Morris 8 after which I took it to the mill to try to install on the following Saturday.

During the operation, I was lying on my back under the car trying to ram the spline into the clutch plate by supporting the box on my chest when a mill hand who had been drinking heavily because of his sacking the day before decided to shoot up Mick Flavell the foreman. While Mick darted between the many stumps on my right side, the drunken worker kept firing his shotgun over the hood of my car from his perch on the steps of his hut on my left. I could see his boots moving about from under Old Henry and by turning my head I could see Mick hiding behind a stump while frantically signalling to some of his henchmen to get round behind the hut. Every time a shot was fired Mick would dash to some new cover to keep the youth's attention on him until I heard a crash of a breaking window followed by a confused struggle accompanied by a lot of shouting, thumping and another gun shot which fortunately went through the hut's tin roof. While the recalcitrant was trussed up and locked in a wood shed to sober up I was finally able to get the great weight of the gear box off my chest as I suddenly felt it slide forward into its housing. About another hour and all was recon­nected and I could crawl out and survey the now very quiet mill.

On another occasion we were approaching the summit one morning when a grinning motor cyclist managed to pass us. A few minutes later he reappeared and briefly stopped to shout that there was a bull on the road ahead before revving off into the mist. Telling the kids to stay in the car I cautiously walked around the next corner or two to be suddenly confronted by the monstrous wild bull which was astride the narrow road pawing the mossy shingle. As often happened if a drover's herd went through this route, wild, bush born bulls would emerge to show off to the passing herd. This was such an animal and it saw me just as I spotted it. As it lowered its head I hastily retreated back to the car and jamming it into reverse began a wobbly retreat. After some distance sanity prevailed and we stopped and waited with the clutch in ready to continue reversing should the bull reappear. After a long wait I decided to crawl slowly forward again. There was no hope of turning the car on end.
teach ahead so we rounded bend after bend until we crossed the saddle. The bull had probably never seen a human and being as frightened as I was, took off into the bush.

Cliff Hanger

Having a hand throttle was the means of saving my car and possibly myself on one frightening occasion.

It was my first trip to Opotiki in Old Henry and being young and over confident I shot over the saddle and began the steep descent of the notorious Mere Mere hill at an unwise speed. As I approached the first right-angled switchback I flung over the wheel and jammed on the brakes for I realised that I wasn’t going to make it. Old Henry slipped around and side-slipped off the road onto the 45 degree slope and ended teetering with his back wheels inches from the precipice. I was now sitting on the passenger side with the door open ready to jump.

At this stage I realised that with my weight leaving the car it would probably go over before I could get clear. The engine was still running so I gingerly threaded my right foot over onto the clutch and managed to depress it and then engaged low gear. By carefully sliding my hand over the steering column I was able to bump the throttle down a few notches thus increasing the revs. In a cold sweat I then began to let out the clutch. The car started to actually slide back over the cliff and I realised that it was pivoting on the sharply turned front wheels. I instantly pushed the wheel over and was heartened to find us crawling back onto the road. I’d learned a life-saving lesson and from then on always treated speed and narrow roads with respect.

About half a mile further down the hill is a notorious hairpin bend which has caused the demise of several cars of days gone by and which I understand are still carrying a lot of debris. However it did not seem to have overflowed the banks and therefore should be navigable to a Model A. I’d driven a few feet into the water when a general uneasiness caused me to step out and grab a floating stick. I then proceeded to walk ahead while sounding the bottom with my stick.

Suddenly I was almost thrown off balance as my rod disappeared into the swirling current. I could feel the gravel fast dispersing into the subterranean wash-out. I was not unthankful that I’d stopped the car to investigate for I realised that we would all have been washed down the creek and probably drowned under the car. As the winter’s afternoon was darkening I could see no way out of the dilemma but to abandon OH and carry the kids across the torrent on my back by inching my way over the swaying sheep fence that crossed the stream. We would then begin the lengthy sodden walk through the bush and hope that the old Bedford mill truck would be dispatched with someone to find out why we had not arrived.

I carried the first child over the fence a dead sheep swept against my legs and I realised that this expedient was too dangerous with nervous kids and a badly sagging fence. Therefore, after some discussion, we all voted to leave word at a local house that we were going to head the other way for Opotiki where several children had relations with whom they could all be billeted until a mill truck could get through. One bonus with this arrangement was that I would be able to see the electric lights of Opotiki and pickup some desperately needed supplies.

The upshot was that I got back to my Toa Toa cottage that night and the mill kids all arrived safely at school on Monday morning on a mill truck from Opotiki.

A second near-disaster occurred some months later, when, after a day of rain, I decided to take five kids home to their distant farm to save them from getting wet since none had coats. On reaching their gate I drove in to take them right up to the house. However a normally shallow ford had to be crossed first. As I entered it I thought that it was running unusually high and then the front wheels sunk into a hole. I gunned the motor and the front rose and came over the doors. At this juncture the engine stopped. Desperately I pressed the starter with the car in low gear and we rock strewn road. How welcome was the glimmer of the candles and lamps of the mill when they finally appeared that unforgettable night.

Two Flash Floods

All day it had rained steadily and being concerned about getting the children safely home for the weekend we all climbed into Old Henry and set off for the mill as early as possible after school closing. When we reached the upper Toa ford the water was turbulent and muddy and carrying a lot of debris. However it did not seem to have Overflowed the banks and therefore should be navigable to Model A. I’d driven a few feet into the water when a general uneasiness caused me to step out and grab a floating stick. I then proceeded to walk ahead while sounding the bottom with my stick.

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this option went dead. The children were all screaming and climbing over into the front. I climbed over my door (the only one without a side curtain) and by standing on the running board, but still waist deep in swirling water, pulled and floated the kids out and got them onto the bonnet from where Connie, the oldest, managed to jump onto the bank. From here she was able to help each sibling ashore as I pushed them over to her. We all made our soggy way to the house for a dry down and a welcome cup of tea. Looking out I could only see the windscreen and hood above the water and I imagined that I would have to dismantle the engine before Old Henry would ever go again.

After a couple of hours the flood dropped and a rope secured so that Old Henry could be pulled out by the family's 1928 Tudor. Then the unbelievable happened. Although leaving a trail of debris strewn water, during the towing I engaged top gear and let in the clutch to suddenly hear the car burst into hesitant life. The water had engulfed the engine and left a pile of debris under the bonnet to prove it, yet the trusty distributor had kept working and I was mobile again. I never had to strip the motor.

A Pleasant Surprise

One fine morning in spring we were heading to school. Because it was so dry we'd lowered the new hood and were really enjoying the unusual thrill of feeling the fresh, clean bush air caressing our faces. The children in their contentment were all singing school songs when we rounded a bend and there before us was the magnificent sight of a massive rata in full bloom. It stood like a great red pillar downards encircling the host tree as it does so. Over the years it thickens so much that it eventually kills the tree within its coils and the rata takes its place.

Old Henry's Triumph and Demise

I was returning from visiting my fiancee in the King Country. (We had met through passing back her tennis ball which had landed in my open car at a Teacher's course in Feilding the previous summer). On the National Park road I suddenly came up behind a row of waiting cars. I got out to investigate the trouble and round the corner I found men who were happily pulling the planks off a bridge which spanned about a thirty yard wide Ruapehu stream. On inquiry I was told that the replanking would take at least 48 hours and hadn't I seen the notice back at the junction? The whole family had to get out to remove boulders in my path. The water was icy and tearing the gravel from under my feet but I finally reached the opposite side which fortunately sloped up quite gently. A huge cheer went up from the onlookers and the near new Fleetmaster's owner yelled out to me if an old jalopy like that could make it, then so could his Chev.

I waited while he negotiated the scrub and entered the water. After a few yards his smaller wheels failed to grip the gravel and he was ignominiously dragged out with his very wet family following. I drove off feeling quite proud of Old Henry.
The annual Dunvegan Rally, organised by the Otago Branch, has become a permanent fixture on the calendar and is an event looked forward to eagerly by the regular entrants. This rally attracts entrants from the North Island and many attend from all points of the South Island. The organisers seem to have the mix about right. Overnight accommodation, invariably reasonably comfortable and normally situated so that the entrants do not split up into groups. Great scenery. A good mix of excellent gravel roads interspersed with great sections of tarseal on the type of roads that motorcyclists enjoy. Clear rally instructions. The occasional stop for refreshments as required. Great fellowship among the entrants. It all makes for an excellent weekend.

This year’s event kicked off with a social evening at the Otago Branch rooms and here the entrants were able to take a look at (but not partake of!) the 30th birthday cake. Men (and women) and machines, almost 60 in total, started gathering at the Dunedin Railway Station at 9am on Saturday morning and the opportunity was taken by many to cast an eye over the machinery on display. It was here that we learned that one of the entrants had experienced problems push-starting his bike, and, as can happen in such cases, the bike exerted its authority over the rider to the extent that a hospital visit was called for. Fortunately damage was slight, although sufficient enough to ensure that the rider, and his travelling companion, who had to drive the car, did the whole rally by car. The rider shall remain nameless to protect the writer – but he did win the Hard Luck Trophy for his trouble!

The Saturday morning run had us meandering our way south and the route included large sections of good gravel and some great scenery. After a brief stop at Clinton to refuel we continued on eastward for 15 kilometres to arrive at the lunch stop in a shearing shed close by the Dunvegan Farm. A woolshed on Dunvegan was the overnight destination of the first few rallies all those years ago, hence the name of the rally. The weather had been fine so far but just as we arrived at the lunch stop the rain started to bucket down. As riders were by now inside the shearing shed enjoying an excellent barbecue lunch put on by the CWI and the bikes were well protected in the covered sheep-drafting shed the rain was not a problem. Now was the time to hand in your answers to the list of sneaky questions the organisers had included in the Rally Pack. When it was time to move again the rain stopped and we enjoyed great weather for the rest of the weekend.
De. Vinten (Wainuiomata) and Tony Bernstein (Wellington) on their way to the Dunvegan Woolshed for a barbecue lunch.

Ray Shearman and Bill Veitch share honours. Both men have participated in all 30 Dunvegans.

Sandy Long's AJS 1927

After lunch we all took a walk over to the Dunvegan farm for a photo shoot with us posing around the Dunvegan sign. This occasion was special, as with us on the rally was Brian Pearce and his wife Louise. The Dunvegan farm had been in the Pearce family since around 1932 and Brian and Louise had only sold the farm a couple of years ago and this was actually the first time they had taken part, as motorcyclists, in the Dunvegan Rally. Brian was riding his recently-purchased early '50s Douglas and Louise was on their C11G BSA 250cc. They seemed to enjoy the rally and I suspect they will be back for more.

As soon as sufficient photos had been taken we were away on the final leg for the day. This was a pleasant ride on scenic roads, mostly gravel, that took us further into the Catlins with the final destination being our accommodation at the spacious Tautuku Outdoor Education Centre on the east coast of South Otago. Murray Hamilton had been experiencing a few ignition problems with his Scott, which finally ended up permanently on the trailer for a ride home. Peter Barnett was quite interested in the activities of a couple of trail bikes performing in a paddock alongside the road and this led to an interesting manoeuvre with his BMW as he momentarily lost his bearings and biffed it away. Little damage to bike and none to rider I am pleased to say.

