

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

# Beaded Wheels

No. 264 OCTOBER/NOVEMBER 2003 \$5



**1926 CROSSLEY**

**KAIRANGI HILL CLIMB**



**1947 PLYMOUTH**

**South Island Easter Rally  
Concours Winner**





This photograph was presented to the Wellington Branch of the VCCNZ in November 1979 by Stephen Hainsworth.

It is said to be the first batch of pressed steel number plates leaving Precision Engineering factory 1926/27.

Note: 1925/26 plates were pressed steel and made in the USA and bore prefix letter NZ. 1926/27 plates had white numerals with

a hyphen on a black background. As the truck has a hyphen plate also, possibly earlier numbers in the series could have been manufactured in the USA. The display of plates posed for the photograph has some significance and possibly confirms the statement that they are the first batch to be made by Precision Engineering.



Bill Cross came across Jim Leonard copying off a number of photographs of his forebears carrying and contracting business from early in the 20th century. Bill was intrigued with the vast quantity of photographs of trucks and traction engines and Jim had no hesitation in supplying this photograph taken in the early 1930s. The photograph taken at Leonard Brothers yard at North Balclutha, shows two Reo trucks and a Leyland. The bales of wool have come from Cochranes at Awamangu, and are stamped with the Cochrane farm name The Ranch. The farm is still known by this name today. The bales of wool have been picked up at Awamangu and would in all probability be destined for the railhead at Balclutha 13 miles away.

Leonard Brothers at one stage had four traction engines and four chaff cutting plants. Their first truck, purchased following World War I, was a solid tyred vehicle. In 1939 Leonard Brothers along with several other privately owned carrying businesses were sold to form South Otago Transport Co. Ltd.



An International Truck with Dick Keneven, head mechanic of the Cheltenham Dairy Company, Makino near Feilding. The Makino Butter Factory was founded in 1884 and purchased by the Cheltenham Dairy Company in the 1920s, it closed in 1974.

*Photo supplied by Robyn Corpe, Feilding.*

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 13140, Christchurch. **Laserprints/photocopies are not suitable.** *Photos will be returned as soon as practicable.*

## management committee

A full list of branch addresses and contact details can be found on the VCCNZ website at [www.vccnz.org.nz](http://www.vccnz.org.nz)

The Vintage Car Club of New Zealand Inc  
MANAGEMENT COMMITTEE

Please note this information changes annually  
- these details are valid until August 2004

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*Beaded Wheels* is the voice of The Vintage Car Club of New Zealand (Inc.) and its 35 branches covering the length and breadth of the country. The efforts of our members continue fostering and ever widening the interest in this segment of our country's history, and provide rallying points for the constantly increasing band of enthusiasts. It is to these people, who appreciate the fascination of age, the individuality and the functional elegance of vehicles from a bygone era, that this magazine is dedicated.

*Beaded Wheels* – It is a very apt and well-known title however readers may wonder at the origin of the name. By way of explanation beaded edge wheels use beaded edge tyres that are kept in place by reinforced rubber beads, which fit into the rolled edges of the wheel rim. This style of wheel was a distinctive feature of early motoring being used on early bicycles, many pre-1924 cars and most motorbikes until 1927. The VCCNZ adopted the title *Beaded Wheels* for their quarterly club magazine in March 1955 which was the successor to the monthly *Guff Sheet*.

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# Beaded Wheels

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## COVER

Gordon Dearlove's 1955 MG TF shows its classic lines during the Kairangi Hill Climb, page 18.

Photo John King



*Sartorial elegance to match the vehicle abounded at this years South Canterbury Branch Mid Island Rally, page 4.*



*Delegates take five during the Club AGM held recently in Marlborough, page 22.*



*This issue we're Behind the Wheel of a truly stately 1926 Crossley with Rob Knight, page 52.*





*This family make a great group with their Ford T.*



# Mid Island Rally

*Text and photos Bill Weir*

Always a highlight on the South Canterbury Branch calendar, this year's Mid Island Rally was a feast of activity as the entrants proved a popular addition to the Richard Pearse celebrations held in Timaru.

It certainly was an occasion to remember, with an entry of 116 vehicles plus involvement with the Richard Pearse Air Pageant. The event was fortunate with the weather on the Sunday, it dawned cloudy and drizzly but cleared around 8.30 am, in time for the field tests held behind the Keanes Crossing, Pleasant Point railway complex. This venue proved very successful as entrants could go into the building and have a cuppa before the start of the Rally, also Barry Goodman put on his railway cap and had the Model T Railcar running as well.

*Riley enthusiasts, the Biddlecombes, with their lovely 1934 model.*

After an interesting run out behind Pleasant Point via the Richard Pearse memorial, entrants made their way to the Airport where Jim Steans escorted cars through the crowd to our display area. Jim was on a quad bike with FOLLOW ME on the back of it, which simplified what could have been a confusing situation given the big crowd and aircraft etc.

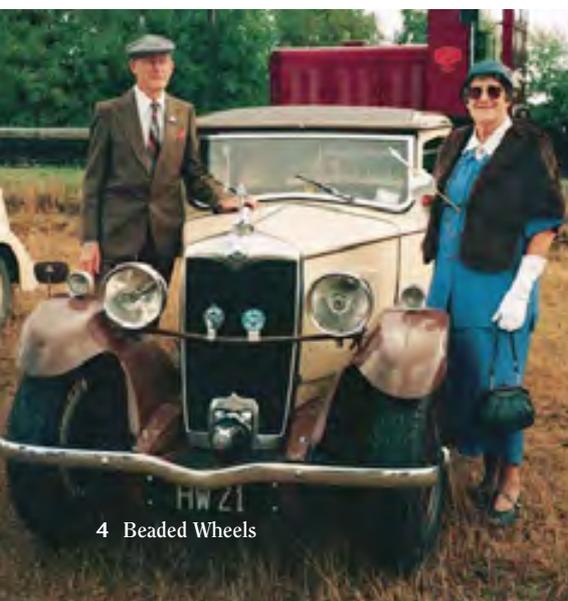
Several club vehicles were displayed on the Saturday as well, which was appreciated as the weather was not good and flying was out of the question.

Many thanks to Grant Stewart for acquiring a mini marquee and generously displaying his very valuable collection of

pedal cars in it. This made a good focal point for our VCC display, as did the motorcycle boys with their selection of Vintage and Veteran machines. The assistance of Bob Austin in helping to get equipment there on the Friday and back Sunday was appreciated. Also thanks to Gavin Munro for having his Ford AA Truck on display for the weekend. It 'just happened' to earn its keep, carrying all the gear back to Grant Stewart's saving us another trip, (probably the first load carted since restoration).

Thanks to Ron and Linley Hammer and team for the great organisation on the day and making it such a great success. **bw**

*Straight out of the roaring twenties and these two are just as noisy. Branch Treasurer, Nola Day and husband Alistair, both tireless workers for our Branch and the VCC in general all dressed up for the Mid Island Rally and Richard Pearse celebrations.*



4 Beaded Wheels





The Pearces with their 1912 Sunbeam.

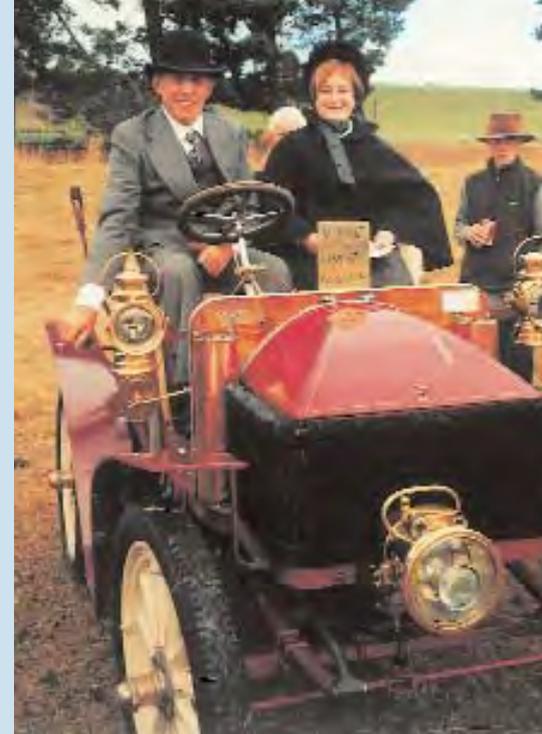


Above: a very elegant Spence Richards and his party with his 1938 Chevrolet.

Below: The Al Capone Group, the Ballaghs with friends complete with violin case.



Station-master Russell and Joan Paul, with the Renault.



The oldest car on the Rally, the Winters' 1900 Wolseley.

## RESULTS

### Veteran

#### Concours

- |          |              |
|----------|--------------|
| 1 K Love | 1910 Reo     |
| 2 R Paul | 1914 Renault |

#### Field Tests

- |             |                 |
|-------------|-----------------|
| 1 J Armiger | 1912 Renault    |
| 2 J Rogers  | 1915 Studebaker |
| 3 R Wood    | 1914 Buick      |

#### Time Trial

- |                |              |
|----------------|--------------|
| 1 J Armiger    | 1912 Renault |
| 2 C & J Pearce | 1912 Sunbeam |
| 3 K Love       | 1910 Reo     |

#### Overall

- |                |                 |
|----------------|-----------------|
| 1 J Armiger    | 1912 Renault    |
| 2 C & J Pearce | 1912 Sunbeam    |
| 3 J Rogers     | 1915 Studebaker |

### Vintage Results

#### Concours

- |             |                   |
|-------------|-------------------|
| 1 D Rae     | 1926 Ford T Truck |
| 2 N & A Day | 1926 Dodge        |

#### Field Tests

- |                |                  |
|----------------|------------------|
| 1 B McIlroy    | 1922 Rolls Royce |
| 2 D & A Warlow | 1928 Hupmobile   |
| 3 M Rose       | 1930 Ford A      |

#### Time Trial

- |               |               |
|---------------|---------------|
| 1 B Lovegrove | 1928 Ford A   |
| 2 M Rose      | 1930 Ford A   |
| 3 N Brady     | 1924 Austin 7 |

#### Overall

- |               |               |
|---------------|---------------|
| 1 M Rose      | 1930 Ford A   |
| 2 B Lovegrove | 1928 Ford A   |
| 3 N Brady     | 1924 Austin 7 |

### PV & PWV Results

#### Concours

- |              |                     |
|--------------|---------------------|
| 1 L McKenzie | 1947 Plymouth Coupe |
| 2 W Smyth    | 1937 Austin 7       |
| 3 B Yates    | 1936 Morris 8       |

#### Time Trial

- |             |               |
|-------------|---------------|
| 1 T Roddick | 1950 Buick    |
| 2 S Hart    | 1955 Mercedes |
| 3 B Ryan    | 1939 Vauxhall |

#### Field Tests

- |                 |              |
|-----------------|--------------|
| 1 B Biddlecombe | 1934 Riley   |
| 2 G & C Ralls   | 1947 Packard |
| 3 S Wilson      | 1952 MG      |



The Wilsons' certainly look grand alongside their 1908 De Dion.

#### Overall

- |                 |              |
|-----------------|--------------|
| 1 G & C Ralls   | 1947 Packard |
| 2 B Biddlecombe | 1934 Riley   |
| 3 S Wilson      | 1952 MG      |

#### Post 1960 Results

##### Time Trial

- |              |               |
|--------------|---------------|
| 1 N Bunt     | 1962 MG B     |
| 2 H Sinclair | 1969 Wolseley |
| 3 L Wenlock  | 1966 Jaguar   |

##### Field Tests

- |              |                   |
|--------------|-------------------|
| 1= A Jones   | 1952 Studebaker   |
| J Nobel      | 1966 Ford Mustang |
| 3= J Carter  | 1970 Austin Maxi  |
| C & I Divers | 1972 Triumph GT6  |

#### Overall

- |                |                  |
|----------------|------------------|
| 1 C & I Divers | 1972 Triumph GT6 |
| 2 K Wenlock    | 1966 Jaguar      |
| 3 J Carter     | 1970 Austin Maxi |

#### Commercial Results

##### Overall

- |                 |                |
|-----------------|----------------|
| 1 D & M Goodman | 1930 Chevrolet |
| 2 E & M Gould   | 1953 Vauxhall  |
| 3 J Geddes      | 1936 Austin 10 |

#### Motorcycle Results

##### Concours

- |          |                |
|----------|----------------|
| 1 R Dale | 1911 King Dick |
|----------|----------------|

##### Overall Veteran

- |          |                |
|----------|----------------|
| 1 R Dale | 1911 King Dick |
|----------|----------------|

##### Time Trial

- |             |                |
|-------------|----------------|
| 1 L Goodman | 1954 Velocette |
|-------------|----------------|

#### Age-Mileage Award - oldest vehicle motoring furthest distance to rally

- |            |             |
|------------|-------------|
| T Michelle | 1930 Ford A |
|------------|-------------|

#### Best Performance by a Vintage Model T

- |         |             |
|---------|-------------|
| E Jones | 1921 Ford T |
|---------|-------------|

#### First Entry Received

- |           |
|-----------|
| G Stewart |
|-----------|



South Canterbury Chairman Bill Weir and Shona with their 1953 Chevrolet.



## president's message

Our thanks and congratulations are extended to Marlborough Branch for successfully organising the Club's Executive and Annual General Meetings, 1-3 August 2003 at Blenheim. Apart from facilitating the meetings, an interesting bus tour for those members not taking part in the Executive Meeting had been arranged and during the Saturday night's dinner, the entertainment (the Marlborough Girls' College Bella Voce Choir) drew a standing ovation. On the Sunday, members had the opportunity of visiting the Branch Clubrooms at Brayshaw Park as well as (most importantly) their Spare Parts Department. We were also treated to an array of fine food prepared by branch members, which was very much appreciated. Thank you Marlborough Branch.

It was pleasing to see the number of members who had travelled from both Islands, joining Branch Chairmen and Delegates at the meetings, including two Past National Presidents and an Honorary Life Member of the Club. Some members make a point of attending these meetings annually not only to meet old friends and new, but to show their support for the Club. This is appreciated. I was also delighted to see our VCC "special" badges being worn during the weekend - Past Presidents' badges, Honorary Life Member badge, 25-year badges and 35-year badges. Wearing these badges is another tangible way of showing your support for the Club and I know that they are worn proudly.

Almost all of the Branches were represented at the Meetings and interesting discussion was held on varied and diverse items. Hosting National Events, a "One" Card for members (providing discounts on fuel and other motoring items), when a vehicle can apply for a Vehicle Identity Card, a proposal to consider the appointment of a Club Public Relations Officer and submissions to the Land Transport Safety Authority were just some of the items that were discussed and debated during the Executive Meeting. Your Branch delegate (and Chairman) should have or will be giving members, a report on both meetings and your Branch Secretary has a copy of the Minutes of the Executive Meeting - please refer to them for further details.

All financial members will receive a copy of the Annual General Meeting Minutes with this issue of *Beaded Wheels*. You will read in them that both the Notices of Motion that all members were asked to vote on, were passed. Therefore there will be changes to our Joint Membership clause in the Club's Constitution as well as a change to the composition of the Management Committee.

Congratulations to our hardworking Management Committee on their re-election for the coming year. They are thanked for making themselves available again to serve the Club in this way. Malcolm Lind (Club Captain Northern Region) did not seek re-election and is thanked for his seven years of service to the Club in this capacity. Rob Knight was elected unopposed to this position and he is extended a warm welcome as he takes on this important role.

The John L Goddard Trophy was awarded this year to Allan Storer in recognition of his long and valued association with the Club at Branch and National level, his several noteworthy restorations, as well as his constant and continuing assistance to fellow Club members. The announcement was met with spontaneous and universal acclamation. Allan is to be congratulated from us all on receiving this very prestigious award.

During the Annual General Meeting, Russell Hawkes (2006 VCC Diamond Jubilee Rally Director) gave an impressive PowerPoint presentation that was well received by all present. Russell gave full details on the progress of the Rally organisation and assured members that all is on track with the preparation of what will be an important highlight in the Club's history - something we can all look forward to.

You may be aware that our sponsor for the Rally (Royal & SunAlliance) has unveiled their new name and identity. Vero (in Latin this means certain, assured, truth) assures all members that apart from the new name and look, it will be business as usual with nothing changing in our insurance policies or relationship. We look forward to continuing our association into the future.

I wish you all another enjoyable *Vintage* year.

Leigh Craythorne



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## national office news

### National Annual General Meeting

For all members please find enclosed a copy of the AGM Minutes. During the same weekend the Executive Meeting was held. A copy of these Minutes has been distributed to your Branch should you wish to read them.

### Branch Office Details & Calendar of Events

For all members please find enclosed a copy of the branch office details and calendar of events. Keep these somewhere safe as it has all the contact details of the management committee and branches plus branch events.

### Vehicle Identity Cards

Have you sold a vehicle which has an existing VCC Vehicle Identity Card? Please make sure the National Office is aware of the change of ownership and that the card is returned.

If you have purchased a vehicle and been given an ID Card from the previous owner, it is no longer valid. To have the card reissued is a simple process. Please contact your Branch Secretary for details and to obtain the *Change of Ownership* application from the Branch Manual (Section 15: Q, Appendix B.2).

### Ballot Envelopes

The ballot is now over and recorded in the Minutes enclosed in this issue of *Beaded Wheels*. A full breakdown is available from your Branch Secretary.

As advised, the envelopes required a 40 cent stamp. The Post Office charges the recipient twice the amount of postage if a stamp has not been affixed. Any envelopes received like this were returned to sender.

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# VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 November, 2003 or email us at beadedwheels@vcc.org.nz

## OCTOBER

4	Manawatu	Fielding Swap Meet
4-5	Otago	Dunvegan Rally
5	Waikato	Post Vintage Rally
5	Waitemata	Chelsea Walsh Hillclimb
10-12	Canterbury	Swap Meet
11	King Country	Journey Through Time Rally
18	Bay of Plenty	Tauranga Swap Meet
18	Manawatu	Veteran Rally
18-19	Canterbury	Girder Rally
18-19	Central Otago	Fiordland Rally
24-27	Hawke's Bay	Safari Rally
25-27	Eastern Bay of Plenty	Commercial Rally
25-27	Auckland	Hunua 100 Rally
25-27	Nelson	Nelson Branch Biennial Rally
25-27	Taranaki	W 2 W Weekend
25-27	West Coast	Labour Weekend Club Captain's tour

## NOVEMBER

1	Waikato	Veteran Rally
1	Otago	Taiieri Tour
1	Southland	Commercial Rally

1-2	Far North	Far North Tour
2	Wellington	Annual Rally
8	South Otago	Annual Rally
9	Horowhenua	Tararua Trundle
15	Hawke's Bay	Veteran Rally
16	Hawke's Bay	Homestead Run
16	Waikato	Swap Meet
15-16	Rotorua	Sulphur City Rally
15-16	Southland	Arrowtown Motorcycle Rally
23	Waikato	Cambridge Swap Meet
28-30	Auckland	Motorcycle Rally and Swap Meet
29	North Shore	Swap Meet
29-30	Wairarapa	Gold Medal Trial
30	South Waikato	TTT Rally

## DECEMBER

4	North Otago	Windsor Rally
7	Auckland	Gymnic
7	Otago	Moped Rally
28	Bay of Plenty	Celebrating 100 years of motoring

While *Beaded Wheels* makes every attempt to check the accuracy of the dates published in this column we advise readers to confirm all dates with the individual Branch concerned.



# WIN

a limited edition  
**Beaded Wheels cap!**

Here at *Beaded Wheels* we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions. To encourage you to put pen to paper two lucky authors per issue will win a coveted limited edition *Beaded Wheels* cap.

We can accept articles in handwriting, typed or done on a computer (any common word-processing program is okay) and they can be posted to Beaded Wheels, P O Box 13140, Christchurch or e-mail to beadedwheels@vcc.org.nz. Hi resolution digital photos are acceptable if taken using a five mega pixel digital camera set at a high resolution.

Please contact me if you wish to discuss an idea for an article.

Kevin Clarkson  
Chairman Beaded Wheels Editorial Committee

home 03 385 9821, work 029 236 3796  
(leave your name / number if engaged) email kevin.clarkson@ihug.co.nz

The lucky winners of the Beaded Wheels caps for this issue are John King, Waitemata and Arthur Bennett, Otago. Congratulations and thanks for the articles.

*Don't forget we are always looking for good articles.*

# THE WAY WE WERE

As recorded by Grant Hitchings

The VCCNZ Archive received a letter from Kathleen Perry, a North Otago Branch member, a few weeks ago.

She writes that she and another Club member had earlier visited a Mr Boyd Rapson in a rest home in Oamaru. At 90 years of age Boyd is their oldest member and the two of them spent some time with him discussing the era when he was first introduced to the motor car. A transcript of Boyd's comments was enclosed and I thought it would make a very acceptable contribution to this issue of *Beaded Wheels*. Kathleen comments in her letter "I do wonder how correct some of Boyd's recollections are" My reply was that even if some of the information is suspect the article still gives us a marvellous insight into the way we were with pioneer motoring.



Memories of Boyd Rapson as recorded by Kathleen Perry and John Miller during a conversation with Boyd who is now over 90 years old.

Boyd Rapson's father and his uncle Jack used to have traction engines in the early days and so they were interested in machinery. Jack went to America as a hydraulic engineer.

Boyd's father wrote to Jack and asked him if he could get him a Ford car. Jack replied that the Ford was the only car that would be any good in New Zealand and boxed up a vehicle which as Boyd remembers arrived at Queen's Flat (near Ngapara) on the railway.

When Boyd's father and his Uncle Jim went to open the box it was a big job because the box was so well made! The car was bolted to the floor of the box with two sticks – one through the front wheels and another through the back ones. It was a left hand drive, and Boyd thinks it may have been the first Ford to be privately imported into New Zealand. It was the only one of its kind because it came from Chicago.

All that had to be done to the car was to put the tyres on and put up the windscreen and the hood. The front tyres were bigger than the back ones. A pump and a few spanners were supplied. The car had a brass radiator, the lights ran on carbide and kerosene and it had a horn. The cost was about USD\$600 and \$6 had been taken off because it did not have a speedo (normally driven off the front wheel).

Boyd's father had not driven before but Jim had had a car, although Boyd cannot remember what it was. They had some fun getting home because they tried the car out on a back road and went over a bank on the way.

The timber from the box built a garage with two doors and with three feet of timber above the doors. This garage had a sloping roof and lasted 10 to 15 years. Boyd then made a tractor shed out of it and it lasted another 10 – 15 years. The timber was wide boards with a lap like tongue and groove and the two sticks that were bolted through the wheel were kept at Boyd's farm until about two years ago.

The car was used to go to church, to town, to visit relatives and also made a few maternity trips to Oamaru. It travelled at around 25 – 30 mph. Boyd walked two miles to Ngapara School. The car was not used for transport there, even if it was raining, his parents were too busy working on the farm!

The roads were very rough – made for horses and full of horseshoe nails and screws out of drays so the car had many punctures. Boyd's mother drove the car sometimes and Boyd remembers the day when he got into trouble for turning the key off. The car coughed but fortunately a girl sitting in the front made a quick grab and turned it on again before the motor stopped. There was a brass key that was turned one way to run by magneto and the other was for the battery, but this car had no battery! It could be started with a dry battery. When you turned the battery on the spark went. Sometimes the car would start because the piston would be at the top just ready to fire and when you turned the key to battery it would "whip over" but that wasn't very often and it was hard to crank.

Because it was a left hand drive, there was a gap between the two lots of pistons. The holes to go through to the carburettor were on the right hand side. There had to be a gap for the spark and the throttle to operate through to the other side of the motor. It was changed to electric. Boyd does not remember how, but it was put onto the motor somehow. Then the faster it travelled the brighter its lights were and when it slowed down the lights almost went out. The lights had to have special stronger bulbs because the power would blow out ordinary bulbs.

The 1914 Model T Ford was sometimes used to help transport the Ngapara hockey team and Boyd remembers going to Kurow when the team played there. The family

also used to visit relatives at Waimotu and at Airedale.

For the last two years of his education Boyd attended Windsor School and sometimes his father would pick him up on the way home from town. They would put Boyd's bike in the back and Boyd would be allowed to drive home. He wasn't very big, but it was easy to drive because it didn't have a gear change. You just pushed your feet on the pedals and that stopped one part from going round so that another part went round. It was a unique type of gear box.

At 13 Boyd had his first solo drive to Waimotu. Dad walked a mob of sheep with the dog and left the car on a hill for Boyd to start. After biking home from school, Boyd started the Ford in gear and set off. He passed through Enfield and was almost at Weston when he met another car coming the other way. He wasn't used to meeting traffic, so he slowed down and passed the car safely. He proceeded to Reidston via the Main Road and there met another car, but he was losing his confidence by then so he pulled up to let the vehicle pass. He did get to Waimotu safely but did not drive home. The Ford did not have a warrant and Boyd did not have a driver's licence. In 1929, at the age of 16 he obtained his licence and his father replaced the Model T with an Oldsmobile.

Eventually the Model T was wrecked. Boyd took the body off and made a trailer with the front wheels, he put a pulley behind the gearbox and used the motor for sawing wood and grinding plough shears until it ran out of oil one day and cut a bearing. It lay under the trees until Alex Gordon asked if Boyd would sell it to his son-in-law in Timaru. It was given away, restored and kept until the new owner died. It may have gone to a museum in Wellington. Boyd has donated the receipt for the original Ford to the North Otago Branch. bw



# mailbag

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,**

I note that Grant Hitchings (page 9, BW No. 263) notes that next year will be the 50-year anniversary of the Irishman Creek Rally.

My 1931 Riley 9 tourer proudly bears a VCC of NZ Irishman Creek brass plaque which tells me "10 years 1955-1965". Either somebody got his sums not quite right or I missed a finger in my complex mathematical calculations, but that would suggest that the 50-year anniversary would be 2005.

Of course it might also be that the 50th Irishman run will be in 2004, which is slightly different from the 50-year mark.

Should be a good do, though.

John King

*Editor: The 2004 event will be the 50th Irishman Rally.*

**Dear Sir,**

My sincere gratitude to you and your committee regarding the tribute (compiled by Bill Cross) to my late husband published page 51 in the August/September 2003 issue of *Beaded Wheels*.

Back in the late forties some small town butcheries offered a service supplying meat and smallgoods to rural communities, (in this instance Stirling, Benhar and Clydevale which in that era supported thriving industries) this being one of Ian's duties while employed by J Lowe.

The vehicle was a 1948 Ford van (memory of model is indistinct) and so the aspiration to one day possess a Mercury car of same Vintage was born but took many years to come to fruition.

As members of the Vintage Car Club over the last decade plus, I can now reflect on the wonderful rallies and tours, each with their own highlight (comical or otherwise) we enjoyed and participated in, the people encountered from many walks of life, and the friendships made. I wish the Club a successful future, may it continue to inspire and expand in years to come.

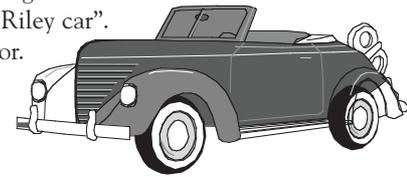
Janet Gross

**Dear Sir**

I recently had a young 20-ish female reporter from a local paper come to my property to do an article on the birth of my twin donkeys. Walking past the workshop she noticed my 1909 Riley through the window, and asked if she could have a look and possibly do an article on the car. I

agreed and took her into the workshop and proceeded to answer questions as to its history etc. After a while she pointed to the crank handle and asked what was that for. My reply was "you started the motor by winding it around." After a silent pause she replied "I see, but how far can you go before you have to get out and wind it up again" I kid you not! Following an explanation, one very embarrassed reporter left. The story on the donkeys appeared but so far nothing about the "wind up Riley car".

Ivan Taylor.



**Dear Sir**

Just a few points regarding my articles on Pierce-Arrow and Harley-Davidson in recent *Beaded Wheels*.

The Pierce Arrow Society editor of the Arrow magazine, my good friend Bernie Weis, advises that the total of Pierce 60 hp models built was 1,635 cars, not 1380 as I had it. In some years over 200 units were delivered, and weekly output could be three or four cars built, a relatively high number for a vehicle whose price tag could be up to eight thousand pre WW I dollars, just with standard bodywork!

After George N Pierce's death in 1910, the company was reorganized as the Pierce-Arrow Motor Company, and the designation Great Arrow was dropped from the actual models'. The prestige the Arrow models names had given the firm was the reason for this astute move.

I also recall another anecdote related to me by Herbert Dawley. Mr S H Knox Snr, the one-time head of the Knox 5 and 10-cent stores which became Woolworths, ordered a car to be delivered as a birthday present to his wife. "I was given carte blanche" said Dawley, "and Mr Knox approved the design. The interior was finished in Circassian walnut. The upholstery was specially woven, with her monogram woven into the centre of the three panels in the back seat. The chauffeur's uniform had to match. The result was a car of dignified elegance, and Mr Knox was most profuse in his praise. He looked the car over inside and out, then said 'Young man that car is beautiful'. The car cost \$18,000 less the chassis. I was then in my early twenties, and when he calmly wrote out a cheque in my presence

for the full amount, I said to him, 'It must be wonderful to be able to do that.' He replied, 'Young man, if I could have your energy I'd swap places with you - money and all.'

This, however, was not the most expensive Pierce-Arrow ever built. That distinction goes to the straight eight custom-built for Riza Khan, the last Shah of Persia. All the fittings on this car (which still exists) were gold plated, including the whole radiator shell. This car cost \$30,000 which is \$10,000 more than the most costly of all Duesenbergs - the well-known 'twenty grand'. At Pierce-Arrow, the Duesie was looked down on as a parvenu for the nouveau riche! There was another story involving Dawley with an ex chorus beauty millionairess, but that one is too long to tell here. Dawley called her Madam X. (Incidentally, Circassian walnut was still used in my 1934 Twelve now displayed in the Southward Museum).

In my Harley story, regarding Fred Hamm's 24 hour record in 1937 with a stock Knucklehead, I forgot to mention that for many years it remained unchallenged until Swede Hansen tackled it, with a Vincent Black Shadow. This failed when the uncaged roller big ends collapsed at the eleventh hour, and Hansen never tried again. I very much doubt that an Indian Chief or Brough Superior would have succeeded either. Eventually the record was broken by an American riding a Honda four decades later.

Maurice Hendry

**Dear Sir**

I'm writing to you to see if you have any information on the possible existence of a car I once owned.

I have often wondered if this, my first car that I owned while still at school, could be traced.

It was 1936 Austin 7 Ruby Sedan. I owned it in Wanganui from around 1969-1970 and last seen still in Wanganui

around 1971, it was a type of pea-green! Number plate was BT 9786.

She was in good and original condition with almost no rust so I feel if it was not destroyed it may have been restored (I hope). I hope you can help me with this.

Geoff Noyes  
79 Havelock Ave, Westbrook  
Palmerston North  
Email: lindageoff@hotmail.com

**Dear Sir**

I have been enjoying *Beaded Wheels* for several years now and have been meaning to write since I saw an advert for an Anderson Stationary Engine in the classifieds.

My area of the Vintage movement is the collection, restoration and display of early stationary engines and part of that is the compilation of an engine register for Christchurch built Anderson engines. I now have 858 engines confirmed out of the 10,527 engines built between 1902-1957.

Would members who have these engines be interested in contacting me at the address below with serial number, hp, condition etc for the register?

I also provide an info and dating service for these and other makes.

One of the things I enjoy about *Beaded Wheels* is seeing the names of people I've known in my travels. I see in issue 263 my old service manager has received his 25 year Badge. (Hi Bill, also from the Rangitikei, hi to Bob and also Len. These people will know who they are.) Keep up the good work with a great magazine.

Thanks  
John Thorby  
Andersonia  
120 Omoto Valley Road, Kaiata  
Greymouth 7801

**Dear Sir**

Does any one know the location of this vehicle as its whereabouts are of interest to



New Zealand enthusiasts. It came from NZ and according to the 1973 WOKR roster was owned by Judge Raymond Thompson of 1530 E. Commonwealth, Fullerton, CA 92631.

This is pretty obviously the Hamlin car mentioned in the last two issues. The caption inside the magazine states that it is Judge Raymond Thompson's 1914 Daimler, the car was found in NZ and had been owned by a well-to-do sheep rancher who maintained the car in excellent condition. It had 5,000 original miles when found. I have checked WOKR records and Raymond Thompson appears to have dropped out in 1975. The 1974 WOKR roster lists the car as a 1914 Model 20 serial (chassis) number 16236. There appears to be a VCCGB badge on the front of the car. The registration plate is harder, there is a three figure number 424 or 474 at the end and words which could be California historic or antique. Perhaps some of our HCCNZ friends could help track it down. I have had no response from WOKR and it is thirty three years ago.

John Stokes  
PO Box 518,  
Silverdale 1330, Auckland  
email: jcstokes96a@xtra.co.nz





S Warren, 1969 Riley Elf in the Santoft Forest.  
Right: John Preston's 1929 Ford truck, first vehicle owned by the AA in Wanganui.



Text and photos Fay Chamberlain



Above: Overall winners Ron and Margaret Ingram, Hawera.

## Wanganui ANNUAL RALLY including AA Centennial Rally

What a wonderful weekend it was!  
The weather stayed fine, the temperatures were warm,  
and the numbers of entrants were way up!



Club Captain Ian Chamberlain farewells Ian Rowden, Palmerston North, the first away in his 1926 Oakland.



Peter Boniface, regional Manager AA Wanganui ready to start his rally in fine style, he made it in the 1937 Austin 7.

Below: Jim and Beryl Watson, 1914 Buick.



Seventy-one entrants from as far North as Mt Maunganui, as far East as Dannevirke, from Wellington in the South and New Plymouth in the West, rolled into Wanganui on Saturday 31 May to be noticed on the streets. (Oldest being Jim and Beryl Watson's 1914 Buick). A special feature was the appearance of the AA Austin 7 driven by staff member Peter Boniface. Also present, John Preston's 1929 Ford Truck, the first vehicle used by the AA in the Wanganui region, still in fine condition and working well on his farm at Raetihi.

Saturday night gave folks a taste of Wanganui streets with the AA run, (all instructions began with "A", and all answers to questions the same! This proved to be a lot of fun, (though some disputed 'arry Lauder was acceptable as the singer of "Keep right on till the end of the road"!)) A "crazy" prize-giving followed, created by secretary Fay, which really warmed folks up for the big day on Sunday!

The rally began on Sunday morning from Trafalgar Square car park at 9.30 am. Cars took alternate routes through the city, before travelling south via Okoia Hill and Durie Hill respectively. After a short time on the main highway, a short trip to Turakina Beach provided a scenic/comfort stop before proceeding through the next stage, a trip through Santoft Forest! Permission was sought and given for entrants to travel along this private road, (despite the fact that "the army could be present!") and small and large cars alike proceeded through the pine trees, for around 30-40 minutes. The road was stony and narrow, but very interesting. It was also the "timed" section, which proved to be a real teaser as all distances were now calculated in "leagues"!

All cars negotiated the forest safely, and made a short trip to the coast to Scott's Ferry that was used 140 years ago for crossing the Rangitikei River.

The lunch stop was at Bulls Domain, where the question of "how many leagues in a mile" became a hot topic! (One entrant even quoted the "...half a league, half a league, half a league onwards, into the valley of death rode the 600..." charge of the Light Brigade, Crimean War. Others were on the 'nautical' stuff from Jules Verne!) No matter, all vehicles came in safely, though a couple were attached to tow ropes.

After a delicious hot lunch, the route headed back to Wanganui via the suburban streets of Marton, through Fern Flats and the Turakina Valley, (a brief time on the State Highway), and home via Fordell, the Matarawa Valley Road and Okoia to the clubrooms in Wanganui East. (Question: how many words are you allowed in the branch's *Idle Torque*?)

The ladies of the club had surpassed themselves once again with afternoon tea plates, and catering for the evening's "Christmas dinner" and prize giving began.

Over 100 folks filled the newly extended clubrooms to enjoy the evening, suitably attired in red/green combinations, deer antlers, etc.