Once we all arrived at Tautuku we enjoyed a spell of resting in the suo, listening to the huge wood pigeons whooshing around. Later we enjoyed some excellent food and companionship followed by the presentation of prizes and the ceremonial cutting of the 30th Dunvegan cake. The two entrants who have been on every rally, Ray Shearman and Bill Veitch, both wielded the knife. Ray has attended every rally on the same bike (1918 Indian) and ridden the bike from Christchurch to Dunedin each time, I might add! During the presentation of prizes mention was made of the inventiveness of some entrants. Of note was Des Vinten’s (Wainuiomata) answer to the question: "What is the surname of SMB H.......?" Although I am sure Des really knew the answer, his reply of “Some Mighty Big Honcho” won him a prize and the acclamation of those present! The answer required was, of course, Hailwood.

The Sunday run home took in some more excellent South Otago roads and few problems were experienced except for Ray Shearman having a slight mag problem at Balclutha, necessitating a trailer ride to Dunedin where some fettling by Bill Veitch at the Clubrooms soon had the problem rectified. The rally finished at the Clubrooms with an excellent afternoon tea.

Once again the organisers did a great job and our thanks go to them for a great weekend.

OFFICIAL RESULTS:

Aotearoa Plate - Overall Winner
Kevin Clarkson, Christchurch
2 Murray Hamilton, Dunedin
3 Erroll Brown, Te Anau

Mr Dunvegan - Spirit of the rally
Sandy Long, Dunedin

Ruddle Cup - Best placed woman Rider
Louise Pearce, Mosgiel

Dunvegan Rock - Best P60v
Brian Walker, Dunedin

Nut Stranglers Award - Fiddler of the day
Bruce Pidgeon, Christchurch

Riders Choice (of nicest bike)
Brian McLeod, Oamaru Norton Dominator

Age-mileage Cup
Ray Shearman, Christchurch
1918 Indian

Oldest Motorcycle Participating
Russell Dale, Temuka
1926 Indian Scout

(Not including Ray Shearman)
Neville King had the idea of staging a moped rally in South Otago, and a committee under Neville’s auspices of Bill Falconer, Ian McDonald, Allan Budge, Jim Beeby, and Graeme Jarvie, had the rally officially placed on the national calendar. Entry forms were designed with a theme “Whizzing Around South Otago,” but, on seeing the gathering of some 33 mopeds, scooters and clipons, perhaps the title should have read “Puttering Past the Paddocks.”

In fact so keen were the organisers, that Neville King and Ian McDonald set off to Christchurch to take in Syd’s Tour to get a few ideas.

Morning tea and a good look over the assembled machinery took place at the South Otago Branch rooms on Sunday morning December 2, 2001.

Over 33 machines came from Christchurch, Dunedin, Invercargill and of course the locals including Evil McBeevil sporting the customary shopping basket in front of the handlebars to carry the camera and a towel in case it rained.

Well, it did rain, shortly after the start for a minute or two, and then the warm overcast day continued.

To someone who had owned one of the original mopeds, the course planned for the group looked daunting to say the least. Leaving Balclutha it was off towards Owaka, and over McDonald’s Saddle, now known as Tunnel Hill. A few roadside repairs were carried out en route and at the check points the usual hard-to-answer...
The contract for the railway tunnel was let in January 1891 and completed in September 1892. The bricks made from a nearby quarry and produced in an adjoining kiln. Stone bricks in the wall and bricks in the curved ceiling. The Collins rail ceased in 1971.

Evil McBeeville tells Ian McDonald it's long haul over the top of McDonald's Saddle.

Overall Winner
Doug Willis 1952 Rambler

Riders Choice
Clip-ons
Malcolm McDonald 1906 NSU

Mopeds
Doug Willis 1952 Rambler
Scooter
Matt King 1964 Vespa

Lady Rider
Julie Ashton 1983 Suzuki

Hard Luck
Ray Houghton 1960 Phillips

Timed Section
Wade Enright 1950 Cyclaid

Others taking part were
Bill Veitch 1960 Puch
Cliff Braid 1994 Gizmo
Gary Beaumont 1962 Solex
Kelvin Becker 1960 Zundapp
Syd Falconer 1956 Puch

Ron Battersby
Rodger Reifer
Bruce Murray
Ian Pairman
Ian McDonald
Jim Beeby
Neville King
Stu Borland
Ray McCulloch
Garret Ashbrook
Graeme Jarview
Ron Nind
Tom Mcdonald
Allan Budge
Bill Falconer
Malcolm Thomson
Graham Hunter
Tony Smith
John Ashton
Ian Tolerton
Philip Knowles
Arthur Warren

1948 Cucciolo
1958 Zundapp
1964 Beneilli
1949 Velocette
1958 DKW
1972 Yamaha
1950 Mini Motor
1959 Solex
1971 Honda
1957 Puch
1958 Puch
1952 Cycle Master
1950 Zundapp
1959 Puch
1958 Mobylette
1979 Honda
Moto Becane
1958 Solex
1958 Solex
Vespa
1964 Solex
1949 Philips
Next morning it cleared up when the fog lifted. Many of the crews set off into downtown Taumarunui to do the shops. The owner of the secondhand shop must have thought all her dreams had come true, as when she arrived to open up there was a queue of about 20 Vintage car types waiting to get in! And the $2 shop did a roaring trade in “John Lennon” sunglasses, our Club Captain looks a dead ringer, except for the hair!

After lunch, the 85 participating crews lined up near the King Country VCC headquarters and were set off on a run round the town following the “Scenic Drive”. Simple you might think. Not so! “Just follow the numbers, they are on little green shields. Oh, and some of them are missing, so remember to use your map or you could get confused or lost,” said the organiser, Alby Cavanaugh. He was right. On both counts!

Having finally got round safely, we had to take part in a gymkhana, and had much the same success as in the last one we

Continued on page 50
South Otago always put on a good rally” remarked Vic Hubber of the Gore Branch, as he enjoyed lunch beside the 1924 Dodge at the Clutha Valley Sports Ground. Club Captain Wally Ollerenshaw and wife Alison, along with assistant Club Captain Bill Falconer, were pleased with the large turnout of 95 entries.

This year for the 30th Anniversary rally held on 10 November 2001, the Branch decided after last year’s rally to book the Balclutha Memorial Hall for 2001. This proved a good move with a very large crowd and allowed for a full sit-down meal in the evening.

South Otago Chairman Tony Smith welcomed everyone before the first car was away at 10.30am. The rally-pack was well-presented, marking the occasion. It contained the usual rally route instructions and also a complementary booklet on the last 30 years rallying in South Otago, a 30th Anniversary pen, a Commemorative Entrant’s Certificate, the Driver’s Choice voting paper and seven pages of Vintage vehicle photos to be matched up in several categories. The plaque depicted (as it always had) the Balclutha Traffic Bridge.

Visiting dignitaries from the national office made it look like a who’s who of the Management Committee - National President Leigh Craythorne and Tony (1937 Morris 8 - on loan), South Island Club Captain Diane Ross and Rob (1936 Chrysler), executive member Gary Beaumont and Sue (1937 Morris 8).

Two rally routes were available, one 80 miles and the other 116 miles, all travelling from Balclutha via Stirling to Hillend and over the Clutha River at Clydevale for lunch. The magnificent views of South Otago from the top of Hillend back to the Clinton Hills, and to the east towards the coast all looked a picture on a lovely day. Many remarked on this vista of South Otago. Club Captain Wally was most thankful for a shower of rain overnight which laid the dust on some of the gravel tracks, which were in excellent order.

After lunch and a couple of tricky questions at the gate, it was off through the countryside to Waipahi, doubling back on the southern side of the main trunk line through Warepa and back to Balclutha.

No event as successful as this one could be achieved without help from lots of folk in the local branch. The ladies (again in the kitchen) and the marshalls, all decked out in their new reflectorised jackets, shiny up in the midday sun, surely a necessity in these modern times, all contributed to the success of the occasion.

Chairman Tony Smith welcomed all at the evening dinner that was preceeded by cutting the anniversary cake by the National President. The cake was made by Lesley Budge and iced by Delwyn Burrow.

President Leigh expressed greetings from the Vintage Car Club of NZ and outlined several matters of interest on the agenda of the parent body at the present time. After the evening meal the following awards were made culminating a most successful day.

Results are listed on page 50 of this issue.

Some of the 95 cars arriving at the Balclutha Memorial Hall.
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RE-WIRING? Loom kits for pre-1960 English and American cars, etc, assembled in New Zealand using best quality imported authentic period braided cable, with cotton overbraiding, ‘tailor-made’ or to original pattern: eg 1945-48 Austin 16/6 BS1 (A70 ohv) modified with flasher circuit included for $450 inclusive of GST. Enquiries to Peter Woodend (Spares), PO Box 2245, Tauranga. Phone 07 571 5525 (or fax 5526).

OLDSMOBILES 1934-2 FOR RESTORATION: a 4 door sedan dual sidemount, a 4 door sedan with rear mounted spare, both 6 cylinder and trunk back. Also a rolling chassis, spare panel motors, gearbox suspension etc. $14,500 the lot, may sell separately. Also parts for 1938 cars and motorbikes.

DISTRIBUTOR PARTS AND SERVICE
We can supply many new old stock Distributor parts for Lucas and other makes, and have built a New Zealand wide reputation for restoring worn Distributors to as new performance and finish. All aspects of repair undertaken including Vacuum Advance Units. Work fully guaranteed. Contact Quality Rebuilds, 5 Fenhall St, Christchurch, 8004. Phone/fax Barry Emms (03) 342-5677. Mem.

FOR SALE, EARLY LATE '20s NICKEL-plated spotlight (Appleton USA brand) with detachable rearview mirror, all has mounting brackets, inner and outer cable and orig. plugs, is in excellent condition. Prefer swaptrade on '30s spotlight (must be USA made). Phone Brent 09 489 1310, 021 679 260. Mem.

AUSTIN PRE-1947: All new parts for 7hp, 8hp, 10hp light 12’s and others, lists available: gaskets, valves, pistons, and other engine parts, hoses, castings, clutch and brake linings, bearings seals, wiring harnesses, electrical components, rubber and finishing trim, badges, tyres and wire wheels rims, A7 Manual, etc, etc. imports and NZ made. Enquiries to: Peter Woodend (Spares), PO Box 2245, Tauranga. Phone 07 571 5525 (or fax 5526).

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FOR VETERAN, VINTAGE, CLASSIC & ODDBALL ENGINES.
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1929 ESSEX CHALLENGER FOR SALE. Panel and paint, new upholstery, reconditioned motor and gearbox (yet to be fitted), needs wiring and assembly for completion. $10,000 or trade for roadster. Phone David 06 844 7414 a/b or 025 354 792.

PENRITE OILS. We carry a full range from Vintage to Modern Engines. Lubricants for pre-1984 HD motorcycles, gearbox oil for Japanese 2 strokes. Full range of diff, steering box and gearbox oils. Competitive prices. Try us first. M.S. Coombes Ltd., 344 St. Asaph Street, Christchurch. Phone 03 366 7463, Fax 03 366 7462.