Many cups/prizes were presented over the various classes, with the overall winner proving to be Ron and Margaret Ingram of Hawera, in their 1968 Volkswagen. However, the general consensus of opinion was that all were winners! The point of the weekend was to have a good time, and that's what we did!

bw

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## Through the eyes of a young enthusiast

Report by Joel Strijbis (aged 10, Allenton School)

On Tuesday 11 February Mr BW Datlen brought a home-built 1886 Veteran Benz to Allenton School for us to see. The owner of the car could not get the motor to run so Mr Datlen, a mechanic, and Mr Lynn, an engineer, worked on it in Ashburton. Mr Datlen explained to us that it ran on aviation fuel. It has 1½ horsepower, and is one of the only two replicas made by hand in New Zealand. It was the first production car Benz made. He made 140 of them. Unfortunately none of them exist today. I interviewed Mr Datlen at his workshop, and he told me that his favourite part of the car was the motor. The Benz has two seats and was the first spark plugged ignition motor. Other motors of that time used hot-pipes for a spark. I also found out that the plans for the Benz had been imported from overseas. Mr Datlen has always had an interest in cars and belongs to the Ashburton Branch of the Vintage Car Club. He owns a Cadillac as well as some other old models.

### History

Mr Benz who built the first car in 1886 was born in Germany and was thinking about doing some more work on his latest



model (the Benz). It started to rain while he was in town at a meeting (which was a couple of miles away from his place). Anyway his wife drove it to town to pick him up and that's how he decided that the Benz was fine the way it was. The English didn't like the idea, so they made a law saying that a man had to go in front of the vehicle waving two red flags so the vehicle didn't frighten the horses on the roads. Since then the Benz has been improved in more ways than one and is now the Mercedes Benz that we see today.

dw

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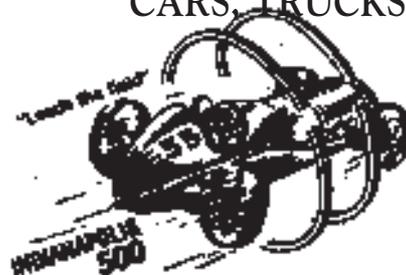
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*Official photo stop in a local hop garden in Riwaka. Tony White with his mother as navigator.*

# Model T Ford Rally

*Text Sharon Kennedy Photos Pat Kennedy, Michelle White*

Fancy being on the committee of the 10th National Model T Rally and not owning a Model T let alone having even sat in one! But there I was, amongst some marvellous people who were organizing the said rally, and having a great time while doing so.

The Tenth National Model T Rally was to be held in the Nelson area over a four day period from 6 to 9 February 2003, with the rally venue based at the Riwaka Hotel which is a short distance from Motueka. With 160 eager participants prepared to enjoy the delights of the Tasman District, the committee members were more than ready to throw them lots of good motoring, some marvellous sights, and to send them home with lots of warm memories. But how to deliver all this in such a short time frame, and hopefully inspire some to return and savour all that Nelson and the Tasman area can offer, but at a more leisurely pace. What we weren't counting on were those who were making serious noises about moving here!

The rally officially started on Thursday 6 February 2003, with fellow committee members - Michelle White, Anne Dorne and Karen Thompson handling the usual miscellany associated with the registering of the 71 entries. Model T owners and passengers had travelled from as far away as Auckland and Dunedin with the furthest being Bob and Lael Paquin from Oregon in USA. A light meal and the usual nattering and catch-up time followed this, with everyone retiring at a decent hour to prepare for the next day's outing.

The Big Day Out run was to Lake Rotoiti, situated at St Arnaud - approximately 60 miles south of Nelson. The run started with the official photo shoot amongst the vines of a local hop garden in Riwaka, and then it was straight into the first of the two timed sections for the day. Morning tea was provided at the unique Quinney's Bush Camping Ground and from here there followed another hour's motoring to the lunch stop. As usual Lake Rotoiti was breathtaking in its beauty, and after lunch it was time to hit

the road again. This time the Model Ts would travel to Kawatiri Junction and then using State Highway 6 would do a detour via The Dry Weather Road (read: dry, dusty and some might question enjoyable!). Icecreams and refreshments were the order of the day in the township of Tapawera, and from here the cars travelled back via the Motueka Highway - back to some much needed washing, for they were to be on show the next day.

Day two, again starting from the rally headquarters, and the Model T's set off on the Town and Around run via the inland Moutere Highway to Nelson, where the cars were displayed in the MS Ford carpark. While the vehicles were admired by the public the owners were free to explore Nelson's Saturday Market, following which, courtesy of a double-decker bus, they were transported back to their vehicles. From here it was a short run to Founders' Historic Park for lunch. Following a look-see around all that the Park offered it was time for the WOW Museum. The Rally's largest sponsor, World of Wearable Art & Collectable Cars, provided what we knew would be one of the major highlights of the rally participants touring time with us. Committee member Rob Thompson did a great job of organising the parking of the Model T's into an impressive semi-circle, again for the public to ooh and ahh over, which left the owners free to do the same over the museum's outstanding collection of cars, and the must-see amazing wearable art collection. A leisurely drive back to Motueka via the coastal highway completed a very enjoyable and sun-filled day two.

That evening - again the usual chatter and laughter filled the marquee and after dinner, local band Jiggery Folkery (world famous in the Nelson area) entertained all. Various enthusiastic

members of the rally first warmed up with a few slow dances, then it was on to some different and often unique versions of Celtic jigs and reels. A hilarious time was had by all. Tired committee members just had to pull the plug at 11.30 - another big day was beckoning.

Sunday would be the final day's outing - the Back to the Past run. This run saw the participants first head west to the glorious beaches of Kaiteriteri, where those early enough to be up and about, saw the cars do a drive-through of Kaiteriteri Motor Camp. Then it was back out to Riwaka and on through Motueka township, to travel down the Motueka Highway before heading inland. A climb through the forest with some shingle roads thrown in for good measure, and it was finally down to the Waimea Steam Museum where the cars were parked up, lunch consumed, various buildings housing all sorts of machines etc to be inspected, and finally - the gymkhana. For those unfamiliar with Nelson's climate - Nelson records the highest number of sunshine hours per year, and that day, it felt like they were all coming at once. Amongst all this the owners and their cars were put through their paces, with the overall best score to emerge being car number 45 driven by Graham Scott. At this point special mention must be made of the invaluable assistance received from so many volunteers who marshalled and assisted during this rally. This day in particular they truly deserved the biggest "thank you".

The return trip to Motueka included a stop-off at The Settlers Cottage, then a detour through Company Ditch Ford for another photo session. (The only unfortunate victim of the ditch being the professional photographer who had decided to park his vehicle, a Holden, on the river shingle and had to be towed out by the backup vehicle.) Finally the sun-soaked participants made their weary way back to their respective accommodation to prepare for the final dinner and prize giving.

Amongst lots of laughter, entertaining stories, and much ribbing by the Chairman, Tony White, the prize giving progressed and the final meal was consumed. Old friends and new-found friends appeared reluctant to depart, and already those present were looking forward to next year's rally in Rotorua.

But ... this would not be the end. No, more beauty beckoned over The Hill. Takaka Hill that is. Golden Bay would be the venue for the extended three-day rally.

Again, so much to see, so little time in which to do it. Three of the more senior male members of the committee, (Ken Inwood, Neal Dorne and Pat Kennedy) had spent many a wonderful day over in Golden Bay, reportedly seeking out places of interest that would be on offer. Personally, thoughts abounded that it was more like "The Last of the Summer Wine" outings. So following a lay-day on the Monday, 37 vehicles and their owners gathered bright and early Tuesday morning and set off in a staggered convoy to do the 18 mile trip up, over and down the Takaka Hill to where Golden Bay and more glorious sunshine awaited us.

The Junction Hotel in the main street of Takaka would be the meeting place for this more laid back rally, and after lunch more motoring beckoned. First stop was the amazing Te Waikoropupu Springs (more commonly known as Pupu Springs); then it was on to a privately owned hydro power station; afternoon tea followed at Bencarri Eel Farm; and finally a lucky few caught salmon at the Anatoki Salmon Farm. All in all, a picturesque afternoon in Golden Bay. Again, amidst the usual hilarity and banter the evening progressed at The Junction Hotel, where prior to our meal, Peter and Esme Fletcher from Clinton produced for the enjoyment of all, their smoked salmon to be consumed. And so to bed to prepare for day two.

Early morning sunshine saw eager participants set off on a very enjoyable and leisurely motor to Farewell Spit, to meet up at the Café for morning tea. One chappie from Auckland was so taken with the beauty of this area he was later heard to express a keen desire to move here. From Farewell Spit, it was a short trip back to Collingwood for lunch, after which an impressive array of Model



*Cars on display at Founder's Park, Nelson.*



*At Lake Rotoiti left, 1914 Model T, John Grey and Wendy Davies, right 1913 Model T Peter and Esme Fletcher.*

T's were lined up outside the Collingwood Garage, and the verandahs on the opposite side of the road groaned under the collective weight of so many keen photographers.

Once the photographers were rounded up and deposited back in their cars, it was then a leisurely drive inland to the historic Langford's Bainham Post Office & Store where some very dusty and therefore old looking cars had some very dusty and old looking photos taken. Miss Langford, the proprietor of said store entertained and joked with many, with Cossey from Waikato (a.k.a. Bryan Cossey) being the last to leave, and if it was not for rigorous persuasion, he might still be there. From there it was a scenic drive back to Takaka with some heading to a local swimming hole to cool off, and others to respective accommodation to recuperate for the evening get-together.

Day three saw all enjoying the beauty of the Begonia House (with a few purchases carefully stowed away for the trip home), and a stroll through the pre-historic setting of The Grove awed many. Then followed a drive through Pohara and out towards Ligar Beach where lunch was partaken. From this quiet wind-down, and therefore the end of our time in Golden Bay, the cars started the journey back over the Takaka Hill and home to Tasman, to where the final function of the extended rally would be held.

Kaiteriteri Beach saw the remaining Model T owners arrive for a barbecue. Generous sponsors had enabled the committee to provide the final meal, and along with some mussels "all the way from Waikato" cooked by Cossey from Waikato (although there was suspicion that these did in fact originate in Golden Bay), it was a marvellous end to a wonderful time.

The committee had great fun in the planning and running of this 10th National Model T Rally and believe that they had indeed achieved what they set out to do and that was for all to experience marvellous motoring, memorable moments and to have a grand old time. And speaking for the four committee members who are not Model T Ford owners, we met some absolutely wonderful people, made some neat friends and if asked, I'm sure that we would willingly do it all again.

# The Royal Daimlers

Text Richard Stevenson

Viewers of the television programme "The Lost Prince" on the Sunday Evening Theatre will have been treated to the sight of many different Vintage cars. However one make, the Daimler, was conspicuously absent.

This was a royal favourite, ever since Edward VII who, when still Prince of Wales, owned a Daimler in 1900. Today, few Vintage Daimlers have survived due to their famous but vulnerable sleeve-valve engines. This type of valve, adopted in 1908, was both silent and long-lasting, and was a way of avoiding the frequent regrinding of poppet valves necessary with the poorer steels of the time.

Extraordinary mileages were achieved by these engines in buses and other commercial vehicles, and in World War I their largest engine (the so-called 105 hp, but actually 88 hp) was used in early tanks. The Achilles heel was the continuous lubrication needed to overcome the friction of the sleeves and once it was cut off the sleeves rapidly seized up. Such was their fate during World War II, as with the shortage of petrol and metals most were laid up or scrapped.

The restoration of a Vintage Daimler is a daunting task as the engine needs to be dismantled and the pistons, sleeves and cylinder carefully separated. The earlier sleeves being of cast-iron are remarkably fragile and the whole process must not be hurried. On no account must the engine be freed by towing or by standing on the starting handle as the driving lugs on the sleeves are easily broken off.

The early Daimler engines were unobtrusive provided their revs were kept down to 1500 rpm but this severely limited their power. After 1925, steel sleeves were adopted which allowed higher revolutions but the sleeves still needed copious amounts of oil (giving a smoky exhaust). A rather feeble 12 hp needed a 6.17:1 back-axle to become a useable means of transport.

A 35/120 Daimler was once presented to Sir Winston Churchill but over the years it was treated rather indifferently and finally laid up. This of course was the worst possible treatment and when the car was eventually restored, sleeves for the engine had to be made by hand.

In 1919 there were two six-cylinder models, a 5-litre 30 hp and a vast 7½ litre 45 hp. The latter was ideal for regal ceremonies and mayoral processions but later, an even grander 9 litre 57 hp was specially made for use by the Royal Family.

During the latter part of the 1920's, Daimler produced complex sleeve valve V12's and these engines replaced the earlier 57 hp ones in the royal cars. In the 1930's Daimler adopted the Fluid Flywheel and a pre-selector gear-box but finally abandoned sleeve valves when poppet valves became more robust and quieter. Yet the Royal Family stayed loyal to the marque until the 1950's. bw

*A replica of King George V's Double-Six, with fluid flywheel and self-changing gearbox - 1930.*



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**KAIRANGI.** You won't find it on every map, and then only if you know where to look — in the hills south of Cambridge, one of the steeper parts of the Waikato. It's a relic of the days when every little locality had its own community hall, but now many communities seem to have dissipated and only the halls are left.

*Steve Sharp's 1955 Buckler 90, unusually aerodynamic*

But Kairangi's hall, at least, is well maintained and offers a few comforts, which made it useful as the focal point for the Waikato Branch hillclimb held on 4 May. Some entrants from outside the region, particularly from Waitemata, used the hall for staying in overnight. Their reasoning had something to do with being able to sleep in beyond the ungodly hour they would need to get up in order to drive from Auckland the nearly three hours to Kairangi in time for the 9 am briefing.

That was all very well, but it failed to take into account the similarly ungodly hour at which somebody was bound to wake up and, in starting a conversation with somebody else on the far side of the hall, awaken its entire contents. Permanently.

Waitemata Branch members made up about half the Kairangi entries on this, its third annual hillclimb. Most of the rest were locals from Waikato, plus a scattering from Auckland and one from the east. The 22 starters took in a fair range of vehicles, varying in age from Danny Ryan's 1919 Lancia Kappa, a car obviously of Veteran era in design, to the 1970 Sunbeam Imp of Steve and Casna Payne; and in ferocity from the Imp to either Michael Creak's 1962 E-type Jaguar, Roy Rowe's V12 Lincoln Zephyr or Richard Wright's 1963 Ford special Beowulf, depending whether you count spectacle or speed as the major criterion.

FTD went to Richard Wright at 35.78 seconds. Beowulf started life with an Austin A35 engine and then went Ford, and it currently contains something a bit bigger but still from Dagenham. The chassis and running gear must have been sorted out right from the start, for it seemed to cope well with the added power and the car climbed the 800 or so metres of narrow country road with a minimum of drama. The fat feet doubtless helped.

Also among the elite under-40s were Michael Creak at 36.03, driving one of the few cars fast enough to have to brake going uphill (its registration number MC2 is relatively subtle), and Steve Sharp in his Buckler 90 at 39.19 seconds, was notable for improving his time on each of his five competitive (plus two practice) runs. Only four drivers took advantage of having six timed runs, and only one of those made it his fastest. John St Julian missed a couple of climbs in the middle while replacing a broken first speed chain, the sort of thing only a Frazer Nash driver has to worry about among four-wheeled machinery. He managed 49.22 seconds, some way behind the only other chain-driven device, the startlingly quick BSA Bantam of Les Harris at 43.63, but just ahead of Di Humphreys at 49.44 seconds in her supercharged MG J2.

It's taking a while, but women are gradually being seen on the sporting Vintage side. They're by no means slow, either, with



*Roy Wombwell's oddly shaped special is one of two Austin Sevens at Kairangi. (Bob Hayton)*



*The speed and spectacle of Roy Rowe's 1938 V12 Lincoln Zephyr is probably not quite what Henry Leland originally had in mind for his luxury sedan.*



*Allan Booth, Waitemata branch chairman, has been a regular hillclimb competitor for years in his 1933 Riley 9 March Special replica. (John King)*

# WAIKATO *frolics*

Report by John King

Photographs by John King and Bob Hayton

for a British sports car of the period, is also quick and steadily improved its times to be third FTD. (John King)

Anne Thompson turning in fastest Vintage time of 48.47 in her rare 1926 3-litre Sunbeam with handsome Gordon England body (the car, that is). And Casna Payne was right up there with husband Steve in the family Sunbeam Imp with times intermingled, although he managed to beat her in the end with 63.59, the Imp apparently losing tune during the afternoon and gradually getting slower.

David Adams completed the Sunbeam trio in his 1932 Model 20, a mixture of Vintage and Post Vintage with elegant drophead coachwork, whittling away at his times to manage 50.44 seconds on his last run. There might have been a fourth Sunbeam to make it the most common marque, but Wallace McNair muttered something about having already used up his month's petrol ration and left the V12 aero-engined special at home in Hamilton, campaigning his Riley Lynx instead. That proved no sluggard at 44.16 but was beaten by David Garrett in his 12/4 special at 43.09 seconds, even though the special was giving away a whole litre in engine capacity.

And just to show what a small world this is, the Sprite engine in the white Garrett special originally came out of that very same Lynx 50 years ago. Both Rileys have undergone metamorphoses in the intervening decades, but seeing them on the same stretch of road and together in the same paddock at the top of the hill, next to the hall, added another aspect of motoring history.



Thanks to a loop road, both Steve & Casna Payne were able to get several runs in their 1970 Sunbeam Imp. (John King)



Bill Shiells and Diane Humphreys discuss superchargers beside her MG J2. (Bob Hayton)



The Ford 10 special of Greg Terrill smokes as it enters the Kairangi finishing straight. (John King)



Those who have always thought of BSA Bantams as trundly learners' bikes have never seen Les Harris in action. He is about to set a time of 43.63 seconds. (Bob Hayton)

With a time of 44.16 seconds, Wallace McNair's Riley 16/4 Lynx is the second-fastest post vintage car, beaten only by David Garrett's Riley 12/4 special for which it supplied the engine 50 years ago. (John King)



Rileys were the most numerous type with a total of four. Waving the Riley Nine flag were John Hearne in his 1930 Brooklands, a road-going car with full windscreen and mudguards, with a fastest time of 50.35, five seconds better than Allan Booth in his 1933 March Special replica. The cars from Coventry outnumbered the Austin 7 specials, usually so thick on the ground you can't turn around without tripping over one, by two to one. Roy Wombwell and Mike Woods spent the day hammering away at each other's Austin times in the mid-50s, but in the end Roy's 54.34 on his last climb was just over a second faster than Mike's.

Ford engines powered three cars, Beowulf, the Buckler and Greg Terrill's 1959 monoposto Ford 10 special, which worked its way down to 45.50. Lotus Mk 6s like Ivan Cranch's were usually powered by Ford during the type's mid-1950s production period, but in Ivan's case a 1500 cc MGA engine lurks under the bonnet and his best time of 41.78 seconds was fourth fastest of the day. The third MG engine at Kairangi, this time in company with lots of other MG parts in the form of Gordon Dearlove's 1955 TF 1500, managed 53.75 seconds.

Slightly faster at 51.10 was Kevin Andrews in his stripped 1931 Wolseley Hornet, which sounded very smooth throughout its rev range but was beaten in both noise and speed at 49.28 seconds by Danny Ryan perched on his Lancia Kappa, and exhaust echoing around the hills. Also high in the spectacle and speed stakes was Roy Rowe in the Lincoln Zephyr at 45.47 seconds, showing a sprightlier set of wheels and more revs than was probably ever envisaged for these late-1930s luxury cars.

Waikato Branch is to be congratulated for its efforts in running this third hillclimb at Kairangi. The organisation was thorough and slick enough to have two practice and six timed runs, the weather cooperated after morning fog cleared and the drivers were all enthusiastic. We look forward to more activity in the hills beyond Cambridge.

bw



As the fog lifts into the hilltops the sun shines on contestants and their cars in the Kairangi paddock. (John King)



A large car for a single-lane country road, the 1932 Sunbeam 20 of David Adams is also surprisingly nimble. (John King)

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The booking came in the form of a phone call, “do you have off street parking” the caller asked, “yes” I informed her, “and do you have accommodation for three couples?” she continued. I noted the parking seemed to have taken first priority, but dismissed it as being my imagination”...



## THREE *grand ladies* came to visit

*Text and photo Janet Colcutt*

I will call again nearer to the time to confirm, just in case of any mishaps or changes in plans” she added, and that was all we knew at this stage about our expected guests — and the booking was not to take place for yet another six months. It was duly noted in our book marked on our chart, and then slipped into the recesses of our mind.

The months passed, and then the day came when the almost forgotten phone call was made, the lady’s voice informing me that everything was in order and their ETA would be tomorrow about 3 pm. Well! These three couples being our total head count that day, meant we had all the early part of the day to ourselves, so we decided to take ourselves out for a drive up to Keri Keri — shout ourselves to lunch at Dante’s and enjoy a leisurely drive home in good time for our guests’ arrival. The day was beautiful, very warm sunshine, heavy with the smells of dust, field flowers and grass nearly dry enough to become hay.

We were about half way home when ahead of us sauntering along were three grand old ladies, all travelling in convoy. The leader was identified as a 1925 Hupmobile tourer, a delicate cobalt blue, riding high on steel-moulded spoked wheels fitted with narrow tyres. The covered spare was mounted on the back, whilst the front end sported two enormous headlights whose covers were embroidered with a distinctive H. The driver clutched an oversized wooden-spoked steering wheel and the stiffly sprung chassis made both driver and passenger bounce up and down like puppets.

Second in line was a crocus yellow 1924 Dodge tourer also riding high, looking very sturdy on its pressed steel wheels and sporting two extendable driving mirrors.

Last, but not least in the convoy looking fussy and well covered in was a 1927 Buick, chalky white, with cinnamon guards and fabric covered roof. The nut brown leather upholstery well matured and polished, indicated days of opulence long gone by.

Well, as we drew level with them we tooted and gave them a wave (it just seemed the right thing to do) in response we got an orchestra of honks and hoots that must have been born to be in a circus, rather than the death defying warning it must have been meant to be back in the 1920s, so on we went heading home and arriving with good time to get ready for our expected guests, who were still unknown to us.

So house unlocked, windows thrown open, kettle on, and cups set out, we waited, and in due course they arrived, driving in formation, and parking side by side in our car park, with the precision of a master craftsman, leaving hardly an inch to spare between them. The ladies alighted (without help) and undid their rather wide hats, which had been draped and tied with tulle, while the men closely inspected their cars, touching squeezing, and kicking the tyres, lifting the bonnet and making a little ‘man’ sounds, and lifting the eyebrows to make one point or another, eventually screwing things back on, and having a poke with a finger. The final act was to caress the front and back bumper with the under sleeve of their coat in that

final (I love you) gesture, then and only then did they come into the house.

Tea was dismissed in favour of a beer, although the ladies stuck with their tea, and for the rest of that day the only topic of conversation was (you guessed it!) very old cars. Nearly all of those guests would have been in their 60s.

The driver of the Buick was a very dapper man, who seemed to know absolutely everything about the cars, from what fuel to use, to how to make spare parts, and how to improvise when all else fails. Their stay lasted three days, I have never heard so many honks outside of our house, as every car that drove past seemed compelled to say something (in car talk).

Before retiring to bed for the night the men removed the beautifully crafted chrome and nickel radiator caps, (very attractive to a passer by) replacing them with plastic utilities.

When the time came for them to leave us, the drivers took a soft cloth and carefully wiped the noses of our grand old ladies, who then lined up outside to grace us with the photo you are looking at now, and I saw them blush with pleasure as they drove off down the road, accompanied by honks and horns.

And so our three old ladies left us, and we are the richer for having met them.

As a sad foot note, a follow up letter told us the driver of the Buick died of a heart attack on their way home, leaving someone else to complete the Christchurch to Cape Reinga and back to Christchurch run, although all agree he died doing what he loved doing best.

May he rest in peace.

bw



# AGM 2003

Text Marilyn McKinlay, photos Kevin Clarkson



Above and top photo: Marlborough Branch Clubrooms at Braysshaw park.

On the first weekend of August Ian Paynter, Marlborough Branch Chairman, welcomed the National Executive, Delegates and members to the Annual Conference at the Wisheart Room in the Marlborough Centre in central Blenheim. Once again it was an opportunity for a small branch to host fellow VCC members to their town and district.

The highlight of the AGM came when National President Leigh Craythorne announced the winner of the John L Goddard Trophy. There was a buzz of approval and a standing ovation for Allan Storer as he accepted the trophy.

Allan had earlier spoken to the meeting about the Club Captain's Tours which he instigated in 1973. Leigh's description of Allan's contribution to the VCC over the years was a very full and moving tribute to one of the clubs most modest and unassuming stalwarts.

The Saturday bus trip which has historically been described as "an outing to entertain the ladies" proved to be most enjoyable for the 33 people who were not involved in the afternoon Executive meeting. They were treated to a great variety of sights and sensations from pickles, art and crafts to fortified wines and exotic delicacies which really tempted everyone to return to the district for a longer exploration.

Memories of the Saturday evening meal are now overshadowed by the wonderful exclusive performance put on for us by Bella Voce the Marlborough Girls College choir. Director Robin Randall ably led the 21 girls in the 45 minute performance



2003/4 Management committee: Back row left to right: Rob Knight (Club Captain Northern Region), Frank De Lautour (Speed Steward), Greg Terrill (Management Committee), Gary Beaumont (Management Committee), Betty Wallace (Archivist), Bob Ballantyne (Management Committee). Seated left to right: Rod Braysshaw (Registrar), Kevin Clarkson (Beaded Wheels Chairman), Julie Cairns (Administration Manager), Leigh Craythorne (President), John Coomber (Secretary/ Treasurer), Diane Ross (Club Captain Southern Region).

which held the audience spellbound. A standing ovation was rewarded by a ten minute encore.

Later in the evening while the rugby dragged some away the friendly atmosphere was a good ending to a full day. Sunday morning at Braysshaw Park, the location of the Marlborough Branch clubrooms saw members enjoying the hospitality as a light lunch was continually served while people gradually left for home by plane, ferries or road. Marlborough Branch were excellent hosts – thank you so much we know what a huge task it is for a small branch to host the AGM. bw



This year's recipient has served the Club at both branch and national level.

Joining The Vintage Car Club of New Zealand (Inc.) Canterbury Branch in 1958, the recipient's first rally was in his Veteran, 1912 Albion, newly restored in 1959.

He served on the Canterbury Branch Committee, lending a bulldozer to help with the development of the Branch grounds at Cutler Park, McLeans Island.

He was also instrumental in the formation of the Canterbury Branch Commercial section of which he is still an active member.

He was elected to the position of New Zealand Club Captain in 1972, a position he held for fifteen years.

Such is the brilliance of his memory, it is said that he was able to plot a rally in any part of the country at the kitchen table without the aid of a map and when it was checked prior to the printing of the rally instructions, it was always spot on.



# John L Goddard TROPHY 2003



*Citation by Leigh Craythorne*



*Left and above: 1912 Cadillac.  
Below: 1929 Cadillac Service Car.*



He was also a member of the Club's early Dating Committee.

During the 1965 International Haast Rally (for which he restored and motored a 1912 Cadillac Service Car ex Mt Cook) he was responsible for the supply and transport of fuel and luggage. A week after this very successful milestone in the Club's history, he was among a group of five Veteran cars, all entrants in the Haast Rally, who motored from Hawea Flat to Fox Glacier celebrating the opening of Haast Pass.

He took part in the FIVA Australian Bicentennial International Rally in 1970 motoring his 1912 Cadillac.

In 1972, he was elected to the Committee for the 13th FIVA International Rally, which was allocated to New Zealand and held in Nelson, where he was responsible for the rally routes.

He was also part of a Steering Committee that was formed in 1973 to

consider the proposal for another 'International' to be held in 1980.

In 1973, the recipient, as New Zealand Club Captain, introduced the Club Captain's tours to alternate between the North and South Island. These Tours celebrated their 30th anniversary this year when once again he toured in his 1930 Model A Ford.

Being in Ireland in 1978, he attended the FIVA Council meeting with 17 countries being represented. During the meeting commercial vehicles were included in FIVA's jurisdiction and they were formally adopted in 12 classes. This was achieved following a long New Zealand campaign. He was able to report that the New Zealand campaign for motorcycle recognition was on the verge of success too.

He was second in charge for the 1980 International Rally in Rotorua and restored a 1929 Cadillac fifteen-seater Service Car for this event. This vehicle was used to transport all the rally records to and from Christchurch.

1986 saw him organising the 21st reunion of the 1965 Haast Rally where 120 entrants, marshals and back up crews came together to share memories.

It was this year also that at the Executive meeting, he was asked to sit on a sub committee charged with the task of investigating the possibility of the Club setting up its own insurance scheme

1986 was a busy year for our recipient – he was among a number of VCC members who entered the Total World FIVA Rally held in South Africa, entering the 1930 Model A Ford Commercial.

*Left: 1912 Cadillac.*

His restorations include the 1912 Albion, a 1939 Diamond T one ton truck, the 1930 Model A Ford and more recently, a 1913 Willys Utility that he rallied in the National Commercial Rally last year.

He is at present working on a 1927 Thornycroft 30 cwt truck.

A valued and respected member of Banks Peninsula Branch, the recipient is well known for his depth of knowledge in all aspects of motoring and road transport history. He has aided many club members to get numerous vehicles on the road and the green Valiant ute continues to transfer parts over long distances.

In recognizing the recipient's long and valued association with The Vintage Car Club of New Zealand (Inc.) at both branch and national level, his several noteworthy restorations as well as his constant and continuing assistance to fellow club members, the Club has proudly awarded the John L Goddard Trophy for 2003 to Allan Storer.

*Allan received the John L Goddard Trophy at the AGM from National President Leigh Craythorne.*





Alan Grout (350 Ariel) and John Bryant (350 Velocette) on one of the hairpins of the Crown Range Road.



## 18th National Motor Cycle Rally

Text and photos Ian Dougherty

# POST RALLY

To quite a few who participated in the 18th National Motor Cycle Rally in Invercargill, the Rally was no more important than the week-long tour which followed. Though most of the 72 tourists rode their rally bikes, several had changed older bikes for classic and modern machines. Many had pillion or sidecar passengers, and some had back-up support in cars, utes, and campervans. But for all, it was a motorcycle trip to enjoy.

After assembling in the Southland Branch VCC Clubrooms, sorting luggage into the support trailers, and receiving a short briefing at 9am, riders and support crews set off for Riverton, accompanied by very strong winds. The road out to Riverton is flat, but changes direction frequently, so the force of the wind struck from various angles. Riverton is the second oldest town in New Zealand, and it is difficult to go much further south to live. The route instructions offered a ride out to Riverton Rocks. Next stop – Antarctica !

On the run along the south coast, through Colac Bay, and up to Tuatapere, the winds seemed to get stronger. Tony and Leigh Craythorne on the 600cc Panther outfit were able to thud along in top gear, but most of the other outfits had to rev out in third. Riders on smaller solos had the same hardship. Tuatapere, a major Southland provincial town, proved expensive, both for the cost of petrol and lunch, a sure sign that the route is a tourist attraction. Once through the Blackmount Valley, and up on to the plateau

that runs on to Manapouri, the pace of the run picked up. While some detoured in to Manapouri to book activities, the rest rode on to Te Anau, striking light rain over the last few miles. The overnight accommodation for two nights was in the Te Anau Camping Ground, with one free day to enjoy the Southern Lakes attractions.

Without community dining facilities available, most of the tour settled into small groups, and descended on the eating palaces of Te Anau. The town took the influx in its stride. With the cheerful brashness which goes with tours, several groups scored free rides in courtesy coaches. How about the Auckland / King Country mob who dined in one establishment, called on another for coffee, and then cadged a courtesy ride back to the motor camp! With Milford Sound only a day trip away, several riders made the ride, unfortunately not entirely dry, but worth it for those who had never been into this famous attraction. Neville Olsen showed his true Vintage character by riding in on his acetylene headlamped 1924 BSA through the Homer Tunnel, and of course back. Not bothering to light the gas – the wind in the tunnel would blow out the flame – Neville scrounged a “let me follow you, but don’t go too fast” guide from motorists. The overseas driver of a campervan, who couldn’t speak English, provided the return run, but was very mystified by the whole performance. Michael O’Kane, from Auckland, on his first southern adventure with his BSA Gold Flash outfit, limped back to Te Anau under tow, eventually retiring with a stripped magneto drive gear.

Others took a more sedentary approach to their day off, either wandering around Te Anau, or riding back to Manapouri to take the launch trip across the lake, followed by a bus trip to the underground power station. No luck, as the approach tunnel was blocked by a truck accident, and the launch returned to Manapouri. The fare was refunded, and at least the coffee was free.

Back on the road for all on Wednesday morning – well not all on the same road, as some



Left: Kevin Mitchell leads the Olsen pit crew into a frenzy of action at Arthurs Point.

Right: Don Dreen admires his Norton commando on the foreshore at Kinloch.





Cardrona lunch stop.



Ready to leave Arrowtown.

# TOUR

unnamed Aucklanders headed towards Milford Sound and had to back track to get on the ride to Glenorchy. On to a lunch stop at Kingston, and a reminder given by the Kingston Flyer that not all good old things have only two wheels. The ride up the lakeside to Frankton was at its best. The wind had ceased, the sun was out, traffic was very light, and the curves and dips on the highway are made for motorcycling. Most riders seemed to go straight through Queenstown, and carried on the very curvy road to Glenorchy, riding the last few minutes into light rain. Glenorchy has changed from a sleepy village to a small tourist town, and provided a good overnight stop, with all the accommodation used up. Brian Pearce's 1951 Mk V Douglas went sulky, and finally was put on the trailer. The rare Lucas twin magdyno had given up.

With only a short run through Queenstown to Arrowtown, and sufficient spare time before needing to leave Glenorchy, several riders took the opportunity to test their loose metal riding skills on a ride up to Paradise, and back to Kinloch. Dennis Skilton, despite being a Pom, is no slug on loose metal, and vanished into the distance on his BMW R1150GS, to meet up again with a small group for a cup of coffee at Kinloch, where the local farm station has a very small tearoom. Kinloch is at the very head of Lake Wakatipu, and, before the road access went in, was serviced by the *Eamslaw*. After a lunch stop at the Arthur's Point Hotel, all arrived in Arrowtown, and sorted out their accommodation for a two-night stopover. On the ride down, Neville Olsen had a puncture, and called in his extensive pit crew at Arthur's Point. The multi-national group performed like a Ferrari pit crew, but somehow the puncture was fixed.

Arrowtown, though awash with tourists, absorbed the Tour without fuss. With Skippers Canyon close by, many made the ride in. Others had their first experience of paragliding, but the lengthy delays before getting airborne were not so satisfying. Frances Hall, from Tasmania, was shouted a birthday present of a bungy jump, and she showed

true Aussie courage by accepting the challenge. Doug and Judy Willis, the organisers of the Rally, hosted the Tour participants to a barbecue at their crib in Arrowtown providing a pleasant finale to the Tour.

The final day was to ride over the Crown Range to Wanaka, with a stop for lunch at the Cardrona Hotel. Your scribe first rode over the Crown Range in the 1950's, when the road wasn't much more than one way in places, and the entire length was rough loose metal, with corrugations. The price of tourism is the sealing of such fabulous rides – progress, yes, but enjoyment lost. With time to spend after arriving in Wanaka, some found that right next to the motor camp, and accessible, without paying, through a gap in the fence, the annual Upper Clutha A & P Show was under way. The attendance was massive, the afternoon was very hot, and show goers had to queue to buy ice creams.

With the Show on, Wanaka proved difficult to get dinner organised for even small groups, and regretfully, there was no opportunity for a final dinner for all, so this report may be the only place to say thank you to Southland Branch for the organisation of the Tour, for the hospitality extended to all the participants, and for the provision of back-up for all who got stranded on the roadside.

bw



Left: Ian Dougherty 1968 BMW at Riverton rocks - next stop Antarctica. Right: Murray Hamilton and Elaine Day lead the charge alongside Lake Wakatipu.