HUMBER 15.9HP 1920. Dismantled. Body build largely complete. Expressions of interest please to Peter Gray, phone 09 579 5284.

AUTOMOTIVE WOODGRAINING.
When restoring your car there is only one way to restore your metal window frames & dashboard: metal woodgraining. For information and free quotes contact Alan Markby, Ph 03 445 0988 or write to 11 Boyne Place, Cromwell. Mem.

CHRYSLER DE LUXE 6 SEDAN 1939. Nice original condition, with tools, literature and spares. Good rally car. $11,000. Phone 03 418 1587. Mem.

VALVES exhaust quality stainless for Vintage engines. Available in blank form or machined to size required. Contact: George Calder, 307 Hoon Hay Road, Christchurch. Phone (03) 338-5482. Member.


MODEL T FORD 1916 ROADSTER, project car, good usable brass radiator, restored chassis, tapered leaf springs, tapered sump, non-detachable round felloe wheels, correct mechanical parts, most body panels in good condition, all lights, roadster body wood plans, etc: requires full restoration. May consider splitting. Phone John Gray 03 476 7773.

FAMILY FUN OUTING – EUROPEAN CAR DAY. Glen tunnel Domain, Meet at Yaldhurst Hotel car park 10am. Sunday 10 March. Postponed to 17 March if wet. Phone 352 8366.

FRONT BRAKE FLOATERS, suit all model As and 1932-34 V8 Fords. Improves front brake action by installing floaters. Makes front brake system self-centering. $40 plus $5 p&p. Phone George Wicks 09 579 5284.

VINTAGE & CLASSIC QUARTZ halogen bulbs. Replace your existing bulbs without rewiring the headlamp assemblies. Up to 100% brighter than your existing Tungsten bulbs. Will fit most reflectors fitted to Pre & Post war cars and motorbikes. Also available in single filament 55 watt P22 & BA 15 bases for use in spotlights and mechanical dip reflectors. Most bases and configurations available in 6v & 12v. Further info: Norm & Jan Sissons, ssnle NZ. Agent. Ph/Fax (03) 388-9262 also Henrob Welding Torches/Model Boat Supplies. 38 Ottawa Road, Christchurch 6.

The Repair and Restoration Technical Manual 2001
Copies of this official Vintage Car Club of New Zealand (Inc.) publication are available from the National Office. Please post payment (NZ$15 inc p&p within New Zealand) and address details to VCCNZ, Restoration Code, PO Box 2546, Christchurch.


HARLEY-DAVIDSON AND SIDE CHAIR
750cc approx 1942. Complete would run. Requires restoration. Best offer. For more information contact Rae Fairweather, phone/fax 03 578 6841.

MODEL T AND PARTS Estate auction in New Plymouth 23 February 2002. Included is a Model T (suit restorer) and a quantity of spare parts. Catalogues available nearer the auction date. Phone Gilmour Auction 06 757 5818 or rowage@clear.net.nz

SIDE CAR TO FIT BMW R50/60/69 includes brakes, screen, hood, tonneau cover. New condition. $3,500, Phone 07 824 8677, fax 07 824 8675.

HAY RAKE HORSE DRAWN 1912 ERA Complete needs restoring $500 firm. Phone 07 884 4182.

GRASS CUTTER HORSE DRAWN 1912 ERA Complete needs restoring, $250. Phone 07 884 4182.

SUBSCRIPTION TIME AGAIN!
Your invoice renewals will be sent out in early February so keep your eyes open. If you don’t receive yours then please let your Branch Secretary know so they can advise the National Office. Don’t forget to let National Office know if you have changed your address or sold/purchased any vehicles.
Mem.

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1919 INDIAN POWERPLUS and SIDECHAIR Sale by tender. Highest or any tender not necessarily accepted. Write to PO Box 2288, Stoke, Nelson for details and viewing.

JAGUAR 420G 1970 Full restoration 3,000 miles ago. Goes like new car $18,000 ono. Will negotiate deal with good parts car if required. Phone 07 378 9230, fax 07 378 9231.

JAGUAR MK 10 AUTO Power steering. HRW. Last owner 35 years. Space, pace, grace. Magnificent original condition. Reluctant sale. Phone 07 829 5559.

1948 CHEV LOADMASTER TIP TRUCK New paint, chrome, brakes. Good running order, but no reg. or COF. Will be sold in farm clearing sale 21 March, unless sold before. Phone 03 302 7123 with any offers or questions.

1929 DODGE DA SEDAN Tidy car, solid and reliable. Good history, some spares. $9,500 27,100 miles. Reg. & WOF. Phone Bill Turner 06 328 7867. Mem.

1923 MOON 6/40 TOURER in very good order. Currently being used. A very rare car. $22,000. Phone 06 878 5423 or 027 499 1088.

MORRIS COWLEY BULLNOSE 1925 ROADSTER New body, recon motor, under 1,000 miles, reg. & WOF, personalised plates. Sale owing to health problems. Excellent condition. $18,000. Phone 06 753 7131. Mem.

MORRIS COWLEY COUPE 1929 Professionally restored, minor finishing required. Factory sunshine roof. Personalised plates complete with spares. $18,000 ono. Phone 03 388 3238 or 03 383 1274. Mem.

REO 1910 2 CYLINDER Excellent motorable Veteran complete with custom built covered in trailer. All inquiries to Fazazz, The Motorist’s Shop. Phone 03 365 5206.

Dodge 1937 BUSINESS COUPE Restored approximately 12 years ago, super tidy and original condition throughout, motor fully reconditioned three years ago. Runs and drives excellently. Reg. & WOF, a rare car. $17,500 ono. Phone 07 544 4953.

REO 1910 2 CYLINDER Excellent motorable Veteran complete with custom built covered in trailer. All inquiries to Fazazz, The Motorist’s Shop. Phone 03 365 5206.
KLENIG PRODUCTS LTD Australian made high compression alloy head for post war Morris Minor 1948-52 SMM sold by G Sales and Service Ltd, 237 Lyttelton St, Christchurch. Alta overhead conversion for SMM minor sold by Sams Speed Shop, Auckland. Phone Mark 025 989 062, fax 09 478 0369, PO Box 627, Auckland 1. Email mmminor66@hotmail.com

1936 FORD V8 WANTED. I would prefer a good original driveable car. This car will be kept in good original condition, will be used often for weekend outings and early Ford V8 rallies. Phone 03 216 3432 or 025 644 9690.

FORD V8 MERCURY SEDAN 1946-48. Must be nice original or restored car. Phone Auckland 09 818 4265, 025 548 842.

TYRES 525 - 550 X 17 suitable for retreading. Phone George Sanders, 03 981 3632 or email: vege.sanders@paradise.net.nz

PACKARD TRUNK RACK, mounting hardware and suitable metal trunk wanted. (Mid to late 30s) Also require pair of Flex Beam headlight lenses and pair of Unity spotlights and mounting brackets. Thankyou.

OAKLAND 1927 SPORT ROADSTER, any literature or photos especially of body work. Also require door handles, hinges, tail light, cowl light etc. Mark Morrison, 126 Turners Rd, Christchurch. Phone 03 323 7701, fax 03 323 7892.

35 X 5 TYRES FOR 1916 BUICK restoration wanted. Anything considered. Phone Lindsay de Groot, 03 349 3079, or email: LINDSAY.H@xtra.co.nz

INDIAN CHIEF Can anyone help me to locate a motor and gearbox to help in my restoration project. Other parts would also be very much appreciated. Phone Tim Manning, 09 817 7292.

1936 CHEV CYLINDER HEAD WANTED. Part No 837981 or 1935 Chev cylinder head. Phone Noel 03 338 4299.

STEWART SPEEDO RIGHT ANGLE DRIVE mechanism and associated mounting brackets to suit Veteran or Vintage Model T Ford, also Stewart speedo cable, drive gears, or other components, anything considered.
Brian Parker Memorial Rally
25th Anniversary Celebrations
Friday 5 to Sunday 7 April, 2002

Friday night 5 April
Saturday 6 April
Sunday 7 April

Noggin & Natter
Rally from Taipa beach followed by evening meal and presentations.
Karikari Peninsula Tour and visit Win Matthews museum

In you branch's December copy of Far North Magazine or contact Murray Baird, PO Box 26 Manonui 0557. Phone 09 406 1548.

Annual Scenicland Rally
16 March 2002

We invite VCC members to join us in our Annual Rally.
Enjoy the Historic West Coast on "the something different" rally.
Good food and entertainment to follow at Shantytown


Enquiries to
Club Captain:
Bob Ilton phone (03) 768-6774, fax (03) 768-6754
83 Marsden Road, Greymouth

President:
Robin Ross (03) 762-6545

New Zealand National Motorshow
March 15-17 2002
at Claudelands Showground, Hamilton.

See you there!
Lots of rallying, good company, and a BIG Birthday Party!

An event not to be missed!

Book accommodation now, Whangarei Visitor Bureau Freephone - 0508 942 642

Entry forms out to all branches end of September or contact - 2002 Easter Rally Co-ordinator PO Box 17, Whangarei

It's been a while since we've seen you all!

NATIONAL SOUTH ISLAND EASTER RALLY

Easter 2002 • 29 March - 1 April

The North Otago Branch is hosting the National South Island Easter Rally over Easter 2002 and invite you all to historic North Otago to enjoy our scenery.
The rally will be based in Oamaru with optional activities to the outer limits of North Otago – Excellent rally routes are being planned with various options for all classes.

Please note that mileage on the rally route is one-way only

Accommodation is likely to be limited so entrants are asked to make their own arrangements as soon as possible.
For further information regarding accommodation please contact the accommodation convenors

Rally Chairman Jim Boaden, ph 03 437 0452, 025 347 648
Rally Secretary Nancy Tunnuge, 6 Ash St, Oamaru. Ph 03 434 7722
Email: novcc@hotmail.com
North Otago Branch, PO Box 360, Oamaru

25th PUKEKOHE SWAP MEET

Sat 23 & Sun 24 Feb 2002
A&P Showgrounds, Pukekohe

Organised by the Auckland Branch of the Chevrolet Enthusiasts Club of N.Z. (Inc.)

$5 per day per person Site $25
Gates Open 7.00 am Sat. and 8.00 am Sun.

CAR SHOW SUNDAY

(Car and Driver Free) in by 11.00 am not out before 3.00 pm. (cars admitted to show at gate keepers discretion)
Prizes for • Vintage • Veteran • Post War • Modified • Modern (non-Japanese) •
• People's Choice • Most Original • Best Japanese •

No dogs allowed on A&P Grounds
TRADE SPACES ONLY MAY BE PRE BOOKED !!!
For more information phone Bill 021 902 602
Your Invitation to …
Eastern Bay of Plenty's EAST COAST RALLY
Saturday 13 April 2002

Assemble at Watchorn's Motor Museum, Awakeri for briefing at 9.45am.
First Car away at 10.00am
A low cost, simple rally set by Liz and Garry Bryson.
Delicious meals and generous sponsorship.

Enquiries to
Sue Moore
Rally Secretary,
22 Moore Road, RD 4, Whakatane,
Phone 07 304 9740

Ken Proffit
Rally Director,
Phone 07 308 6135 (Home)
Phone 07 308 6877 (Business)

Wairarapa Branch VCC

Rex Porter Memorial Rally
This Annual event will be held commencing with Noggin and Natter
Friday 8 March
Rally Day
Saturday 9 March, 2002.

Rally Routes planned for all classes
• Short Sealed Veteran • Touring • Challenge•

Entry Forms from the Rally Secretary
Mrs Ruby Holmes
15 Jellicoe Street, Greymouth
Phone 06 304 9397

Enquiries to Rally Committee
PO Box 1240
Invercargill
Email: doug.willis@xtra.co.nz

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Model A King Pin Sets $275 Model A Crown Wheel & Pinion Std $799
Model A Headgaskets - copper $55 Model A Points $22 set
Model T Headgaskets - copper $55 19” Tubes $35 ea.

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Blue Spur Road, Hokitika. Mastercard and Visa Accepted
Saturday 3 November saw 15 vehicles take part in a very successful Mystery Run organised by Jim and Lois Alexander. The mystery part was soon explained, names drawn from a hat dictated who was to lead from each stop, the person so elected leading the group where he so desired, much fun was had by all whom attended.

Club night on 15 November, saw a large turnout of members for a Garage Raid, starting at Ollie and Heather Hurt's to view their Ford collection and to view progress on Ollie's latest restoration of a 1930 Ford A coupe. The next stop was at Albie and Barbara Irvine's to view the Triumph Stag that is receiving a major body rebuild by Albie. The next stop was Terry Douglas' shed to see his 1924 Oldsmobile tourer, a truly excellent restored example. One or two of our events have had to be cancelled due to inclement weather recently but we look forward to some fine weather over the holiday period and the next month or two as it is quite a busy time for VCC events.

Auckland John Stokes

Condolences: To the family of Cyril Golding, Cyril was a passionate Austin enthusiast and at the time of his death owned at least six including 1927-28, 1930, a seven and some restored 1937-39 Austin Cambridge Tens. He also serviced Vintage and Post Vintage Austins for some members.

Motorcycles: The twenty-first Auckland motorcycle rally attracted some seventy-three entrants including thirteen from out of town and another four from marque clubs. Twenty rode pre-war bikes, eleven mounted forties bikes, roughly thirty-four were on fifties machines and seven climbed on to buggies. Results: Bob Masters 1914 Clyno 1st Veteran again, Roy Barker 1927 Royal Enfield 1st Vintage again, Leo Fowler 1942 Indian 1st PV again, Alan Grout 1956 Ariel 500 1st PVW. Mike Stowers 1969 BSA 650 1st P60V. Neville Olson won overall and took 1st combination on his 1951 BSA 650 and chair. Interesting entrants were new member Naomi Chamberlain on her 1931 Douglas 600, Marshall Corazza whose 1932 Indian took Riders Choice and Pat and Norm Dewhurst who had some hard luck with a newly acquired or restored? 1930 Ariel 550. Jeff Taylor's 1955 James 175cc was the smallest bike and the Corazza Indian the largest at 1261cc.

Trenton Neil has an early 1932 Indian which is receiving a major body rebuild by his father. Another scrambler, the Triumph Stag has been completed and work has been done to the spring shackles, the wire wheels have been respoked, a new radiator filler neck has been cast as has a handbrake ratchet lever and rear hubs.

PV PWV: Norm Pyle has sold his 1957 Ford Zephyr to a North Shore member and purchased a 1958 Humber 80 ex Pat Garnet. Colin McDonald had bought a 1950 entry included two Riley Specials, the 1950 was known as the Pat Hoare Singer Special. Other entrants in similar cars to Tom Clements was entered in the same FIAT 501s. Other original entrants were the Vauxhall 30/98 now owned by the Newell family, and the 260M Zephyr which back in 1950 was known as the Pat Hoare Singer Special. Other entrants in similar cars to the 1950 entry included two Riley Specials, a Cooper 500, and a Citroen 15. Slipper conditions in the morning, and a new course indicated some conservative driving, but as the hill dried out and driver confidence increased, times came down and competition reached its usual intense level. The event proved itself popular with drivers, the sealed road encouraging some seldom seen members out of hiding, and an interesting and varied field of cars. The event has potential to be built on, and we hope make it an annual one. Many thanks to James Palmer and his team for their superb organisation.

Results
Class Winners

**Vintage**
John Newell, Vauxhall 30/98 1.01.40
Geoff Owen, MG NA 1.02.02

**Post Vintage**
Craig Pidgeon, Cooper 500 0.52.59

**Post War**
Jeremy Stace, Jaguar E Type 0.53.06

**Fastest Times of the Day**
Craig Pidgeon, Jaguar E Type 0.52.59
Jeremy Stace, Jaguar E Type 0.53.06
Bay of Plenty  Garry Linkhorn

On Saturday 27 October at 7am our annual Swap Meet and Market Day opened for business at the Baypak Kiwifruit Cook Store situated in Mount Maunganui. A display of Vintage cars greeted the public as they thronged through the gates, and into the coolstore entrance, where many club members displayed their goods, chattels and parts, for sale trading or swapping. A very successful day, both entertaining and financially. Full marks to David Ryan for his meticulous organisation, ably assisted by numerously busy helpers.

On Sunday 18 November, a competitive plus touring section run started off at Rapu Rapu Reserve, (located at the base of the Kaimais, Waikato side) with 10am morning tea and chit-chat, then cars moving off at 11am on a two stage event. This run ended at the Opal Springs, Matamata, for afternoon tea, congratulations to Alistair Jones and Brian Whitehead for a superbly organised day. On Sunday 9 December, we were lucky to get a spell of fine weather so we could enjoy the club’s pre-Christmas social get together, held outdoors at our Chairman Roger Newland’s Omokoroa country estate. Several colourful gazebos dotted the parklike grounds while 80 plus members and families lazed about enjoying drinks, picnic meals and pot-luck goodies, whilst mixing and mingling. Roger presented several members with their 25-year and 35-year badges. Our thanks to Roger and Karen Newland for their hospitality and use of their family home and surroundings.

Our mid-week rallies for November and December were well supported, 18 cars in November for a tour run to Putaruru, and in December for a three-week tour with commentary of the Quarry Park Gardens and Reserve at Te Puna.

The club monthly meetings for November and December had attendances of 80 plus. Guest speaker for November being Colton Kerr, who gave us a very entertaining 45 minutes on “Motoring through the ages, the past and present.”

For the December meeting, Neil Goodwin, a very experienced motoring enthusiast, told us of his moments of excitement as navigator in a Hillman Hunter car, during the 2000 London to Sydney rally. A very detailed and amazing experience, enjoyed by all.

Canterbury  Tony Becker

Goodbye 2001, hello 2002! Last quarter branch events were the usual busy affairs and although the Homestead Annual Run was snowed off the programme there were plenty of other opportunities to get out and about.

Veteran Annual Rally: Considering the morning downpour the turnout departed the Brook Hotel near Rangiora. By the time the last vehicle was underway the rain had virtually stopped and a good run to Kaipoi’s Blue Skies lunch venue followed. From here there were no questions, just a time check. On arrival at

been occupied by the Great Moscow Circus (Worthing Bros.)!

After some relocation our wonderful team of helpers got this section completed, then a leisurely run via Ashley Gorge – Loburn back to the Brook debrief, dinner and prize giving followed. A brilliant evening, ended a great day out for the Veterans in spite of the damp start.

9-90s: The trip into the foothills to Awa Awa Reserve drew 40 members in 19 vehicles. Oldest vehicle prize went to the Newberry 1923 Ansaldo. Raffle prizes to Ken Weedon, Will Williams. New convener John Kuiper is encouraging 9-90s outings use of VCC accepted cars with some success.

Commercial: New faces at Commercial venues are welcome and November’s venue, McClintocks, was well supported. Joseph McClintock’s Model T speedster project drew interest. Several commercial projects are presently underway for the coming National Rally based at Canterbury Branch this year and early interest is reflected in the number of enquiries from Northland to Southland already. Christmas noggins was held in The Barn with a lively chatty gathering which included family members.

Motorcycle: Syd’s Moped Run has fast become the moped event, indicated by the 120 starters (slightly fewer finishers), travelling round the bays and over the mountains, Lyttelton Tunnel to Tai Tapu over Gebbies Pass. This year’s run ended with the usual laughs, stories, and liberal prize handout.

New Members: Recent new members have brought quite a variety of interesting transport into the branch. Listed are Ariel, Matchless and BSA bikes, Morris, Singer, Standard, Fordson, Rover and Bond cars plus ongoing projects fairly well spread across these welcome folk.

Library: Several new books donated recently help to retain member interest in this excellent branch facility. There is also a good flow of donated magazines. Noggin nights are busy with fossickers for information. The orderly book control is in the good care of Owen Genet and his straggly team of Shirley Wills and Myra Sanderson.

Parts Department: Lively trading at Swapmeet has continued on for branch parts shed workers who have a number of donated worthwhile projects on offer at present. These include Austin A50 (car and ute), A60 ute, Vanguard estate, Morris, Rover, ‘52 Chevrolet, Ford and other models, makes and parts. Wednesday and Sunday sessions are always busy for the parts shed boys with sorting, wrecking and sales activities.

Other Events: The Show Weekend Tour, this year in the capable hands of Myra and Lyndsay Saunders, went west via Otaia, travelling as far as Lake Ianthe, Hari Hari and the Wanganui River, (whitebait season) Ross opencast gold mine, and historic Hokitika. Rave reports on an excellent weekend, well organised with 52 entrant vehicles this year and a really good time from all accounts.

Christmas Night Trial and Children’s was well supported with the 190 youngsters enjoying Santas story and warehouse of presents, as well as rides on motorbikes, truck, train, fire engine and bouncy castle.

Novelty races, egg-throwing and free ice-cream all in the hands of colourful clowns rounded off another great picnic day.

Christmas noggins was treated to Santa who stopped around the hall in a yellow Fiat bambina, complete with wind-up key and lots of tooting.

The committee then handed round Christmas cake to members.

Ladies weekend was chosen for a run organised by Brian Miller, which visited Foxdown Station in the Hurunui district. Andrew Fox lead the way to a pleasant picnic area after some interesting times on slippery farm tracks due to overnight rain.

The Station’s Museum of farming paraphernalia rounded off an enjoyable time for all who made the effort.

National Office: The re-established National Office and Archive facility in Aberdeen Street is fully operational again for members.

With good parking, spacious interior and ground floor access, the freshly repainted and signwritten building is a considerable improvement, representing the NZVCC movement with appropriate pride and efficiency.

Consent Up: January kicks off with Picnic run, then a re-run of the aborted Homestead Run. This is followed in February with the Big Annual Rally and Annual Motorcycle Rally – more on these later.

Eastern Bay of Plenty  Elaine Proffit

Some of our members have been doing a bit of tripping around of late. Garry and Liz, John and Sylvia took their Austins to Rotorua Labour Weekend to join the celebrations for the A30 50th Anniversary. John and Sylvia also travelled to Melbourne to attend the Australian A30 celebrations and thoroughly enjoyed their three weeks away. Four cars went across to Rotorua for the Sulphur City Rally. It seems those attending enjoyed an excellent weekend, this was topped off by Don and Pam winning the gymkhana, well done.