# HARLEY'S 21st Century *renaissance*

Text Mark Dawber

Maurice Hendry called his article “Harley Heyday” in reference to the Vintage years in particular when H-D were one of the world’s largest makers of motorcycles. After the rapid expansion of production from only 50 machines in 1906 to a peak of over 28,000 in 1920, H-D production actually tapered off slowly through the 1920s as car ownership became more common, particularly due to the popularity of the Model T Ford. Harley enjoyed good export sales during the twenties especially as they had the smaller single cylinder (both 350 cc and 500 cc) bikes available as well as the big twins, which also came in two sizes (1000 cc and 1200 cc). As early as 1921 H-D were represented in 67 countries and were producing literature in seven languages. In 1924 almost 40% of production was exported. Almost half of H-D’s V twin bikes at this time were fitted with sidecars, produced for them by the Seaman Body Company.

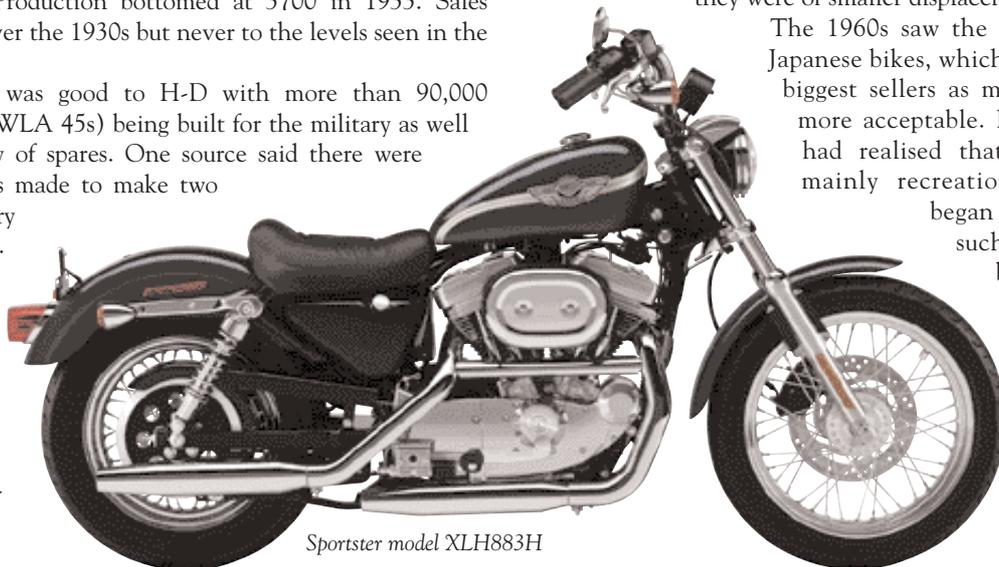
Like all manufacturers H-D was hit hard by the depression of the early 1930s. Production bottomed at 3700 in 1933. Sales improved slowly over the 1930s but never to the levels seen in the previous decade.

World War II was good to H-D with more than 90,000 machines (mostly WLA 45s) being built for the military as well as a large quantity of spares. One source said there were enough spare parts made to make two machines for every complete one built.

As part of the war reparations H-D gained the design rights (along with BSA in England) to the small two-

stroke DKW design. Having ceased production of small singles in the early ‘30s, this gave them an opportunity to expand their range. H-D continued to produce smaller machines of varying sizes through into the mid 1970s but they were never a big player in this sector of the market and their strength remained in their big twins. Through the 1950s production remained at between 10,000 and 15,000 machines annually at a time when American new car sales were booming. They hit a low of 9,750 in 1955, a year when American car sales hit their 1950s peak. In this same period Ford and Buick (both celebrating their centenary in 2003) boosted sales from 800,000 and 500,000 respectively in 1950 to 1,500,000 and 740,000 in 1955. Even the introduction of the Sportster in 1957 failed to give H-D a significant boost. In this period their major competition was coming from Britain, with large numbers of single and twin-cylinder bikes crossing the Atlantic which were much faster than Harleys (and handled better), even though they were of smaller displacement.

The 1960s saw the introduction of the Japanese bikes, which rapidly became the biggest sellers as motorcycling became more acceptable. By this time Harley had realised that motorcycles were mainly recreational machines and began promoting them as such. Sales of Harley’s big twins remained steady but it wasn’t until H-D became part of the AMF conglomerate that sales began to show



Sportster model XLH883H

significant improvement. Sales of big twins reached almost 40,000 in the mid 1970s but then problems with reliability and further problems with labour unrest at the factory caused sales to begin to fall again.

In 1982 H-D became independent again after a group of H-D executives bought it back from AMF and began to make improvements in build quality and reliability. Since then they have gone from strength to strength with the introduction of several new model lines although still staying true to their tradition of building large 45 degree pushrod ohv twins. By the mid 1990s sales were over 100,000 annually and production has increased by 15% per year since, reaching 261,000 in 2002. With 90% of production being sold in North America, H-D has nearly 50% of the home large bike market. In Europe its market share is less than 10%. To keep sales there growing, it is trying to attract riders to fast accelerating sports bikes. To achieve this it has taken a majority shareholding in the Buell company which makes relatively light-weight high performance sports machines fitted with modified H-D Sportster engines.

With 2003 being Harley's centennial year, the 2003 models are expected to be in great demand and H-D are going to have a 14 month model run.

Nowadays Harley-Davidsons have modern features but are still built in the traditional style. Even though they are large, heavy, expensive and not very powerful (in standard form) compared with their foreign competition they are still immensely popular. The current model big twins feature an 88 cubic inch (1450 cc) 45 degree pushrod ohv V twin fitted with fuel injection and electronic ignition producing about 70 bhp at 5,000 rpm, with peak torque occurring at only 3,500 rpm. The Sportster also remains in production, after more than 45 years, in both 883 cc

and 1200 cc versions. Competitor bikes of similar size are producing more than twice that amount of power, although at much higher revs. It would not be unfair to say the two types of bike appeal to two distinctly different types of buyer and 'never the twain shall meet'.

Harley did go 'modern' in 2001 with the introduction of the V-Rod, a much more contemporary and efficient design although still a V twin. It has an 1130 cc 60 degree engine which was developed by Porsche engineers and produces 115 bhp at nearly 9,000 rpm. It has twin overhead cams and four valves per cylinder. Its styling is also more modern. The only connection it has with the other models in the Harley range is the name on the badge.

Another factor in Harley's success is its range of accessories, clothing and memorabilia. A separate parts and accessories department was formed as early as 1912 and the first catalogue was printed in 1915. Sales of accessories and clothing have been an important part of many dealers' income especially in the 'off season' for bike sales. In recent years the range has got so big that the clothing and accessories catalogues have been separated and the current accessories catalogue stretches to over 700 illustrated pages with dress-up and performance enhancing items for every model.

The greatest compliment that can be made to H-D is that almost every other motorcycle manufacturer produces at least one model which apes the 'cruiser' style of the Harley-Davidson. These range in size from 50 cc to nearly 2000 cc. Yamaha with their largest cruiser model, the 1600 cc Road Star, have reverted to pushrod ohv and belt final drive, just like a Harley, whereas their smaller models feature ohc, with shaft drive in the case of the 650 and 1100 cc models and chain drive for the 250.

bw



*Softail model FXSTDI*

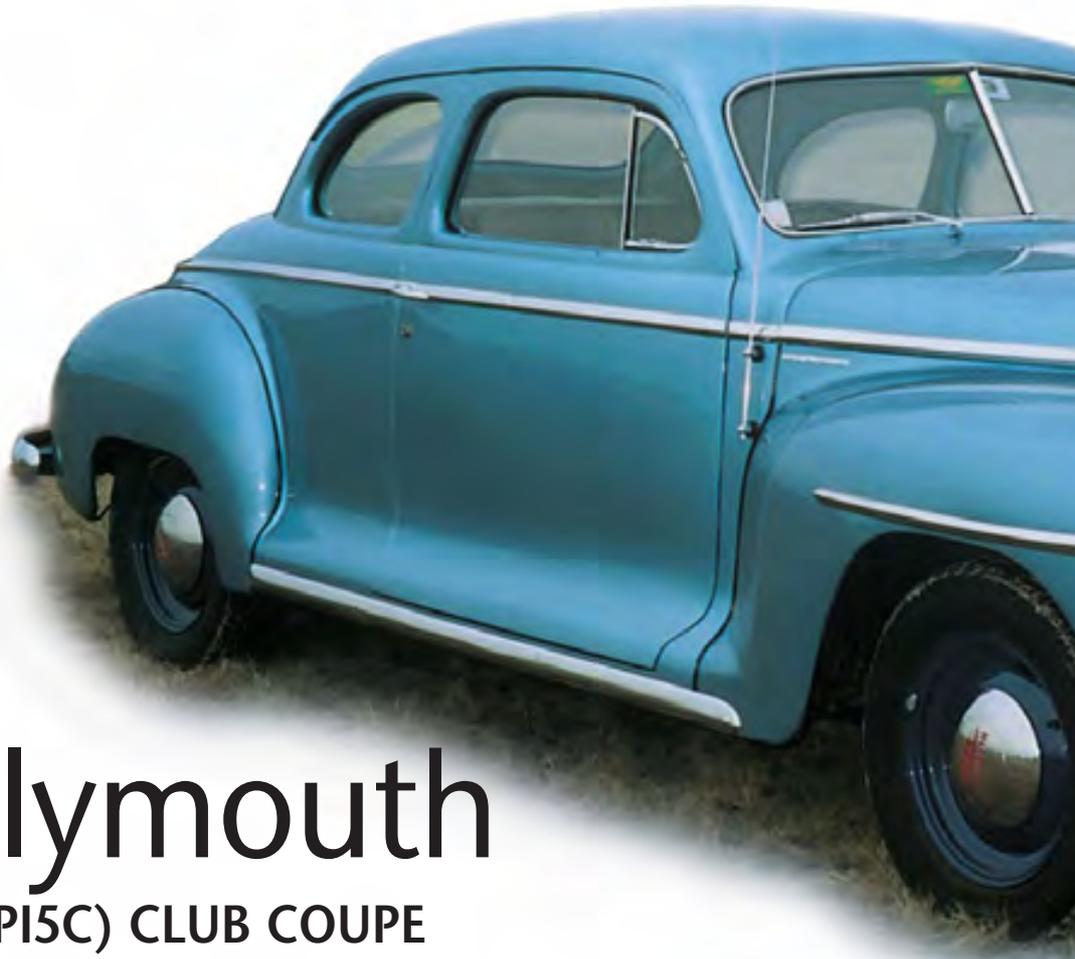


*Dynaglide model FXDXT*



*Model VRSCA*

When I was about eight years old my father bought a Canadian export model 47 Dodge Special Deluxe Sedan (Plymouth bodied). The only difference from a Plymouth was the grille, badges and name plates. This car gave me the desire to own a coupe version one day. I owned my father's Dodge sedan for a couple of years in the mid 1980s.



# 1947 Plymouth

## SPECIAL DELUXE (PI5C) CLUB COUPE

*Text and photos Lindsay McKenzie*

### Technical Data and Specifications.

Bore and Stroke;	3 <sup>3</sup> / <sub>8</sub> " x 4 <sup>1</sup> / <sub>16</sub> " (Rebored to 3 <sup>7</sup> / <sub>16</sub> " + .030)
Piston Displacement	218 cu, in. (now 230 cu, in)
Compression Ratio	6.7:1 (STD)
Maximum Brake Horsepower	97@3600 (STD)
Taxable Horsepower	27.34 (STD)
Wheelbase	117"
Tread – Front	57"
Rear	60 <sup>1</sup> / <sub>8</sub> "
Overall Length	196 <sup>3</sup> / <sub>4</sub> " (with bumpers and guards)
Overall Width	73 <sup>5</sup> / <sub>8</sub> in.
Weight	3,057 lbs.
Price New (U.S.A.)	\$1,264.00.

Production Combined 1946 – early 1949 (New 49 model late coming into production.

PI5C Special Deluxe Club Coupe; 156,629

New Zealand Production:-

46/48 PI5C Plymouth Special Deluxe four door sedan.

Country of origin – Canada.

Approximate number of Plymouths - 232

State of build – CKD (completely knocked down)

Note: there was the odd U.S.A. sourced 48 Plymouth. These must have been privately imported, not through Todd Motors

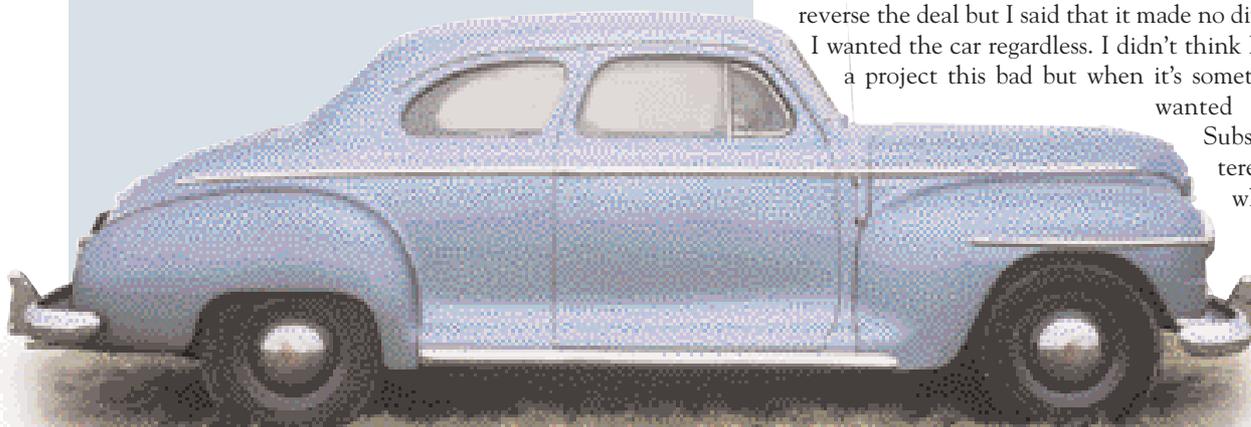
I came across my Coupe when I first met Irvine Black in Temuka. I looked at his collection and wanted to buy the Plymouth Coupe but he wasn't ready to sell it. I didn't expect to see a Coupe in New Zealand, as only sedans were sold after the war. Any Coupes that arrived here were private imports and very few made it to New Zealand.

After eleven years friendship with Irvine I finally convinced him to let me buy the car, I took possession of it in late July 1997. It had been brought into New Zealand from the USA in late 1948 and arrived in Wellington. At some stage it had been very roughly converted to right hand drive. It stayed in the Wellington area until Irvine Black bought it in 1970. By this time it was in a very dilapidated state. As it was minus engine and gearbox, Irvine fitted an engine and gearbox from a 1947 De Soto and then got a warrant of fitness. It was amazing how easily that warrant of fitness was obtained considering the amount of rust in the car. Irvine used it to move other cars and parts to the South Island. When it arrived at Temuka, it went into storage and its registration was kept on hold. I only had to get a warrant of fitness and then relicense it.

When I pulled the car apart I was disappointed to find that it was in a worse condition that I had thought. Irvine offered to reverse the deal but I said that it made no difference to me because I wanted the car regardless. I didn't think I would have taken on a project this bad but when it's something you have always wanted things change.

Subsequently I encountered a lot of problems while restoring the Plymouth.

My father's Dodge sedan became a donor vehicle. I had





to use the floor pans, rear inner guards, cowl and many other parts from the sedan. The sedan had the usual rust in the sills, across the back of the boot, cowl vent, front floors and body mounts. In doing most of this work myself I learnt to use a mig welder, had my work inspected and approved by a friend who was also a qualified panel beater. This friend then replaced the bottoms of the doors and the boot-lid as I didn't have the tools to do this work myself.

I continued with further repairs and altering panels to fit better before removing the body from the chassis for blasting and priming. I then restored the chassis and suspension, then painted and undersealed it before refitting the body. There were many other items I had to make or repair and then checkfit before finally taking it in for finishing work and painting. The painting is done in two pack. The colour is Blue Haze (Light Metallic).

All the chrome has been replated and the stainless steel trim panel beaten and polished. Luckily there are quite a lot of reproduction parts available in the USA. I was able to obtain vent window rubber, the windscreen and pedal rubbers etc. The car has an all new interior including the headliner that came from the USA, I installed this myself after making and fitting new wiring loom.

The car was officially finished at midnight on Saturday 29 March 2003. On Sunday 30 March I drove it to Timaru to attend the Mid-Island Rally which was combined with the Richard Pearse Centenary of Flight air show.

The car had some teething problems which I was able to sort out in time to take it to the National South Island Easter Rally at Greymouth where it won the Concours de Elegance and I received the Townsend Trophy. The car performed very well giving an average of 19 miles per gallon which I am very pleased about.

At the time of restoration it was the only '46-'48 Plymouth Coupe known in New Zealand. There is one Plymouth bodied Dodge Coupe in the North Island, that attended the Hamilton Rally in 2000.

I am grateful to the companies and individuals whose work was of a high standard and to those people who gave extra, to make sure everything was right.

- **Bill Smedley** – some panel beating and inspection of my work.
- **Dunedin Autotrimmers** – seats and panels.
- **Blastec Blasting and painting** – chassis, brackets, inner guards, dashboard and moulding.
- **Shiny Bits** – repairing and replating some of the diecast chrome.
- **Max Wildermoth** – repainting and polishing stainless trim.



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## CLASSIFIED RATES

Due to space limitation, classified advertisers should refrain from the use of dashes, spaces, logos, blank lines and centering. All classified rates include GST.

The 65 word limit includes contact details.

Advertisers requiring ads longer than the standard 65 words, or who require typography or space, must apply display rates.

The advertising department reserves the right to edit or return classifieds not meeting the criteria

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\$12.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement. Members must be financial and state their Branch..

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\$16.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.

### Text in a Boxed Ad

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\$32.00 members, \$44 non-members, enclose a clear photograph and an SAE if return required.