On the local scene, the branch held another Commercial Rally at Labour Weekend and although the entries and public open day numbers were a little down on the previous year’s national event, the whole weekend was a huge success – we won’t mention the weather! The rally committee, sponsors, caterers and helpers did a grand job. Overall winners were John and Shona Douglas with their International F230D who also took the People’s Choice.

Two weeks after this the branch hosted members of Gisborne branch on their weekend visit – we shall be marshalling the troops (hear that, EBOP!)
Our next big event will be the East Coast Rally so mark your 2002 diary now for 13-14 April

Far North  Dave Duirs

I have often wondered why we are referred to as the Winterless North when, in fact, we usually get plenty of rain - the fact that one can wear shorts most of the time would have nothing to do with it! Now perhaps we should be talking of the summerless North as it has rained and rained but we can still wear shorts and enjoy the unique beauty of our forests and beaches!

Our one and only big fundraiser of the year was a great success again when we hosted those from the Northland Branch who brought their many vehicles north on the Far North Tour. Once again our many helpers toiled at spud peeling, cooking sheep and pigs on the spit, working in the kitchen and serving a great meal to our guests, all the time being threatened by more rain. The next morning dawned a beauty and many of the competitors motored out to the clubrooms for a cuppa and a chance to browse in our parts shed. Many thanks to all that lent a hand.

The annual Dunny Run started from Kerikeri with twenty-four cars from Northland and the Far North to compete for the toilet seat presented to the Northland branch some years ago when celebrating the opening of the famous Kawakawa toilets! First stop was at the kaleidoscope factory of Robyn and Andrew Leary at Waipapa where an amazing manufacturing venture was demonstrated. Next stop at the Vuletech's was for lunch and to look over the Ford collection of Consuls, Cortinas, Zephyrs and Falcons. From there the run took on a challenge of clues, tricky questions and stabs at memory lane to conclude at the organiser's Therese and John Stevenson. The Far North brought home the bacon with two oldies, Gordon and Winston Matthews, teaming up as outright individual best entrant. Only two points separated Northland from the Far North!

Santa's Saunter, a relaxing picnic at an historic spot by the sea was cancelled because of wild weather, just as well as the threatening rain held off. We all wish them many years of happiness.

Planning is well under way for next year's Prize Day and we have already acquired a new motor in the 1931 Morris 1000 van. Darryl Martin has put a new motor in the 1931 Ford A pickup, Tony Barlett and David Clark have also put new motors in their Model As and Terry Wood is taking a look at the motor of the branch's Morris Commercial to try and trace a bit of a clutter once the revs build up a bit; other than that the overhauled motor is running sides and tailboard for it to make it more user friendly.

Gisborne  Rodney Clague

October was a busy month for some members, starting with a display at the local A & P Show which is a "must do" as we are leasing their land for our clubrooms and parts shed. At Labour Weekend Ivan English and Kathy in the 1930 Chev, Joe and Merle Webber in the 1968 MGB and Keith and Avon Webber in the 1930 Model A headed south to Hawkes Bay and thence to Taumarumuu for that branch’s 25th birthday celebrations. Graeme Revell headed to Hamilton where he met up with the East Coast Museum of Technology’s 1943 Fargo fire engine which had been transported up there a few weeks previously, and took part in the Clydesdale Museum’s 25th birthday celebrations. I believe the Fargo did more miles in the weekend than it had done for the entire year. And yours truly headed to Awakerei to the Commercial Rally in a recently acquired 1965 Commer LBE 7-tonner. Joe and Merle won the Hawkes Bay Safari and yours truly got the prize for the most original truck, so it wasn’t a bad weekend overall.

Eight members travelled to Whakatane in November for the biennial inter-branch visit, with the Gisborne branch bringing home the gong by one quarter of a point. Also in November was the annual Russell Wilcox Memorial Trophy Run, this year organised by David Clark. It took entrants around the city noting all the mis-spelled words on buildings and signs; quite a number I believe.

The last run for the year was the Club Captain's Wings Ding which took entrants on a very easy run to Rere Falls where we had a leisurely hour for afternoon tea before returning to the clubrooms for a barbecue tea. A great afternoon.

All hell breaks loose in February as we host the Far North Branch on their way to the Art Deco rally in Hawkes Bay, the Morris Enthusiasts Club of New Zealand, the Horseless Carriage Club and in March we host the Bay of Plenty branch on their tour around the East Coast.

On the restoration front Greg Aston has acquired a nice Morris 1000 van, Darryl Martin has put a new motor in the 1931 Ford A pickup, Tony Barlett and David Clark have also put new motors in their Model As and Terry Wood is taking a look at the motor of the branch's Morris Commercial to try and trace a bit of a clutter once the revs build up a bit; other than that the overhauled motor is running smoothly.

Gore  Ron Osborne

Our members have taken part in rallies at Balclutha and Dunedin recently with Club Captain Bill Sheddan and wife Dawn bringing home trophies from the Taiieri Tour.

The annual RSA Run was held on 1 December with 17 cars and 40 RSA members. The tour departed after lunch to visit the Town and Country Club at Wyndham, afternoon tea was at the Mataura RSA clubrooms and the day was completed with a trip to Gore RSA with some staying on for a meal and late night entertainment.

On 16 December 11 cars took part in a Christmas run which was just a short journey before returning to the clubrooms and a potluck tea.

Some members also took part in the Christmas Parade. Coming up we have the Edendale Crank Up Day which for the first time will run over two days and this is always a popular event.

Our own Festival Rally is being held on 9 February with rally organisers Pat and Joy Hurley hoping for a good turnout. Also on 8 January a small number of cars and club members travelled to nearby Pukerua Bay where the annual Camp Quality was in progress. It is for children suffering from cancer along with their buddies who enjoy a short holiday each year. They are taken for rides in Vintage cars and most try to get a ride in each car. This is a very worthwhile afternoon out and the children really enjoy their rides.

With our parts department finished we are now concentrating on the area outside known as the corral where over the years various parts have been stored as well as "new" arrivals. It needs to be gone through and sorted out.

Hawkes Bay  Derek Gordon

Our Veteran Rally held on 17 November attracted 17 vehicles plus some more modern Model T Fords and a Chev. The course which was set out by Shona and Wayne Richard and Digby Young turned out to be quite hazardous with some steep hills which proved a problem for some competitors, also they had to ford the same stream five times, and each time it seemed to get deeper as some of the entrants found out. Hugh Baker and his landrover who were tailend Charlie had a very busy day towing cars out of the water. Overall rally winner was Rod McKenzie, Ralph Clyde was Entrants Choice in his Model T.

On Sunday 18 November some 60 cars travelled south down Highway 50 to the first of two homesteads. The first one was Te Tau Station situated on top of a hill with a magnificent view. While everybody enjoyed a cup of morning tea, the owner Mike Glazebrook told the history of the station.

Then further on down highway 50 into Kereru Road we visited Poporangi Farm owned by Mr and Mrs J. Spall. After lunch the owner spoke on the history of the homestead. Thanks to Basil Rouse and his
our last club night of the year saw a good turnout of members who had come along to support our mystery parcel auction which turned out to be a fun evening with many members taking home items that they would never buy normally.

At a special general meeting held last month Olive and Reg Kilbey were made life members of the Hawkes Bay Branch. Congratulations to Olive and Reg.

On Sunday 16 December a good turnout of cars arrived at Eskdale Park for our Christmas picnic. After a good hearty lunch, soft drinks and other drinks a few eager members participated in some gymkhanas while others saut around relaxing and had a good old chinwag a great afternoon was had by all. That’s all from me, may the New Year be a prosperous one.

Horowhenua Peter Nightingale

Following on from the last notes there has been quite a lot happening in the branch. Merv and Lorraine Ludlow are making progress with the 1911/12 Regal. He has just received many parts from the USA which will help with the restoration. Les and Nicola Adlam have the 1947 Triumph Roadster on the road now. Jeff Fox is looking at his rare Argentinian two door Model A Ford more often so that’s also progress. I had success in finding more Maxwell parts at Christchurch and now with another shed built which includes a Maxwell bay it is also going forward. Mike Khull is working on his 1927 Chrysler Roadster. Currently the chassis is sandblasted and painted, body complete ready for finishing so now onto the mechanics. Ivan Benge has his 1939 Bedford BXG ½ ton truck on a rolling chassis. This year’s annual rally, the Tararua Trundle, attracted 40 entries and provided a few surprises. The entries included two motor bike combinations and two solo bikes. The run went through a farm and I must say the car wheels got dirty. Then followed back roads with the final instruction “go to the end of the road”!

This turned out to be a tour of an early settled part of the Horowhenua - the Otaki Gorge where there are still old stone walls and evidence of the steam powered sawmills and abandoned homesteads. Lunch stop was at the end of the road. The Sim Cup was presented to the Delage owned by David Barker and other class winners won prizes.

Hope you all enjoyed the run and will be back again next year. Thanks Ivan Horn and Marlene Wallace for this run.

At our last club night we had a full house to hear Dave Johnston a local breeder of Clydesdale Horses speak. Dave has a sideline, his horses and carriages are in great demand in the film making industry. In this case his address covered his work involvement in the production of the Lord of the Rings.

The Christmas barbecue was followed by a visit to Ypongo (our secretary) and Dave Whitchurch’s 1912 Warwick Denar. A few of us also travelled to Rotorua, for the Sulphur City Rally, and we all had a good time and saw some very interesting country sides.

Billy’s Safari Run was on 17th of November. A cross-country driving experience, it started from the Clubrooms with everyone heading off in different directions, to meet up again in Golf Road. The next stop was at Ngakomi School, then members headed off on a cross-country run through Billy Love’s farm, keeping a close eye on the “wild lions and tigers”, through the grasslands, and past the “monkeys” to Hikurangi Station. They travelled through some farming properties on rather rough farm tracks. A trip was also made to the top of a hill in order to admire the view of the surrounding countryside. The run ended back at Billy’s house, five hours later. There was a good turn out of eight cars and one motorcycle for the display at the Rangaroa Ramble, a fundraiser for a local school, which included displays of gardens and homes in the suburb of Rangaroa.

Last weekend several members and their vehicles were to participate in the Christmas Parade but this cancelled due to very wet weather conditions. The year finished with Joan’s Trip and Treat. A small group met at the clubrooms, and after a quick whiz around parts of town, ended up at the Manumi Club for a delightful Christmas meal.

Manawatu Dallas Denby

The “learn straight line navigation” day with the instructions first, then a run to try out the newly found knowledge, was a success. But the instructions still managed to confuse some people. The Whittakers MG meeting at Manfeild had Manawatu branch members directing spectators to the parking areas. Several members had extended duties including Terry Reed, Dennis and Matthew Milne. Thanks to all who helped.

The speaker at the November clubnight was Lorraine Humphries from the Brain...
Injury Trust who gave a very informative talk on this worthwhile cause.

On 8 December three cars supported the CCS Christmas Party held at the VCC clubrooms. With intermittent showers during the morning, the youngsters had a longer ride, around the block rather than around the wet paddock. Thanks to those who did turn out, your time is appreciated.

Sunday 9 December and it was still raining for the unveiling of the steam railway locomotive in Feilding, with a few hardy members attending. The Christmas Parade was postponed, however all other activities were still on but brought forward half an hour. However no-one told the radio station, so consequently those members who were supposed to give rides to the dignatories, arrived on time, only to find they were half an hour late!

December 16 was the Feilding Christmas Parade postponed from the week before. Seen out for the first time was Stan Corlett’s newly rebuilt 1912 Warrick Tricar. This is something different and will be scary for passengers when going downhill, that is providing it gets up the hill! It is a tiller steered with a 700cc engine under the driver’s seat. The gearbox is behind the driver and the rear wheel. The Warrick is rated at 5 horsepower. The plate number is AGW 355 and it has been suggested that the AGW stands for All Good Work or even A Great Warrick, but no correspondence will be entered into for further suggestions.

I have decided that this will be my last Idle Torque contribution. After twelve years of doing this report it is time for someone else to do the honours. I have only missed one deadline in those twelve years and have twice asked Bruce Leask to fill in for me when I have been away. I wish my successor whoever he or she may be, every success as the scribe for our branch.

Marlborough Graham Edwards

Our Branch Members hope everyone has had a good Festive Season with safe motoring.

Since my last report, we have had our annual Branch Christmas Party on 15 December which followed a Poker Run which was well supported and enjoyed. The event is also part of the Brashy Park Open Day and attracts huge numbers of the public.

Our Branch also helped with the Blenheim and Picton Christmas Parades during the two weekends before with several of our vehicles.

The guys in our parts shed continue to beaver away helping to swell our Branch coffers. From Wednesday 9 January 2002 and each following Wednesday morning they will have the sheds open for business. There are several vehicles suitable for restoration or parts waiting for “offers and take away” – real bargains!

Entries for our Branch Motorcycle rally being held in February are coming in and arrangements are well in hand to make this a very memorable event which I will report on later. Don’t you wish you look forward to meeting up with everyone again in 2002.

The Nelson Biennial Rally at Labour Weekend attracted a record number of entrants who came from Nelson, Marlborough, West Coast and Canterbury. It was good to welcome a newly restored 1930 Nash Sedan along with its owners Billy and Dick Anderson from Nelson. Also the rains came and it was disappointing to be forced to abandon the gymkhana section which was to be held in conjunction with the Classic Car Show at the Richmond A&P Showgrounds. The evening dinner and prize giving however was a success with presentation of membership badges being made to:

- 50 years Duncan Rutherford

Those members who travelled to Blenheim for the Marlborough Swap Meet had a great day, good entertainment, catering and hospitality. Well worth the trip over the hill! The branch weekend trip to Lake Rotoiti in November provided those who joined us with some back road driving. We were pleased to make the acquaintance of Irene and Ross McDonald from Takaka in their 1925 Chev truck, Garry Turner from Blenheim in his Austin Healey and Ross and Buleagh Tapel, new members from Murupara introducing us to their Mark I Zephyr and 1929 Buick Marquette. On what is getting to be common this spring, we woke to a wet Saturday morning. The rain didn’t detract from the day’s motoring – down to Kawatiri Junction, through the Braeburn Track via Lake Rotoroa to Murchison where the driest place for lunch was in a grandstand at the local Rugby grounds. A kiwiana meal on the Saturday afternoon was enjoyed by all, plus a general knowledge quiz from Club Captains Gary and Anne Plum to test the brain power. Sunday dawned a promising looking day, so we travelled south to Dunedin as guests of the Post Vintage Car Club. A dozen in all made the trip including several out of town members, notably Dick Wardell from Omarama.

Various sites of interest were visited before the dinner and games evening at the clubrooms. This was enjoyed by all those present.

The November Club Night featured another interesting talk by Tom Tunnage, this time on car painting and preparation. Tom really is an excellent presenter and has agreed to do another session on scale model boat building.

On 11 November six or seven club vehicles motored south to meet with members of the Vintage Austin Register at Palmerston before travelling to Cameron’s Crossing rest area beside the Shag River near Dunback for a picnic lunch. I think there was a total of 21 vehicles assembled, ranging from the very large to the very small and bearing nicknames such as ‘The Biscuit’ and the ‘Flying Wardrobe’.

The Windsor Rally is over for another year, being conducted on 17 November with 52 vehicles leaving from our clubrooms before travelling via back roads mainly to Otekaieke for lunch and field tests at the property of Mike Bayley, a very sheltered and pleasant venue.

A gala had been experienced during the previous night and this had, unfortunately, damaged the trees and garden surrounding the homestead. Mrs Bayley gave an informative talk on the history of Otekaieke Station and the adjoining Campbell Park.

North Otago Tony Aker

Although well advertised the open day held on Saturday 15 September did not attract quite the numbers hoped for. However, an interesting day was held with members displaying a range of vehicles and talking with the public. A couple of new members are in prospect.

Unfortunately, due to lack of numbers the run scheduled for the Sunday had to be postponed.

On 3 October a film evening was held at Charlie Fraser’s theatraette in the historic precinct. The films were a collection of 8mm films of North Otago car club events dating back about 50 years spliced onto video and featured paddock racing, hill climbs at Coalpit Hill and some circuit racing. The video is in the custody of John Rush and it was interesting to see youthful editions of John and numerous other club members competing in these events.

Also in early October several members travelled south to Dunedin as guests of the Post Vintage Car Club. A dozen in all made the trip including several out of town members, notably Dick Wardell from Omarama.

Results

Veteran Time Trial
K Perry 1911 Overland

Vintage Time Trial
J Shirley 1928 Dodge
D & A Warlow 1928 Hupmobile
D & R Ross 1925 Dodge

PV Time Trial

Beaded Wheels

The next Edition of Beaded Wheels should have more activities to report on so watch this space.

Nelson June Campbell
Otago Olly Laytham

On Sunday 28 October the Annual Commercial and Veteran Run took place. Leaving the Clubrooms at about 1.30pm a fair number of entrants and other club vehicles went at their own pace on an interesting progression around the environs of Dunedin city.

The prescribed way included a run to Port Chalmers and back plus a deviation over the nearer end of the Otago Peninsula finishing at the Clubrooms for afternoon tea.

A new commercial, a New Beauty Ford van in Bartons Butchery livery belonging to Graeme and Glenda Jenks took the honours in the commercial section while the Veteran section was taken out by Brian Walker in his Darraq roadster.

Our premier branch event, The Taieri Tour, took place on Saturday 3 November again leaving from the Clubrooms. By design, routes the entrants traversed the Otago peninsula racing towards the environs of Dunedin city.

Reveling progression around the environs of Dunedin city comprised cryptic clues and questions to be answered. This was great fun and cars containing puzzled competitors were seen heading in various directions about town.

Preparations for the South Island Rally are well in hand. A small but dedicated sub-committee is doing the necessary work.

Venues and destinations have been finalised and various rally routes have been settled and are being checked. The preparation of rally packs is well advanced and local businesses have been approached to purchase advertising. That preparations are going as smoothly reflects much credit on the committee members responsible.
and over Frenchmans Gully Road and onto Gordons Valley Road, then the Pareora River Road. Turning into Caird Road we followed many roads (probably some we hadn’t been on before) to our first check point on the corner of Deep Creek Road and SH 82. We continued on roads on the seaside of Waimate until we turned onto SH1 and after a short distance turned into Gunntree Flat Road. Once more, roads we hadn’t been on before, appeared before us, till we finally reached our final Check Point at Ikawai. Some had a lunch stop here, while others continued on to Kurow. A really enjoyable drive. Afternoon took us up over Aviemore and Benmore Dams and onto Twizel, where we felt quite tired after our journey. We had a quiet evening in preparation for our next day’s trip to Mount Cook.

Field tests were first on the list, then a leisurely trip up to The Hermitage, where we all parked up on the lawns out front. A glorious day and view of the mountain.

The prize giving dinner was held at Pukaki Inn, and after the cups etc., were given out by Barry Goodman and Diane Ross, our South Island Club Captain, everyone enjoyed the lovely meal which was served and lots of chat and laughter continued till after 10pm. A well run rally and many thanks to Barry and helpers.

**Results**

| John Dowling Cup – Veteran Time Trial  | J Armiger 1912 Renault |
| Les Laycock Trophy – Vintage Time Trial  | P Finch 1924 Dodge |
| Rutherford Trophy – Veterans  | R Dale 1911 King Dick |
| J Craig Trophy – Best Prepared Vehicle  | J Walls 1926 Austin |
| Brian Goodman Trophy – Motorcycles  | R Dale 1911 King Dick |
| Ces England Trophy – Best Vintage  | P Finch 1924 Dodge |
| Sandwich Tray – Veteran and Vintage Field Tests  | R Wood 1914 Buick |
| Jim Sullivan Memorial Trophy – Spirit of Vintage Motoring  | T Skevington 1925 Buick |
| Hard Luck Trophy  | C Keenan 1929 Delage |
| Post War Vintage – Time Trial  | S Wilson 1923 MG TD |
| Twizel Cup – Post Vintage Vehicle Time Trial  | O Wilson 1936 Austin |
| Post War Vehicle – Field Tests  | S Wilson 1952 MG TD |
| Barry and Jenny Goodman Trophy – Post War Vehicle Winner  | S Wilson 1952 MG TD |
| Post Vintage Vehicle – Field Tests  | O Wilson 1936 Austin |
| Post 1960 – Time Trial  | T Aker 1965 Triumph |
| H Mercer Trophy – Two Wheel Brake Vehicle  | R Ross 1915 Dodge |
| Post 1960 – Field Tests  | D Manson 1968 Trekka |
| Commercial Vehicle – Time Trial  | J Mehrtens 1929 Rugby |
| Organisers Award  | K Heywood Back-up vehicle for many years |
| Longest Distance to Rally  | J Beardsley Cambridge |
| Best Lady Driver  | M Irving 1965 Riley Elf |
| First Entries  | C & R Ga W. Irving |

Russell Cross’ Veteran Model T, seen here driven by Kevin Mercer with the Mercer family and Russell as passengers during the Annual Rally on 25 November.

The Veteran, Vintage and commercial Annual Rally was held on 25 November. A very good representation of the three sections were present.