### Colour Photo Ad in Box

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**Advertisements should be typed or clearly printed.**

### ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

Post to: Advertising, P O Box 13140, Christchurch, to arrive not later than 10th of month preceding publication.

Phone 03 332 3531, Fax 03 332 3827.

## DISPLAY RATES

	Casual	3 Issues (per issue)
Full Page	\$900.00	\$720.00
Half Page	\$490.00	\$390.00
Horizontal Quarter Page	\$270.00	\$216.00

All display rates quoted exclude GST and are for finished camera ready artwork supplied. Artwork can be arranged at an extra charge.

Deadline for copy 10th of month preceding publication.

**Beaded Wheels** will consider articles of a technical nature for inclusion in its editorial space. **Beaded Wheels** however regrets that it is not able to offer editorial space for advertisements nor for the promotion of products.

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full. Where possible **Beaded Wheels** will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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**In accordance with the provisions of the Human Rights Commission Act 1977 *Beaded Wheels* will not publish any advertisement which indicates or could reasonably be understood as indicating an intention to discriminate by reason of sex, marital status, religious or ethical beliefs. Advertisers should take all care in drafting advertisements as they could be held liable, as well as the magazine and the Club.**

## FOR SALE

1911 TALBOT 3.3 L, 2 seater, top, buttoned leather, four guards, very good condition, 895x135 Rudge wire wheels (nd light b/blast + tyres), engine turns, ex-Queensland rustfree chassis needs slight restoration + minor re-engineering. Offer? Trade PVT? Phone 09 578 2968 email for photos: marros@paradise.net.nz

1915 OVERLAND TOURING. Restoration well under way, virtually all parts are there. Offers invited. Phone Lloyd 07 838 3848 (work) or 07 838 0025 (private). Mem.

1922 HUDSON SUPER SIX FIRE ENGINE. Motor can be heard running. Complete with siren, ladders, hydrants, brass helmet, axe, hose reel, six brand new tyres plus large number of spares, new and used. Very rare vehicle in restorable condition. All offers considered. Phone 03 302 8257.

1928 ESSEX SEDAN Recent restoration with new motor having done only 1,800 miles. Electric wipers and indicators fitted. Brown and cream with gold interior. Excellent condition. \$12,000 neg. Contact Rick Duley 06 879 7622. Mem.

1929 DAIMLER 35/120 hp 6 cyl 4 speed, servo brakes, exc 21" wire wheels, sleeve valve engine turns, front guards, correct original bonnet, scuttle, screen, lamps. Needs tyres and body. \$10,000+ offer? Trade? (tourer body available \$2,500) Phone 09 578 2968 email for photos marros@paradise.net.nz

1930 BUICK SEDAN SERIES 40 116" wheel base, maroon and black, artillery wheels. Fully restored, most parts included, two motors. \$19,000. Phone Shirley 09 838-6843.

1934 AUSTIN LIGHT 12/4 rolling chassis complete except tyres. Body in excellent condition. Most chroming complete, 90% of engine and other parts available here. Phone Denis 07 888 4490 evenings, \$1,500.

1934 FORD V8 complete rolling chassis, all original mechanicals and radiator, not running, \$2,000. 1934 Ford Pickup original wellside with tailgate \$650. 1935 Ford 16" wire wheels 5 with good tyres \$650, 5 widened without tyres \$500. 1936 Buick grille, excellent condition \$400. Phone 09 424 2429.

1937/38 TERRAPLANE PARTS, front axles, diff, body parts, '38 wheels, hubcaps, Hudson and Terraplane gear boxes, radiator. 1926 Essex parts. Diff, radiator, headlights, front axle, wheels, springs, gearbox etc. Three Jawa motorcycles – one complete, one stripped but complete, motor has been looked at, appears okay. Third one mainly complete. Also lots of spares, wheels, tanks etc. Reasonable offers. Phone Richard (Levin) 06 368 4683.

1938 NASH GLOVE BOX CLOCK in good order \$250 and also 1959 Ford 10 Special, single seater (HRV502) history and distinction. Reluctant sale due to new project \$9,500 ono. Phone John 03 489 2527 or nobes@xtra.co.nz

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1948 APPROX HUMBER 10 complete car needs restoration. 1940 Morris Series E complete car needs restoration. Also various parts, diff etc Series E and Morris 8 grills, gearboxes and wheels. 1939 Chevrolet headlights, tail lights, clock, recon water pump, generator etc. 1935 radiator. 1932 approx Buick motor no head and gearbox. 1926-28 Chrysler 4 cylinder motor complete condition unknown. Reasonable offers. Phone Richard (Levin) 06 368 4683.

**1949 FORD SINGLE SPINNER** custom sedan ground up rebuild. Drives beautifully, negotiable to a good home. Phone 06 357 5921, evenings.

1953 ARIEL SQUARE FOUR, four piper, one previous owner, original paint; wedgewood blue. 13,800 miles. Original tool kit and ownership papers. A rare opportunity to purchase such a desirable bike. \$16,000 will take Vintage-Veteran bike/project as part swap. Phone 04 567 9143 or email flyn@xtra.co.nz

1963 ROLLS-ROYCE, body and running gear all in excellent condition, motor is in pieces, requires new sleeves and pistons. Ideal project for a good mechanic. Offers please. Phone 03 208 7546. Mem.

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*Supply a colour photograph of your vehicle.*

*Include stamped, addressed envelope for return of photograph*

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**Deadline for receipt of advertisements and payment for DECEMBER/JANUARY issue 10 November 2003.**

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**VINTAGE TRUNKS** as seen in Issue 201, page 17. Leather trim, waterproof, stock size or made to your measurements. Phone/Fax Allan on 06 844 3959 or 025 469 331 to discuss your requirements. Allan Jones Joinery, Napier. Member.

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WHEEL, BUICK? 560 mm outer rim 11 ball bearing inner 12 spoke wooden, \$30. Gearbox possibly Chev, 3-1-24 16451 on box, \$50. New Beauty headlights complete, mint, \$120. Contact Don Huggins, phone 09 267 4837 fax 09 267 4834. Mem.

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**1924 MAXWELL TOURER** Excellent condition throughout. Very reliable vehicle. Some spares go with this sale. Offers around \$14,750. Phone Jeff Scott 07 855 2040.



**1931 CHEVROLET** Restored 1979 genuine mileage 58,000. Present owner 36 years, Reg & WOF. Plenty of spares, not used enough. POA. Phone 07 549 4342. Mem.



**1956 AS 110 INTERNATIONAL UTE** for tender. In original condition only done 84,400 miles. Shed stored for last 15 years, will be sold with new Reg & WOF. Spare windscreen and parts, a great runner. Phone 03 208 7546. Mem



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**1935 MORRIS 8 SPORTS** Older professional restoration still in excellent sparkling condition. Two seater with additional seating for two children in rear. Four speed series E gearbox. Original 3 speed available. Some spares and manuals. \$14,000. Phone 09 422 2439.



**1939 PONTIAC MOTOR** has just been reconditioned and is running very smoothly. Proof of work (by a restorer of 34 yrs experience) can be supplied. Car is complete and in original condition but needs to be restored. Any reasonable offers considered. Phone Tauranga 07 544 2378 a/h or e-mail to [ivana@wave.co.nz](mailto:ivana@wave.co.nz)



**1926 MINERVA CL TOWN CAR** Aluminium cowl, dashboard and hood, 168" wheelbase. Fitted with a 30 hp (5355 cc) Knight engine. Originally owned by the famous boxer and bootlegger Packey McFarland "Chicago Flash." Full history available. Phone Gary Clayton 09 360 8837 [www.classiccarsnz.co.nz](http://www.classiccarsnz.co.nz)



**1923 WILLYS KNIGHT - OVERLAND** 4 cylinder, engine rebuilt - sleeve valve, all panels present, chassis, suspension brakes complete, new bands on brakes, wheels (wooden spoked) reconditioned. Heaps of spare parts, \$5,000 ono. Phone 04 478 4317 (hm) or 04 477 3583 (wk). Jason or Marc Belch, 14 Halswater Drive, Churton Park, Wellington.



**1935 MORRIS EIGHT COUPE RARE MODEL**  
Present owner 17 years. Travelled on various Morris rallies in North and South Islands. Reg & WOF. \$14,000 ono. Phone 06 367 9410. Mem.

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Older body restoration, recent mechanical rebuild. Survivor of 6 Oil Can Rallies. \$25,000. Other pre-war Triumph projects, cars and parts available. Phone 09 483 2871. Mem.



**CHRYSLER MID 1920s** Also radiator tanks, wheel cylinder, 4 cylinder head. Phone 09 836 4795 email khawke@xtra.co.nz Mem.



**1928 INDIAN SCOUT 101 600cc**  
In very original condition. Genuine offers welcome. Phone 06 354 1796.



**1910 NAPIER TAXICAB LANDAULETTE**  
Most of the hard work done. All the nice fittings plus lots of original documentation come with the car. A unique and expensive high quality Veteran. Available now or when finished. Phone/fax 09 425 7015. Mem.  
Email hicks.family@xtra.co.nz

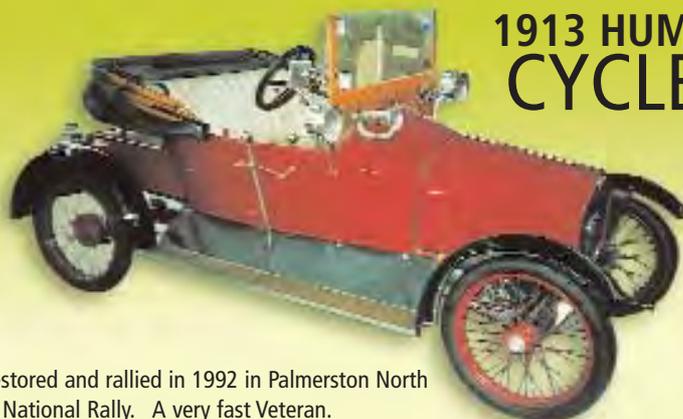
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**1913 HUMBERETTE  
CYCLE CAR**  
\$42,000

Restored and rallied in 1992 in Palmerston North at National Rally. A very fast Veteran.

Please contact Te Puke Vintage Auto Barn Phone 07 573 6547.

## WANTED TO BUY

1937 DE SOTO PARTS wanted anything considered for restoration. Phone Brendon 07 346 3505 a/h.

1939 DODGE D11 SERVICE OR OWNERS MANUAL. Wanted to buy or borrow. Phone Cecil Lupton 09 439 4614. Mem.

ADRIAN PARR (spelling unsure) I want to locate him, can anyone help? Was living in Johnsonville, Wellington 10-15 years ago. I have ended up with his 1930 CJ series 6 Chrysler Roadster and would like to know more of its history. Please phone Gavin Joe 06 364 8154.

AMERICAN CAR PRE 1934 wanted restored or older restoration requiring tidy up. Prefer 6 cylinder will pay up to \$15,000 phone Les or Jeanette Sherer on 03 488 3776.

AMERICAN COUPE APPROX MID 1930s to mid 1940s, six or eight cylinder. Prefer top condition but older restoration requiring minor TLC considered. Phone 09 422 2439. mem.

ARDIE information wanted about this motorcycle 250 cc two stroke, engine and frame no 308083. Wanted to buy Puch and DKW mopeds. Is there anyone out there with a HMW? Please phone Hans 0800 445 036.

AUSTIN A125 SHEERLINE SALOON 1947-54 In tidy to excellent condition, current WOF. Contact Robert phone 07 544 5344 or email robert-patton@xtra.co.nz

AUSTIN A35 1956-59 preferably 4 door. In tidy to excellent condition, current WOF. Contact Robert phone 07 544 5344 or email robert-patton@xtra.co.nz

BEDFORD 1950 K SERIES forward opening front window frame wanted. Phone 03 762 7400. Mem.

BOSCH ZU6 MAGNETO WANTED. Please phone 06 855 6575. Mem.

DIFFERENTIAL REQUIRED FOR 1934/35 CHEVROLET JUNIOR and any other parts for above mentioned vehicle. Contact Kevin Martin phone 06 357 7033 or 021 502 783. Email: kevdemar@xtra.co.nz Mem.

DUNEDIN-BRIGHTON RUN PLAQUES  
The committee of the Otago Branch wish to obtain a full set of the plaques for the last 49 years of the Dunedin-Brighton Run for permanent framed display. Any former competitors who can help by donating or selling any of these, especially early years, please contact John Gray, branch Veteran Rep, phone 03 476 7773 (H).

### CHANGE OF OWNERSHIP

Don't forget to advise National Office of any changes of address or sales/purchases of vehicles.



WANTED FOR 1939-52 MORRIS EIGHT Z VAN PARTS for restoration project. Front and rear guards, body parts and doors, mechanical parts or complete vehicles considered. Contact Allan phone 06 868 8406 daytime or evenings.

ENGLISH COLLECTOR OF PRE 1918 AEC, Thornycroft, Napier, etc seeks anything from a button to a complete vehicle. Please send details and photo with relevant numbers to Pat the Anorak, Glazebrook Farm, Ashingdon, Essex, England, SS43JL or phone 001 702 206686 for a confidential cash offer.

FORD MODEL A COUPE 1930-31 with Reg & WOF preferred, but requiring attention okay. All considered. Phone 04 564 4532.

FRAME AND GIRDER FORKS to suit early Norton project, also Andre steering damper, early speedo or parts, CAV single mag. Ph 04 567 9143.

HARLEY-DAVIDSON 1926 350cc single parts oil pump, speedo, foot boards, battery box, tail light, clutch pedal, foot brake, gear lever, horn ignition able to swap too. Phone/fax Andrew 03 323 9651 or farley72@hotmail.com

HUMBER 9/20 carb/motor etc. Bullnose Cowley motor, New Beauty motor etc. Perry anything. Also 760 x 90 tyres in good condition Farmall Cub mag and distributor. Phone 09 235 0917.

MG MAGNETTE ZB 1956-59 in good body condition. Phone 03 313 0312.

OIL CO ENAMEL ADVERTISING SIGNS, any motoring related signs; Motor Spirit; tyres; etc. Any items Big Tree; Texaco; Sternol; Europa; Sinclair; Valvolene; oil bottles; delivery drivers hat badges; sample tubes of oil. Interested in anything related to early motoring. Phone 09 444 4066, R Ballantyne. Mem.

REAR GUARDS for Bedford KD truck, also live papers for Bedford KD truck contact Jason 03 688 2274 or 03 686 3484 a/h.

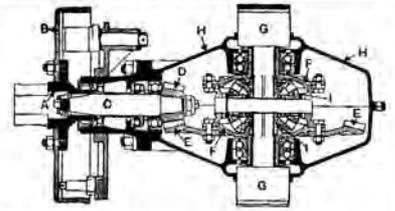
SPLIT RIMS TO FIT DODGE 128 FAST 4 wanted urgently 19" x 4 1/2". Phone 03 615 8998.

TAIL LIGHT FOR CHRYSLER related vehicle 1929-30. Complete light or parts including bowl and clear curved lens for number plate light. Also required fan blades for Chrysler - De Soto 1929-30. Contact Carl Gaudin, 4872 State Highway, RD 3, Ohaupo phone 07 871 5969. Mem.

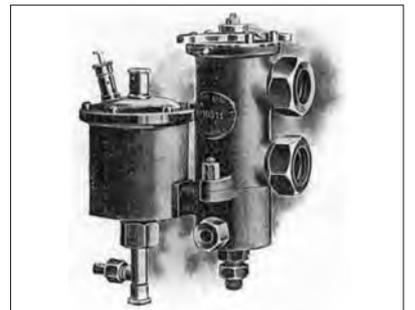
TRIUMPH GLORIA, 1935 radiator and surround, 6 cylinder bonnet and guards. Firewall badge, tourer windscreen or parts. Any other bits anything considered. Phone Barry 06 388 1153. Mem.

VALIANT CHARGER E49 R/T OR E55 R/T wanted. Replies to rakaunui@xtra.co.nz or fax 06 879 5982 mem.

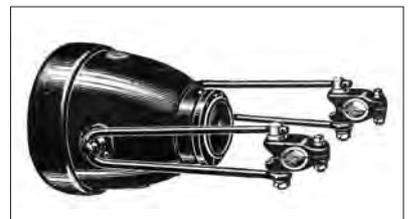
## WANTED



**1909 BR 12-14 hp De Dion Bouton**  
Differential or parts off this model to help in the restoration. Please write or phone collect,  
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WANTED FOR 1924 RILEY REDWING ML Magneto coupling or parts also 0-6000 rpm rev counter 4 1/2" OD approximate. Phone/fax Garry Turner 03 578 6677. Mem. Email redwing@actrix.co.nz

WANTED FOR 1974 FIAT BAMBINA front mudguards and front panel. Complete body in good condition would be considered. Phone Eugene 03 332 7329. Mem.

ADVERTISING DEADLINE All advertising for the December/January issue of Beaded Wheels must be postmarked no later than 10 November 2003. Editorial contributions should be with the committee by 24 October 2003. Postal address for all contributions Beaded Wheels, PO Box 13140, Christchurch.



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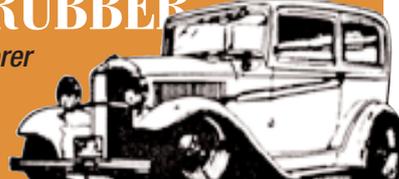
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# SWAP MEETS and rallies

ADVERTISING DEADLINE  
FOR DECEMBER / JANUARY ISSUE 10 NOVEMBER  
2003



## Surf Sand & Seals

Explore the wild and scenic coastline of Wairarapa and Wellington and touch on accessible shores from Castlepoint to Cape Terawhiti.

This rally will include some surprise visits along the way and lots of unsealed roads. Ideally suited for Vintage vehicles, although others should cope.

Commence from Feilding Sunday 29 February, conclude with final dinner in Lower Hutt on Thursday 11 March. Opportunity to enter the Ruahine Ramble on Sat 28 February, The Rex Porter Memorial Rally on Saturday 6 March and Lake Taupo Rally Sat 13 March.

Entries will be accepted on a first come first served basis after late November, early December.

**To register interest**  
send a stamped, self-addressed envelope to Surf, Sand & Seals  
C/o Rob Knight, 48 Fairview Ave, Feilding  
(please include an indication if a plaque is wanted.)