**South Otago**

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<th>Bill Cross</th>
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<td>The Christmas Barbecue was held on 16 December at Kelso in the West Otago district. A trip to Beaumont Station on January 20th and another display for the Balclutha Festival Day on January 26, certainly keeps the motors running. A number of members from the Branch were seen buying up the bargains at McLeans Island, while Wally and Alison Ollershew (1952 MG TD), Paul and Kaye McNabb (1965 Vauxhall), John and Jan Cook (1962 Morris Oxford) and Robin and Margaret McCalf (1936 Plymouth) attended the Taieri Tour in November 2001 and Allan Budge (1930 BSA) and Robin Benington (1941 Indian, who picked up a few prizes) were at the Arrowtown motor cycle Rally. Peter Umfreville driving his ex transport department patrol car the 1964 Vauxhall, made the long trip to Hamilton for the National Vauxhall event. Peter had a wonderful time away, picked up the People’s Choice although to his dismay, the gear knob came off just as the lights turned green!</td>
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**South Waikato**

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<td>Since our 25 year celebrations branch members have taken part in a number of events both local and abroad, these included: Taumarunui Rally, Lichfield County Fair, Tokorona Miss Show Girl, Sulphur City Rally, Bay of Plenty Luncheon and Annual TTT Rally, Tokorona Christmas Parade, Club’s Annual Christmas Dinner, Putaruru and Mangakino Christmas parade. Our annual TTT rally was a great event with only one couple of many moons of experience seen to be heading towards Taupo in a rather spunky looking Graham by the way—they came from Rotorua.) Yes, they came back and finished the rally. The rally’s success was the work of John and Carmel Patterson, Harvey Bell and Steve Stannard along with their committee. Two very successful raffles were setup by Jo Mathis, Glad Hausman with the help of Sheryl Stannard.</td>
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**Vintage and Overall Winner**

- Dennis and Pat Burr Ford Model A
- Roger Nelson, Rotorua Ford Model A
- Judy and Jack Mackinnon, BOP 1937 Oldsmobile
- Poko and Linda, South Waikato 1946 Ford V8
- R Dale 1911 King Dick 1964 Rover 95
- Jack and Judy Mackinnon
- Doug and Doreen Green, Rotorua

BP Glenbrook Draw

Our annual Christmas dinner was a great night out held at the Blueberry Winery at Mamaku. Even our Sheriff Church had a very successful haul of fines accumulated over the last 12 months transferred into dollars.

Welcome to new members Peter Smit and Jim and Mary Stark, also a possible new member with a Triumph Herald.

**Taranaki – Colin Johnston**

Happy New Year everybody, on behalf of the Taranaki Branch may I wish you good health, happiness and safe motoring for 2002.

Ten members headed out through Tangarakau Gorge and two members going from New Plymouth around the coast to Tamauruni attended and took part in the King Country Branch’s 25th Anniversary Celebrations and Journey Through Time Rally. The weather was fine and warm and all who attended agreed that it was well worth the effort and very well organised. Des and Phyllis Cornwall came third in the Vintage class, congratulations.

Geoff and Marlene Blackbourne have purchased a Morris Minor car and have stripped it for a full restoration also Joe Fraser has purchased a 1953 Morris two door model. Nigel and Michelle Fraser are currently progressing on their restoration of the 1930 Chevrolet six, the body work is completed and looks very nice in burgundy and black with cream wire spoke wheels. The motor has been started and Nigel was able to drive it around the block. We look forward to seeing this vehicle on the road here. The Hopkins Run in November saw a good turnout of thirty-one people. We had lunch at the Stratford Fire Station Hall and then headed to Craig’s Panel Shop. A wander around the building showed a Light 15 Saloon and two Light 15 Drophead Coupes under restoration. At the back of the building were several rows of ID19 and Goddess lined up for repair. Amonest the
All respected brands available to you. 
Arriving late January Navite Spray Guns

You will not believe the prices of these top quality guns.
Come and see us and our display at the New Zealand national car show in Hamilton
15-16-17 March 2002

Thanks to those readers who have already sent in their photos of their sheds. Some sheds will make your eyes water, and some of the things in these sheds will make you salivate.
WINNERS SOON
Coupe awaiting restoration. Stuart Craig gave a brief description on the volume of panel work that goes into restoration. The Coupes were so scarce that they could demand a price in excess of $100,000. There were only thirteen known to be imported into New Zealand out of around 400 produced.

Please take note that our Annual Maunga Moana Rally is to be held on 27 and 28 April this year. Please disregard any other date as it has been printed wrong in the calendar of events.

Potters Paddock was held in December and it was very wet weather however Ngaio Hopkins won the event driving a 1941 Ford Pickup for the first time. The wet T-shirt competition was pretty good also.

The December Noggin and Natter had some special Christmas cheer when Jill Cowan made and brought along some mulled fruit juice for us.

Taupo Jack Hindess/Graham Mock

Details of our activities over the past few months appear to have gone astray so here is a resume of events.

The longest night is always the occasion for our Brass Monkey Run. The evening began with soup and a roll at the club house and off we went into the rain to see what Tom and Bronwen Biggar had organised for us. It was a run around the industrial area and the eastern part of Taupo, but there were more than the usual number of hard luck stories. The Williamson’s 2CV broke down with electrical problems and then the Strawbridge Jaguar developed clutch problems while towing the Citroen. However the Clarks took over the tow and then went back out to finish the run and won the event.

In September we had the month for our mid-winter dinner, which was a potluck event at the Clubrooms. It was almost obligatory to purchase a few raffle tickets, because this puts you in the draw for innumerable prizes that created much merriment. Graham Mock and Lester Strawbridge organised a novel event called the Advertisers Run which was a means of drawing attention to the advertisers who subsidise our monthly newsletter.

At our August club night the manager of Wairarapa House gave us an insight into this centre which provides local community support services. We don’t come into contact with these caring services, but clearly this is an organisation worthy of our support. The run for the month was a relaxed ramble set by Keith and Val Moore, plenty of questions with some straight line navigation to add spice.

In September we enjoyed a fascinating work experience talk from Michael Watts, a club member and horticulturist with the local native plant nursery. On our club run we entertained 35 members of the Blind Foundation which included caregivers, children and two dogs. The run took us to Aratiatia Dam on the Waikato River in time to hear the warning siren and hear the gates open then the rush of water that flows down the old river bed of the Aratiatia Rapids.

Scrumptious afternoon tea provided by our guests was ample reward for a great run.

Plans are underway for our Lake Taupo Rally to be held on 8, 9 and 10 March 2002. This is a fun run including a competitive morning section and a non-competitive afternoon section.

Wairarapa Frances Elwin

With the ending of the year 2001 the Wairarapa Branch held its annual Christmas Concours and Gymkhana at our branch clubrooms on 16 December. A great turnout of members and their vehicles enjoyed the events of the day, which included the unveiling of the model Rolls-Royce donated by Dr Graham Cowie, the unveiling was done by Mrs Cowie. Concours winner of the day was a 1927 Star owned by Paul and Judi Lamb. Congratulations to the organisers of the day.

1-2 December saw our annual 18th Gold Medal Trial. This was a very successful event held over two days. Entries came from over the lower half of the North Island, Glen and Maureen Bull organised the event this year, which travelled to Riversdale Beach for the lunch stop then back to our branch club rooms for the after

Waitemata Keith Humphreys

Chelsea Walsh Hillclimb is our most important speed event each year and it improves a little each year.

Thirty-four starters probably represents the ideal number, as any more and it begins to get too long between runs. The event was run as smoothly and efficiently as ever, and it is only the need of Chelsea Sugar Refinery staff to get to and from work that interrupts the flow.

The organising committee use their discretion to keep the entries to primarily pre-war cars, but a few post-war cars of special interest are allowed in too.

Here, Gordon Vogtherr sharing his 1950 Healey Elliott with Scott Thompson were able to make the trek from Hastings and Masterton to enjoy a day on the Hill.

The weather held off despite ominous looking clouds and forecasts, but for some reason, the road surface was more slippery than past years. This made for interesting driving conditions culminating with Nigel Russell spinning out in his 1959 FMZ Formula Junior.

Cars not seen on the hill before included John Carroll’s Austin 7 Special, Roger Herrick’s 1959 Taraschi Formula Junior, Kevin Andrew’s 1931 Wolseley Hornet Special, Ivan Craige’s 1955 Lotus 9 driven by Ryan McDonald, Steve Sharp in the 1955 Buckler 90 (ex Roycroft), Ian Goldingham in the 1927 Lea Francis, Robert Douglas in his 1948 MG TC and Rod Brayshaw in the supercharged 1954 MG TF (both from Katikati), Paul Zaloum in the ex Roycroft (and ex John Stanley) 1929 Austin 7 Special, Graeme Banks in the ex Barry Gay 1934 Austin Nippy, and Mike Woods in a 1954 Triumph TR2. Of special interest was Keith Cutten driving the Cutten Special created by his father, Keith Cutten, and last as many years ago driven by Alister Robinson.

Five runs were achieved by most entrants before a very sociable mid-afternoon barbecue and prize giving (there being no lunch stop).

PTD went to Nigel Russell in the FMZ Formula Junior, (29.63) with Steve Sharp seeing a shorter run around the block (poker run) with entrants drawing a card at each checkpoint, best poker hand wins.

December clubnights were our Christmas Noggin Natter evening again well attended, as this is a free evening members were free to chat to other members and enjoy each other’s company.

3-5 November. Our Reliability Run was held with a run to Wanganui. Fifteen vehicles left Masterton for a fun time. Members visited points of interest on the way. Sunday saw the travellers meet up with the Wanganui members at their new clubrooms for a barbecue lunch, which concluded a great weekend. Thanks go to the rally organisers Peter and Evelyn Chisholm for a great weekend. Winners of the weekend were Mary and Alan Buick, and Martin and Asrina Hutchinson.

The Wairarapa Branch has enjoyed a successful year with members enjoying their clubnights and rallies and the committee hopes they will continue to do so in 2002.
second in the Buckler (32.47) and Alan Kerr third in the 1952 Cooper 500 (36.96).

Fastest of the Vintage cars was Steve Aldersley at 38.88 in the 1929 Austin 7 Special, second John Hearne in the 1929 Alfa Romeo (40.15) and third, Keith Humphreys in the 1923 Vauxhall 30/98 Replica (41.70). All in all, a great day, no drama and no accidents which is always a great relief to the organisers.

Coinciding with the Cambridge Swapmeet, a semi-imromptu run was organised to look up Waikato member Danny Ryan. More particularly, to visit his business, Ryan Manufacturing, where cutting edge technology in conjunction with Waikato University was being utilised to produce a world-leading cheese cutting machine. All in attendance were suitably impressed, but even more so, when we trundled around to his home for a barbecue and to inspect his high quality rabbit. He offered the Lancia, seen recently on the cover of Beaded Wheels, and the ultra rare french Bignan with it’s beautifully crafted Henri- Labourdette skiff body built by John Stringer. Yet to turn a wheel under it’s own power, this is a very unusual and striking car. The WW II Allison V12 aircraft engine should make an impressive noise in quiet rural Hamilton when he eventually fires that up too!

Most recently, chairman Allan Booth organised a run to the Nikau Caves near Port Waikato. Despite somewhat dismal weather, there was a good turn-out of mostly modern cars, but the entry did include John St. Julian being in an Alvis TC 21, the Humphreys in their SP250 Daimler, the Woods in their Triumph TR 2 and the Booth’s in their 1937 Riley Kestrel Sprite.

The more adventurous explored the full length of these limestone caves with their stalactites, stalagmites and glow-worms. This involved hands and knees stuff in a shallow stream which was claustrophobic for some. It was possible to explore much of the caves from the other end without enduring the macho stuff. A great country lunch was put on by the owners, and despite the weather, another superb day was enjoyed by all.