NORTH  
ISLAND CLUB  
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TOUR 2004

## VINTAGE MOTORCYCLE AUCTION

11A.M. Saturday, October 25th, 2003

**MOTORCYCLE CITY, 412 HIGH STREET, LOWER HUTT**

One of New Zealand's largest Vintage Motorcycle Auctions

30 Years of collecting, 60 Motorcycles to sell, plus a collection of new and used spare parts and memorabilia - posters, owners manuals etc. etc.

### BRITISH HIGHLIGHTS

1920 ABC, 1927 New imperial 500cc, 1928 AJS 500cc, 1930 Douglas 350cc, 1937 New Imperial 250cc, 1951 DMW Trials 200cc, 1951 Matchless 500cc, 1951 Sunbeam S8 500cc, 1951 Vincent Comet 500cc, 1951 Royal Enfield Airflow 700cc, 1952 Ariel Square Four 1000cc, 1953 Velocette 350cc, 1967 Triumph 350cc

### JAPANESE HIGHLIGHTS

Honda GP Race Replica, 1960 Honda 305 Dream, 1961 Honda C95, 1962 Honda C72 250cc, 1962 Honda CB72 250cc, 1966 Honda CL77 Trail, 1966 Honda P25 Moped, 1966 Suzuki S32 150cc, 1967 Suzuki T20, 1967 Suzuki TC200, 1968 Honda CB350K1, 1968 Yamaha DT1 Trail 250cc, 1969 Honda CB750K0, 1969 Kawasaki 500SS Triple, 1970 Suzuki T125, 1970 Suzuki T90 - 2, 1970 Kawasaki 500SS Triple, 1971 Suzuki GT750 Waterbus, 1971 Suzuki T500, 1972 Honda SL350, 1972 Honda XL250 Motosport, 1972 Kawasaki Mach 3 500cc, 1972 Yamaha TX750, 1973 Honda CB175, 1973 Honda CB350 Four, 1973 Honda CB500 Four, 1973 Honda SL125 Trail, 1974 Honda CB750K4, 1974 Honda XL175 Trail, 1974 Honda XL350 Trail, 1975 Honda CB400 Four, 1975 Honda CR125, 1975 Honda TL250 Trials, 1976 Honda CB750K6, 1976 Suzuki GT500, 1978 Kawasaki Z1R 1000cc, 1980 Honda CBX1000, 1980 Yamaha XS1100, 1981 Honda CB1100RB, 1981 Honda CX500 Turbo, 1985 Honda GB400TT, New & still in its case, Honda Motocombo 50cc

### OTHER HIGHLIGHTS

1970 Bultaro Enduro 250cc, Benelli C2 250cc, Bultaro Fontera Mk2, 1973 Husqvarna 400CR MX, Sinclair 3 Wheel Electric, 1972 Aermacchi 350 SX

For complete information on each Motorcycle, including pictures,

See our website at [www.motorcyclecity.co.nz](http://www.motorcyclecity.co.nz)

or for specific details, phone Mike 025-507-705 (British motorcycles and spares)

Or Chris 021-765-348 (Japanese motorcycles and spares).

Watch this website early October onwards for information on spare parts etc.

## VCC Wellington Branch



# Biennial Motorcycle Rally

## 24 and 25 January 2004

Enter now for this event which is being held in the Wellington area over a choice of routes catering for all classes of motorcycles. If you've been before you'll know what a great event we run.

Contact the Rally Secretary, 4 Miles Crescent, Wainuiomata, for an entry form.  
Telephone: 04 977 6212 • Facsimile: 04 977 6213 • Email: desvinten@paradise.net.nz

*Look forward to seeing you!*

THE NELSON BRANCH OF THE VINTAGE CAR CLUB (INC)  
invites you to



## 2004 NATIONALSOUTH ISLAND EASTER RALLY

### Nelson Branch 40th Anniversary

### EASTER 2004 9 - 12 APRIL

Contact Rally Chairman Geoff Morris 03 547 4494 • Chief Marshall John Stickney 03 546 8778  
Rally Director John Barker 03 545 0652 • Email baby7@ihug.co.nz

Entry forms available from your branch secretary



NZVCC Inc Bay Of Plenty Branch



# SWAP MEET & MARKET

SUNDAY 12 OCTOBER, 2003 - BAYPAC COOLSTORE  
Totara Street, Mt Maunganui

- VINTAGE CAR DISPLAY • CAR PARTS OLD & NEW • GARAGE SALE • COLLECTABLES •
  - BOOKS OLD & NEW • A MUST FOR CAR ENTHUSIASTS • FOOD • HOT AND COLD DRINKS •
- All catering by BOP VCC – No other refreshment stalls permitted.

Further information from Ray Singleton 07 573 6547.

Gates open 7am • Seller's Vehicles & Driver \$5 • All others \$3 • Children Free

Tour for Veteran vehicles

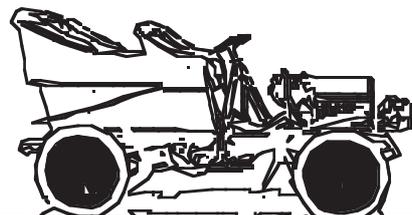
## January 9 - 11, 2004

Hawera - New Plymouth - Hawera

Entry forms and details from

Jim Watson, 4A Catherine Crescent, New Plymouth  
Phone 06 751 0309

## Around the



An invite to all owners of American Cars

# 16<sup>TH</sup> Annual ALL AMERICAN CAR PICNIC

**Sunday 30 November 2003** - *Rain date for the Picnic to be advised by signage on the day or by mobile phone to the contact numbers.*

All those who attended last years 15th All American Car Show in November, will remember traffic problems getting to and from the display area and the public parking facilities not being adequate.

Because the grounds of the Vintage Car Club are still only accessible by a metal road, the Committee have decided that this years show will be cancelled in the hope that by next year the surrounding roads will be improved.

Since 1988 when the show originated, the Club has received outstanding support from fellow American car owners and clubs. This year, sadly there will be no car show, but we will open our grounds for an "All American Car Picnic Day" to which we invite you to come along and enjoy a day with other car enthusiasts and not have the public swarming over your much loved vehicles.

The PICNIC DAY will be held on Sunday 30th November gates, will open at 10.00am. There will be toilet facilities available. Remember to bring your own food and refreshments. Remember we also have the annual Swapmeet being held on Saturday 29th November.

The Committee is working on re-launching the All American Car Show next year with an all-new and improved show. The Club also believes that in a years time our roading issues will be resolved.

The North Shore Vintage Car Club thanks you for your continued support and we look forward to seeing you in November.

Please Contact for further information:

Grant Henderson Ph: 09 6206120 Mob 0274772126

Brent Mathieson Ph: 09 4891310 Mob 021679260

Organised by the NORTH SHORE BRANCH,  
Vintage Car Club of NZ Inc.  
40 Masons Road, Albany, Auckland



# SWAP MEET

**Saturday 29 November 2003**

GATES OPEN 8AM

ADMISSION \$5 (Children free)

**Contact for more info:**

Grant Henderson

Ph: 09 6206120 Mob 0274772126

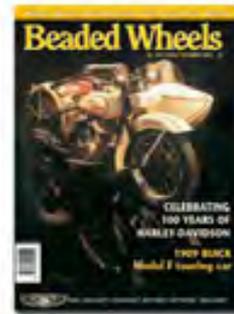
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Post to: FREEPOST 1757, *Beaded Wheels*, P O Box 13140, Christchurch

## Ashburton

Roger Hart

While the 20 centimetres of snow that lay about Ashburton for nigh on a week caused a temporary hibernation by branch members, activities, runs and some interesting purchases have subsequently taken place.

For example, the Annual Dinner, held at Brigadoon was very well supported with 130 members and partners, all in very good form. Local country and western singer/song writer Peter Kirwan kept the group well entertained. Especially with his, song written for the night, about Vintage car people.

During the evening, Chairman Vern presented Trevor McKeown with the Restoration of the Year trophy for his 1951 Ford Prefect. Well done Trevor.

The "knowledge centre" of the branch, in the form of twelve locals invaded South Canterbury Branch on 7 August in an attempt to regain the Quiz Trophy. Unfortunately they couldn't emulate the All Black's efforts, so the Cup remains in Timaru.

Milner Jacob's Mid Canterbury Meander turned out to be well named. Twenty-six cars covered some 95 miles of roads and tracks with surfaces that varied from wide seal to grass. After taking lunch at Mt Somers, the run continued via Surrey Hills before returning to Ashburton.

Meanwhile the Re-tyred Toilers and History of Garages groups respectively beaver away with their club maintenance, interesting visits and research.

On 14 September we see what could be the first of many - a combined run with South Canterbury Branch.

Speaking of getting organised with ID cards, a day has been arranged to give members the opportunity to have their vehicle photos taken and to receive assistance, as required to fill in the form.

And as a finale, how about this as an example of going from the sublime to the ridiculous! Milner Jacob has acquired a stately looking V8 Mercedes-Benz 350SE, while Bill Datlen not to be outdone, got a tiny Suzuki Coupe. Rumour has it, free yoga lessons were included with Bill's purchase to ensure he can fold himself up to fit inside.

## Auckland

John Stokes

Politics: Don Green and John Shennan stood down at our AGM and were replaced by Pat Campbell and Peter Stanaway. Jodi Tomlin resigned as Bulletin

Editor and the hard job of replacing her has fallen to Val Ball on a supposedly temporary basis.

Motorcycles: Brian Carkeek hopes to have his Panther restoration complete this spring. Peter Cooper's 1930 Royal Enfield 500 sv is finished apart from the exhaust system and compliancing.

Veteran: Don White has overcome the cooling problems in the 1912 4 cylinder Sizaire Naudin by increasing the size of the fan blades. The 1915 branch Renault Charabanc's winter project has been the elimination of the excess play in the gear lever which makes it harder to drive, the gearbox is also getting an extra stay to stop it moving sideways when the clutch is depressed.

Vintage: Stephen and Tracey Winterbottom have sourced an old but good radiator for the 1927 14/45 Talbot, hopefully this will be an end to their cooling problems. Roy Sharman has acquired two Vintage cars ex the Romaleigh Motor Museum near Tauranga. One is the 1927 Humber 9/20 that was restored by Mr Miller in Pukekohe and was well known in the branch in the late sixties, early seventies. Roy also purchased a 1927 Model T Ford, This used to belong to David Oliver and apparently is very original. Jim Boag has a 1920 Hupmobile model R as part of a deal with Alan Budgen.

PV PWV: Alan Allbon bought a 1954 Austin A30 cheap at an auction and used it on our PV PW rally. Alan Budgen has got Jim Boags 1934 Cadillac V8. This is the ex Bert Harris car from Tuakau, it was a government VIP car when new. Terry Boyle has almost finished his 1947 Jaguar Mk IV saloon. This car was sold new in Taihape and also spent time in

Wellington. Roy Sharman obtained a 1947 Lanchester L D 10 ex Romaliegh.

Commercial: Peter Stanaway has brought a circa 1923 Hupmobile R C-cab truck I am not sure if this is the one Keith Kelly was doing some years ago. Kevin Slater has got an Aussie bodied 1927-28 Whippet ute. Australian authorities note that the guards are '27 while the Holden door pressings are '28. Both of these vehicles are part of the Boag Budgen dealings.

New people: These are Warren Broadbent, 1971 Jaguar E Type 2+2 coupe, Bryce and Christine Strong 1947 Dodge sedan, Gary and Liz Farquhar 1951 Armstrong Siddeley Whitley (owned in partnership with Roy Sharman), the car is ex Rotorua and has a four speed manual gearbox instead of a pre select, Peter and Robyn Levet 1972 Honda CB 750 cc, Jim and Bronwyn McGoram 1929 De Soto Model K ex the late Fred Hunt.

Dedicated people: Wilma Madgwick has been awarded the QSM. Carol Fussey fought vicious food poisoning to navigate Paul to second overall in the Waikato Double Fifty rally. Rod and Bobbie Rugg assisted three broken down people on the Wellsford Winter Woollies run.

Events: Gavin and Trish Welch take first overall and first Vintage in the 1925 Davis on the Wellsford Winter Woollies run. Glenn and Marion Morris Model A Ford were overall winners of Waikato's Double Fifty rally. Our mid week tourers recently visited the workshop of the Bruce McLaren Trust where Duncan Fox and his assistant Mike are doing superb work on a variety of McLaren cars. The visit was arranged by Geoff Thorpe. Merv and Judy Stowers plotted our PV PW rally which attracted some forty entrants. Much of the



Action from this year's Balcairn Trial.

run took place in very nice Franklin countryside and was won by Shirley Bovis and children in the 1939 Pontiac.

### **Banks Peninsula** Andre Le Febvre

The normally reliable Andre Le Febvre was unable to send a contribution to the last two columns of Idle Torque as he was busy organising the Irishman Rally, and being a mere male, was quite unable to multi-task. The last few months have been busy ones for the branch. We cunningly chose a wet weekend to drive to Grassmere Lodge, a high country sheep station near Arthurs Pass, and the home of branch member Ollie and Vicky Newbegin. Amanda and Phipps Rinaldo brought their delightful Alta 6 C 1750, and at the other end of the performance scale, the Pidgeon family Clymo, chugged resolutely over some challenging roads to arrive only a few hours after the others. A wonderful setting for a club run.

The next stately home we chose to invade was Hadstock, near Leeston, home of John and Cynthia Chamberlain and venue for our annual Driving Tests. Last year John won the event, using local knowledge, and was the lucky recipient of our tasteful new trophy, The Cynthia, purchased regardless of expense from The Warehouse. So family honour was at stake this year as we started with the wiggle woggle at one end of the farm and worked our way through the various paddocks and buildings to the final garaging event. A splendid range of entrants, from Gavin Bain's 1904 Cadillac to the Rinaldo's subtle, understated Chevrolet El Camino 454 Ute. As is often the case, steady driving won through, the lucky winner of the delectable Cynthia being Michael Williams in his Citroen Big 15, with Craig Lowe A 7 second and John Chamberlain Jaguar XK 150 S third.

The Balcairn Trial suffered from two problems this year - a very dry course and too many Austin 7s in fact it really was like an A7 outing rather than the Balcairn Trial. However, the perky little things were hugely entertaining as they perambulated their way through the relatively easy sections and the large crowd of spectators enjoyed a hilarious days motoring. Paul Cameron won The Old Boot, Phil Mauger second with Avon Hyde third.

The Topless Tour was a little earlier this year, and 26 cars assembled in the historic precinct of Oamaru for a look at Alan Wills' motoring museum before setting out

*More from the Banks Peninsula Balcairn Trial.*

*Top: Paul Cameron scrambles up the bank in tremendous style.*

*Right: Tackling the water with stoic determination!*

*Photos David Oakley*





Avon Hyde giving his Austin T a little workout.



over some wonderful roads en route to Kurow for lunch. The afternoon run took us across the Aviemore Dam, and then the Benmore Dam before arriving at Twizel for dinner. The winner of The Thermette was Neil Kid in yet another Austin 7, with Alan Hill Model A winning the Pot Hunters Trophy. The fact that the Model A broke an axle about 10 minutes into the run would suggest that the winners of these tasteful trophies are pre-determined. Most undemocratic and so unlike our branch! This was the first Topless Tour that Frank Renwick had organised and he made such a splendid job that he was officially appointed organiser for life. Frank was deeply moved by this honour and had to be supported by friends to get him through the rest of the evening.

Our sincere sympathy goes to Leith, Sally, Claire and John Newell following the death of Jack on July 11. Jack's contribution to Vintage motoring, and to our branch was immense, and he will be sorely missed. His greatest legacy perhaps is that he passed onto John and Claire his passion for Vintage motoring, so the legend will live on.

### Bay of Plenty

Joe Marsden

Another couple of busy months to report starting with Ray Nitschke's All Day Run on 22 June. This included a straight-line section to let new members get experience of this method of navigation. The run finished at a very attractive school situated with glorious sea views. The winner was Murray and Jan Burt in their 1964 Daimler.

At our July Club Night our restorer extraordinary, Bill Janes, showed us his latest production, a scale working model of a 1917 Rolls Royce "Eagle" aero engine. The 20 litre original developed 256 bhp at sea level and 186 bhp at 10,000 ft. This V12 soh engine drank 20 gallons per hour and was the first of a line of RR engines up

to the Mk VII of 360 bhp. This series of "Birds of Prey" engines developed through to the "Merlin" of wartime fame. Bill made all of this engine except for skew gears which he does not have the machinery to cut, even to making sparkplugs. This is his eleventh model engine.

Our 16th July Mid-Week Run was our mid-winter lunch at Bureta Park, very well attended and a great way to spend a cold winter day. This was followed by a half day run on the 27 July. Thirty-three cars lined up in Te Puke for a short drive through to the Vintage Auto Barn for afternoon tea and an opportunity to promote our library. Housed at the Barn care of Ray Singleton, this allowed newer members to find out what is available to them there. Our August club night speaker was an expoliceman with tales of his experiences. Our 13 August Mid-Week Run saw 46 people turn up to Clive and Maureen Gardner's Katikati home for morning tea on lovely sunny winters day, then on to a local sawmill where people were split into groups to be shown the processing of logs to finished products including kiwifruit bins especially designed to prevent damage to the fruit. A 1930's Ford V-8 truck attracted attention as well as the stack of V-8 engines. Then on to the Katikati Museum for lunch and a game of mini-golf. To end this week off, we celebrated the Branch's 45th birthday at the Annual Prize Giving Dinner, held at the Tauranga Community Village. A very good dinner was enjoyed by 75 members and trophies were presented. The Restoration of the Year won by Peter Buckley, 1934 Dodge coupe, Concors Joe Scott, 1931 Ford model A Victoria.

The final event for this report was the run to Bert

Right: Canterbury Branch 9-90s convenor John Kuijpers and wife Colleen on the Ford 100th birthday Run in their Model AA Ford.