Wanganui Fay Chamberlain

At last - the working bees are slowing down! Only the finishing touches to the kitchen to complete and it’ll be all go for the Burma Rally in January. We used the Wairarapa Branch as a guinea pig (don’t tell them!) for the first tryout on the new barbecue when they visited us in November. The extended rooms will now cater for around 100 people and members can feel proud of their efforts as they see the result of their labour. A certain librarian (nameless, unless you look up the Wanganui Diminutive) seems to have taken over everything lately. I wish you all a very happy year ahead; it’s a credit to the volunteers who reside in Wellington. On behalf of the Vintage Car Club National Office Roger White presented Paul with a signed copy of 50 Years, the commemorative book of Vintage motoring in New Zealand.

Eight vehicles arrived at the Clubrooms on Sunday, 6 January 2002 for the first Sunday run of the year. We decided to visit the Karori Wildlife Sanctuary in Waiapu Road just through the Karori Tunnel. Wellingtonians are already experiencing the benefits of this fully fenced inner city pest free environment with the return of many native birds to our gardens. There are many different walking tracks of varying abilities in the Sanctuary to suit the very fit right down to those who are on a leisurely stroll. After lunching at an area overlooking the first reservoir we split into groups to explore the Sanctuary. We thoroughly enjoyed listening to the various birds singing as we wandered the different tracks. It is a credit to the volunteers who are restoring this valley so that we may have the opportunity to see rare and endangered native birds, animals and plants. If you are in Wellington on a Sunday or public holidays take the time to visit this area - it is well worth the effort.

I wish you all a very happy year ahead; the Branch has some interesting events arranged for the year 2002 and would like to see more members out participating in these events. Remember the 1st Sunday of the Month runs - they can be very enjoyable and relaxing. Enjoy motoring on our roads and remember to take care.

Wellford Alma Henson

Belonging to a Club gives us access to places we normally would not see. Such a place is the knitting establishment at Warkworth where they make and sell garments under the Koru and Cob Cottage labels. It was fascinating to watch pieces of favourite, gloves, from fingers to elastication of cuffs, all in one operation. Another speciality are the socks made from wool and possum fur and for some reason, feet never suffer from what some may call a peculiar odour. Our thanks to Jan Kell and Gavin Coomber for making their time available for us.

The Fifty In is scheduled for 1 December was cancelled as the weather prevented the runway being prepared, nevertheless the day proceeded with a meeting of the Aero Club and our members tucked snuggly in Lee Middleton’s hanger where we saw the progress he has made since our last visit. Being under cover meant the barbecue could go ahead as planned. Better luck next year Lee.

November club night produced a good turnout. We had been invited to view Nigel and Robyn Hawkes new bar/museum. A building that has to be seen to be appreciated. The setting and memorabilia they have collected was fascinating to see, not what you would expect a shed to contain. The evening ended with old films being shown followed by supper. Congratulations Nigel and Robyn you have an outstanding asset.

The next event was with the Model A Club, again at Nigel’s and they set off on a Tiki Tour of the surrounding area and, to use their own words, seeing the sights of cloud formations from the great heights of the Pakiri and Whangarei (I hope it’s not copyright) followed by lunch at a Café in Matakania, then a wine trail. The weather seems to have taken over everything lately, 12 December. Our Christmas dinner this year was at the Top of the Dome Restaurant where guest speaker Dave Allbon, presented Paul Hicks with his 25 year badge, a little late as Paul is due for his 35th year badge next year.

Ayleen Brown had the misfortune of colliding with a steel pillar just outside the restaurant causing a split above her eyebrow. No it’s not what you’re thinking, she simply turned to see someone but kept walking. Wilbur and Ayleen leave for Australia on Saturday so hope there are not too many poles there.

New members I have yet to meet Leon Salt and Barbara (early Model A), Peter Read (Volkswagen) and Stephen and Jocelyn King with their two 1939 Chevrolets.

Trivia: One member and his wife spent some time removing a hedge. Went to town to buy a replacement fence but came home with a sundial instead. A second attended an auction with an old organ as his objective. Came home with a Model A!

RESTORED CARS
Magazine Australia

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It must have been about 1956 when my innocent wish to set an international speed record got the sort of laughter schoolboys keep for their friends.

The goal was the 24 hour record, 350cc class. From memory it derived from a twenties 12 hour record that averaged 42mph. Night driving on Brooklands was not permitted but they cut their losses and submitted the distance for the full day and night. A 21 mph average seemed attainable.
In England Laurie Bond - engineer, inventor and designer of the highly successful Bond Minicar - had got together with caravan constructor, Charles Panter to create the 325cc Berkeley sports car. (Pronounced "Bark-ley.")

I hadn't the foggiest idea of how to put the idea and equipment together but I was suitably supportive when I saw Bill Crosbie win a race at the first Teretonga meeting in a Berkeley. It may in fact have been the very first race ever on Teretonga. If so, history does not record the fact but Crosbie got a good handicap and held it. His lap of 1 minute 45.5 compared with Shield's Renault Dauphine in 1:50 and Rilstone's Jaguar XK 140 with a level 1:40. Apparently Crosbie just held the throttle flat the whole way!

Oakley Berkeley

Bob Oakley was watching that 1957 race with me and by one of those little twists of life, it is Bob's car I actually drove many years later and which forms the subject of this story.

Berkeley produced about 1,700 of the little four wheelers (as well as over 2,500 with three wheels) and a few came into New Zealand.

The Oakley car came to stay for the first Waimate Reunion sprint in the late seventies. At that stage a Lloyd engine of 650cc gave more grunt but it didn't rev well and 4th was essentially an overdrive.

Berkeley's original engine choice was a two stroke Anzani twin which produced 15bhp, but supply problems brought a switch to the 328cc Excelsior "Talisman Twin." This unit was based on a respected 250cc motorcycle unit and brought both reliability and an extra three horses - that's a twenty percent power increase!

Bob has patiently collected bits to reinstall an Excelsior, motorcycle gearbox, chain to front wheels and correct Dynastart.

Impressions

For the real low down on the Berkeley, I get in. The whole structure is fibreglass, something pretty new in the fifties, but Charles Panter had been selling the world's first all fibreglass caravan. I sit, arms out, in the best Stirling Moss style. The great man in fact track tested it for BBC "Sportsview" on TV while the Motor Show debut was in progress. The Baby David versus Goliath (practically anything above an invalid chair) intrigued the public and the national press in fact gave the new marque front page place.

Legs out, it feels a bit like the family canoe. That's not far fetched either. Bob tells me that the boys took it through the Dunstan. All went well till it took on a ford and showed a tendency to float away down stream.

Bob starts the two-stroke. It sounds like a lawn mower. It smells like a lawn mower.

The clutch is in/out. Lots of revs and no messing about. The gearbox is motor cycle sequential. At 5,000 rpm we are doing 50 mph in top, 25 in second. A full 60mph is attainable.

Ride is good and steering fantastically direct. Brakes very good. The Pirelli Cinturatos on the little five stud wheels are pretty grippy. Bob just chuck it into corners at full chat and lets the front wheels pull it round. I'm used to other approaches and it takes a bit of accepting.

Torque is not noticeable. Runs over Dunedin's hills have to be planned with care. With me still under dual instruction every rise in the road is an acute anxiety. I don't mean hills, just a gentle mound. Let the power slip away and it's a change down. Swift shift once you get used to it.

Pulling off into a layby required more stick than I could give until Oakley got out. Bob is certainly not overweight, but the power to weight ratio improved at least 25%. We found an unused football field and three generations of Thomsons just drove round and round. Alex, aged two, "wants old car Christmas!"

Success – and Failure

The Berkeley is an appealing tiny car. That appeal may have been enhanced by events to its time. The Suez Crisis and petrol restrictions that followed cannot have hurt the idea of a 328cc.

Like so many cars, the temptation was there for bigger and better. Of the then available engines, the Royal Enfield 700cc four-stroke was considered to offer the greatest potential. Then Austin Healey introduced the Sprite. Panter decided to do his own "Sprite" with IRS and a 997cc Ford.
But the budget wouldn’t balance, American customers were complaining of engine problems. Frankly the Berkeley wasn’t meant for dragging off Corvettes on US freeways! Superficially Berkeley looked healthy. Production reached thirty cars per week but essentially the business was undercapitalised and with warranty claims there were production glitches. A whole batch of 60 bodies had to be scrapped when bubbles appeared in the gel coat.

Acting with honesty and courage, Panter sold everything he owned to pay wages for his 350 factory workforce. In mid December 1960 the works closed.

No more toy cars from Berkeley for Christmas.

Continued from page 28

did. The ball didn’t go in the bucket. The dart hit the board, but failed to score. And we managed to make the light go with the bumper, and the horn too! But what a lot of fun! Take it too seriously and the stress we were trying to avoid would be coming right along for the ride.

We were warned that Sunday’s motoring would involve a bit of metal surface road which was part of the attraction. Leaving Taumarunui, we headed south down the main road to Piriaka where we noted the remains of an old dairy factory. The run we were following was one of the “cream runs” that delivered product to this factory. Further along the main road we turned left at Owihango to travel down through some virgin bush to a river where the remains of some wire ropes were noted, part of a long-gone logging enterprise. Driving along the main road south we came to Raurimu, famous for its railway spiral, where we missed the check and as a bonus drove right up to the top of the spiral with many other entrants who were also “checking the scenery”.

Back on track, we crossed the main road and very soon were winding through some narrow road which dropped steeply to the valley below through magnificent bush clad hills. A morning tea stop was made at a little village called Kaitieke where the hall was open for entrants to run a check on the local plumbing, and where we could research the contents of our packed lunches. Just like a bunch of kids at school!

Leaving Kaitieke we wandered along the Retaruke road passing through more very scenic bush-clad valleys, and crossing a couple of rather ominous looking bluffs. We emerged for our lunch stop at the end of the road where we crossed a swing bridge and drove into the Steele property at Whakahoro. Get your atlas out about now to see where we got to.

After lunch we retraced our steps back before heading left toward Owihango through more bush and patches of green and verdant pasture. A shower of rain added to the mud already liberally coating the car, but the funny bit was hitting a rather full muddy puddle which sent water shooting up through the handbrake lever hole and right up my navigator’s leg. I even had to wipe some mud off the inside of the windows later. Just as we reached the seal we turned left again onto a more interesting shingle surfaced road which had us take a long loop before emerging back on the main Highway at Piriaka, from where we drove back into Taumarunui.

Several Hawke’s Bay entrants were mentioned in the awards with a major prize being collected by the Andersons in their 1929 Model A Ford. It is good to see reasonably recent new members such as these folk getting to grips with what is required on a rally. The Andersons were travelling in convoy with Chas Black and Ces Bishop in Charlie’s 1930 Ford A. They are to be admired as both these blokes have seen their eleventh year come and go! Well done!

The return trip back over The Gentle Annie saw quite heavy rain over the 22 miles of metal surface. I don’t think I have had my car quite so grubby in all the time I have owned it, but what a great weekend! Thank you to all who made it possible.

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Results from the 30th Anniversary Clutha Rally

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Vital Statistics
Numbers in each category: Veteran 2, Vintage 28, Post Vintage 25, Post War 18, Post 60 20, Motorcycles 2.
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