Watchorn's Museum for the Eastern Bay of Plenty Garage Raid on Sunday 17 August. We joined some 80 members from Taupo, South Waikato and Rotorua Branches for a most enjoyable and sociable visit to our host club

Restorations that I have heard of: Gordon Hislop's 1937 Chevrolet 1 ton truck which is well on the way to being on the road and Ivan Allen is working well on his Veteran Cadillac, this will be another of Ivan's immaculate productions.

New members welcomed to the Branch are Roger McLaughlin, 1971 Rolls Royce and Sid Walder, 1973 Rover.

We hope to see many of you at our Swap Meet which is organized for Sunday 12 October at the same under-cover venue.

### Canterbury

Tony Becker

Some members will have observed the emergence of the 'satellite noggin' at Rangiora RSA for North Canterbury members of Canterbury Branch. Jeff Rogers coordinates this for all sub-sections in the area each two months. Remaining meetings are scheduled for 24 September, 26 November, 28 January, 24 March all at 7.30 pm.

When the 2003-4 Canterbury Branch Committee was elected back in June, some key positions remained unfilled, not least of which was that of Club Captain. That situation as well as the various Convenors was soon after happily resolved by the new





## parts galore

Parts for just about anything old fill our parts sheds around the country, but Canterbury Branch is the daddy of them all! A large enthusiastic dedicated group meet at least weekly on Wednesdays plus most Sundays to process, dismantle and even fix parts of every description from donor cars. The photos show some of the results.

The hubcap display is spectacular and the orderliness of most bits make for interesting shopping for members. The axle rack, steering, glass and door racks carry thousands of valuable old pieces to keep the large Canterbury Branch fleet supplied - as well as many outside Canterbury.

Chairman, Lyndsey Saunders. Club Captain is Rod Burbery, ably assisted by Mike Glenday, Vintage Convenor is Esme Humm, Veterans Bob Hayes, P Group goes to newly elected Sally Kirk, Commercial Laurie Rickerby while John and Sylvia Bartlett look after Social life. Motorcycle Convenor is Mike Glenday and all other positions remain in previous good hands.

With Swapmeet looming closer Alan Parris and his team of just 16 is calling again on all the help they can get to set up, serve and dismantle this huge project.

Alan and Liz are presently in USA touring with the Harley-Davidson contingent from Christchurch, joining the thousands of enthusiasts from all over the world in homage at events of commemoration for this famous US icon.

The 9-90s enjoyed a self-made Mid-Winter July "Christmas" dinner in the Barn with appropriate snow covering the Cutler Park grounds. A great fire warmed the cosy event and more food than needed again prevailed. 9-90s convenor, John Kuipers, was missing from this year's dinner "sunning it up" with Colleen in England's summer heatwave.

New Chairman Lyndsey Saunders has been getting about the sections commencing with Swapmeet and Motorcycle committees. Becoming "hands-on" familiar with all sections to better understand their function and needs has been Lyndsey's aim and his input is welcomed everywhere. A steering committee has been formed for the management of the coming 2007 National Motorcycle Rally, to be hosted by Canterbury Branch.

With a National membership close to 7,000 plus a VCC vehicle fleet of over 13,000, the spotlight is on the vehicle ID card progress. Completion by 2005 appears to be a lofty target by due date at this point in time. With many Canterbury Branch vehicles yet to be listed and then processed, early action is imperative.

An interesting scenario appears to be under scrutiny by OSH regarding VCC members use of their old cars for wedding hire. The matter is being monitored and hopefully dealt with to a common sense conclusion.

Recent Winter events include the Mid Winter Motorcycle Run to Hanmer which was pretty damp for the 40 bods who braved it. Formerly the Waiiau Run, the new weekend plan proved popular and enjoyable though necessarily abbreviated by the conditions.

The Winter Picnic Run drew 16 entries on August 3 having a good day in better winter conditions, cocooned mostly inside sedans.

The Round the Bays Motorcycle Run traversed the beautiful Port Hills of Banks

Peninsula over Gebbies Pass to Broskellys on Centaurus Rd for a social debrief. About 23 bikes took to the hills, only one getting into strife thanks to a collision with an inattentive driver pulling onto the road without looking behind. A bit of a shock but thankfully no injury.

The Girder run to Akaroa is on 18-19 October weekend with Vintage Annual Rally 2003 to report on next time as well as the biggest event Swapmeet 2003.

### Eastern Bay of Plenty Sue Moore

June is traditionally the month for our "Night Owl Trophy" run and this year Lorolei Pollard decided to make it a run with a difference. First off was a short straight-line navigation course - just for practice it seems. There were only three streets involved and a few silent checks to spot so should have been simple, but as we learned later, there were two different sets of instructions and cars were going in all directions causing moderate confusion! So obviously - a bit more practice is needed - or, streets look very different at night! However, on to Watchorn's Truck Museum for the "Off Road" section of the evening. Here we paired up with different partners and were issued with two pages of questions relating to the contents of the museum. Well, I don't think anyone completely finished the questionnaire but after an hour of walking around searching for answers we sure know a lot more about Bert's trucks! We sure worked up an appetite for the pot luck dinner that followed! The winners of the Night Owl Trophy were Margaret and Joy Leaming who were deemed to be having the most fun. The Barry Piercy Memorial Trophy for the most helpful member was also awarded the same evening and the deserving recipient this year was Allan Stewart. Also in June seven of our members presented their vehicles to the Pohutukawa Day Programme for the Elderly, in Whakatane. The delighted participants enjoyed both a trip down memory lane and a spin around the block! In July a Soup and Dessert Nostalgia night was held and although not too many attended, those who did enjoyed looking at old photographs and magazines and socializing in general. So, as I write this on a bleak miserable day in August we can look forward to Spring just around the corner and lots of good motoring ahead!

### Far North

Dave Duirs

I do apologise for not contributing to the last *Beaded Wheels!* We were so engrossed with our participation in the Peugeot Redex Reliability Trial Rerun over eleven thousand kilometers of Australia in the company of eighty plus old Peugeots that NZ did not get too much

thought especially as you were experiencing a rotten winter. Thanks to Len Webb for getting into practice by deputising for me.

The Branch has continued to keep busy and we thank the small committee which has spent so much time developing a new constitution which should soon be ratified.

The Annual dinner and Prize giving went off with a swing of old time dancing and costumes of participants' car era, must have been quite a sight!

Fifteen cars entered the Molloy Trophy run which tested skills of navigation and created some high jinks and this was followed last month by the Kerikeri Ramble which coincided with the inaugural Kerikeri Steam Day which was unfortunately marred by wet weather which did not deter a big turn out of Vintage vehicles.

Considerable work by way of working bees has seen the club rooms given a spruce up with new fencing, spouting and curtains, well done the small team of workers.

Our membership continues to grow and we look forward to seeing new faces and vehicles at our functions as we go into the summer. Remember our annual Vintage & Classic Car Show and Autojumble is scheduled for January 10 and we also return to hosting the Far North Tour in November. Both these events are quite something and we hope to see many visitors and members there.

Keep motoring along!

## Gisborne

Rodney Clague

Dorothy Hopps was the organiser of this year's Ladies' Run in June, which took us around the city and outskirts finding and naming streets containing ladies names, and answering questions relating to well-known women of the past and present. The run was won by Lynsey Bartlett (1929 Model A Roadster Pickup), Rosalie Douglas (Morris 1000) was second and Dell Fairbank (Morris 1000 Traveller) was third.

Tony Bartlett and I attended the Annual Conference in Blenheim, which we found interesting and enjoyable. We also took the chance to view the Marlborough Branch parts shed, where we both were able to add to their coffers. My wife and I took the opportunity while down there to explore the top of the South Island after the meetings, and had an enjoyable week with great weather, coupled with good crossings on the ferry.

Our August meeting was addressed by Tony and myself on the conference, and we brought members up-to-date with the latest news from the National Office. Our September club night will be spent

explaining (and hopefully filling out) the VIC forms.

The renovations of our clubrooms continue, with the new toilet areas now painted and papered and vinyl laid on the floor, with just the hardware left to be installed.

Terry and Jocelyn Wood recently purchased a very nice LIP Vauxhall Velox from the Taranaki area to join their 1930 Dodge, and Terry has recovered a donor car from Tolaga Bay to use for parts. Mike Little has added to his stable of motorcycles with a nice 1950s 250 Velocette. Mike attended the National Motor Cycle Rally on a 1926 Rudge.

Our friendly panelbeater Malcolm Law has an interesting task at the moment restoring what is considered to be the oldest Morris Minor LCV known in the world. Mike Vita has been so impressed with Malkie's work that he has taken his own Minor pickup in for some remedial work as well.

We have recently welcomed a new member, Colin Pearce, who is 18 years old and has a circa 1936 Ford V8 Pickup. Nice to see younger members taking an interest in the old-car scene.

## Hawke's Bay

Rod McKenzie

The winter has been pretty quiet in Hawke's Bay, yet there has still been some activities to keep the troops amused. Quite a number of folk from our branch made their way to Rotorua for the swapmeet in July. There didn't seem to be a lot of really old car stuff, and it has become a mission to find the car parts amongst the other things people come to sell. The blokes I were with fancied old motor-bikes and they weren't too keen to search through the toys and macrame hats for their pommy motor-bike bits. However, the social side of things is great being able to catch up on cobbbers from all round the island who descend on the Sulphur City at swapmeet time.

"Deco Decanted" was a weekend of fun in late July exploring for the first time a winter outing for those people interested in the "Art Deco" theme in Napier. A number of cars appeared and were giving rides to the public in exchange for a donation to a worthy charitable cause with all the bases covered as to the implications of OSH, LTSA, etc. which implications are becoming something of a sore point among many in the movement.

Another area of new thinking for our branch has a mid-week run becoming very popular as an outing held on a regular monthly basis. Most of the participants are active retired folk, however, it was noticed on the July outing that a few of the participants had taken time out from work to join in. That's not too surprising when in

the deregulated world we have today so many people are working weekends when they would traditionally have the time to air their old cars. Events to look forward to in Hawke's Bay include the Annual Hill-Climb in September. The Safari Rally at Labour weekend, and the annual Veteran rally in mid-November.

## Manawatu

Robyn Corpe

Tourer readers enjoyed the report from the Easter '75 years of Model A in New Zealand' held in Invercargill. Des and Maureen Locke in their 1930 Model A Coupe and Peter and Caroline Noaro's 1930 Model A Tudor drove 1700 miles from the Manawatu and thoroughly enjoyed the wonderful friendly hospitality.

We welcome new members John Darragh with his 1930 Auburn Cabriolet Model 125, Pat Widup with his 1931 M type MG, Fraser Duncan with his Jaguar and Austin 12/4 Tourer and Brian Beng with his fleet - 1961 Jaguar Mark II, 3.8, a 1972 MG B Roadster and 1918 Ford Model T. The Model T is housed in Feilding's Horse Drawn Era museum to be admired as the end of the horse drawn vehicle era.

## Results Mid-Winter Night Trial

Post 60

1 Bill Baxter 1961 MG A

Post Vintage

1 Brian James 1937 Chevrolet

Vintage

1 Doug Wilton 1930 Ford A

Overall

1 Brian James

2 Bill Baxter

3 Neil Hickmott 1957 Austin A95

The Hardluck prize went to our local auto electrician John Ireland (1938 Morris 8) - his lights went out! This rally was enjoyed by 32 entrants, many of whom got hopelessly lost in the dark. If only we had listened to Steve Bright's briefing with more attention! For the June Club night Inspector Neil Wynne from the Palmerston Police gave a very interesting talk and July Club night was a visit to the Feltex Carpet factory.

Rob Knight and his wife Pat are off to the UK for three months and we wish them a happy and safe trip. Rob has recently been appointed North Island Club Captain so Vice Chairman Alan Hardacre will step up to be our new Chairman.

We were all very sad and shocked to learn of John and Judy Callesen's accident in France. A speeding car hit their beautifully restored 1918 Cadillac. John will be immobile for some time and we await the verdict on whether the Cadillac will be restored.

About 30 cars met at the Globe Theatre for an Art Deco run and the

following day a Sunday run to Levin was enjoyed. Visits were made to the Motor Bike museum and the new working windmill at Foxton. The Horowhenua Branch were hosts at lunchtime and later Gary Whiteman's P40 Kittyhawk replica was admired. Plans are well underway for the big event of the year - the annual Swap Meet in Feilding on October 4.

### Nelson June Campbell

Here I was thinking there wasn't much to report on, being mid-year and hibernation time, so it was a surprise to see what we did do over the last two months! A contingent of vehicles from the Takaka/Nelson area travelled down to Karamea and joined up with the West Coast Branch for the weekend. By all reports they had a great time, a lot of fun and also escaped the deluge that caused flooding in the south Nelson area on the Sunday. Club nights are attracting good attendances. It's a good time of the year to catch up on some video viewing and members have been able to see the Model T Railcar which ran from Middlemarch to the big viaduct and back, also a Club run up to the Borlase Forest a couple of years ago. A very successful Vehicle Identity Card night has been held, with over 30 forms being distributed and more are required. A visit was made to Ray Win's collection of cars and motorcycles in June. Jowett and Bradford vehicles dominate the scene plus a couple of electric vehicles and he has 13 speedway bikes ranging from the mid twenties up to the more modern bikes.

The July Club run saw some 17 vehicles and their passengers brave a very cold crisp day to complete a circuit inspecting historic Churches in the Waimea area. Those who braved the cold temperatures must surely have gone home feeling quite virtuous. Again our retired members were able to use their vehicles to take residents from 'The Wood' Retirement Village out for their annual ride around town.

Ninety people converged on the Riwaka Hotel in August to enjoy a mid-winter dinner, leaving at their own leisure, some to Tiki Tour around the Kaiteriteri/Marahau area before heading home.

We welcome the following new members - Maurice Joblin who owns a 1948 Chevrolet Thriftmaster truck

Stuart and Claire Calder (from the UK) who have a 1957 Mercedes 190SL, a 1970 Mercedes 280SL (convertible) and a 1969 Alfa Romeo 1750 GTV Coupe.

### Northland Austineer

I have just returned from a very well patronised working bee on our clubrooms. More volunteers than jobs. It is amazing

how time flies and the dust and cobwebs follow close behind. The gutter cleaners had to run for it a few times with spring showers.

Many of our members have been away on various rallies and their own tours. Seven cars attended Wellsford's Winter Woollies Wander, although a few had difficulty finding the start. Tour day covered some 130 miles of serious back-country gravel and mud roads and places not seen before. Northland is not the only area with rough roads. The following day was Look In day and produced some very interesting restorations to muse over.

George and Iris Tier came back from an extensive North and South Island tour, and used half a tanker of petrol in the Marquette! They went to several Buick centennials and followed a family trail. His workshop note: when lubricating felt seals do not use oil but tallow otherwise they do not seal.

Our Chairman like other representatives had a bit of drama going to the AGM due to flights being cancelled with fog. Results of the AGM sounded very positive. I am sure more will be revealed! It appears that the Invercargill International planning is well underway.

We have had some very well patronised events recently, great to see that coming up is our Clark Cup, Fathers Day Run, Club Captain Run and Swap Meet which is on 20 September and then of course the Ladies Run.

### North Otago Tony Aker

Activities at present are concentrated on the relocation of our parts department from Deborah to Stoke Street. Much credit is due to the smallish band of dedicated members who have readied the new parts shed for occupation and to those who have worked at Deborah sorting parts for removal.

Inevitably, there is the odd difference as to what is trash and what is treasure, but we are making progress and this is important as the property has been re-sold following an unfortunate accident to Russell Wilson, the original purchaser from the Club. The new owner is a little less tolerant of delays in vacating the premises than Russell and is apparently making frequent enquiries as to progress.

The end of year dinner and prize giving is over for another year. The function was held at the Seaview Cafe at Kakanui, where a beautifully presented and appetising dinner was enjoyed by all those present (38 I think) including a welcome attendance from the Post Vintage Club from Dunedin.

The following were the award winners for the season:

#### 40th Anniversary Trophy - Opening Run

- |   |               |                 |
|---|---------------|-----------------|
| 1 | J Miller      | Chevrolet       |
| 2 | T & G Kappely | Jaguar          |
| 3 | T & B Aker    | Triumph Vitesse |

#### Shirreffs Cup - Highest Place in Windsor Rally time trial

J Shirley Dodge

#### O'Brien Cup - Time Trials overall

- |   |               |           |
|---|---------------|-----------|
| 1 | T & B Aker    | Triumph   |
| 2 | T & G Kappely | Jaguar    |
| 3 | J Miller      | Chevrolet |

#### Jack Crump Memorial Trophy

- |   |               |           |
|---|---------------|-----------|
| 1 | T & B Aker    | Triumph   |
| 2 | T & G Kappely | Jaguar    |
| 3 | B Bennett     | Chevrolet |

#### Murray Challenge Trophy- field tests

- |   |             |           |
|---|-------------|-----------|
| 1 | W Currie    | Chevrolet |
| 2 | L Withers   | Daimler   |
| 3 | G & C Ralls | Packard   |

#### P60V Shield

- |   |           |         |
|---|-----------|---------|
| 1 | L Withers | Daimler |
| 2 | N Fisher  | Pontiac |

#### AA Rosebowl - overall

- |   |               |            |
|---|---------------|------------|
| 1 | T & B Aker    | Triumph    |
| 2 | T & G Kappely | Jaguar MGB |
| 3 | J Miller      | Chevrolet  |

#### Buick Family Plate - Lady Driver

K Perry Mercury

#### Restoration of the Year

I Butler 1924 Bullnose Morris

#### Hard Luck Trophy

A & P Signal 1951 Ford prefect

#### Beer Trophy - attendance

J Adamson

Recent events included an ANZAC Day and exercise in straight line navigation finishing at Kakanui for field tests held in the Coastal Reserve overlooking the estuary. The course for the run was set by Geoff Ralls and included written instructions as well as the straight-line diagram, and this was of benefit to those like myself for whom straight-line navigation remains a bit of a mystery. A then prospective member, Bill Currie, made a good start to his Vintage motoring career and won the event.

On 25 May a field of 10 vehicles with eligible drivers contested the Lady Drivers Trophy (Buick Family Plate). The event started with a pot luck lunch at the clubrooms and the route took us through Ardgowan, Airedale, Weston, Kia Ora, the Waiareka Valley, Totara and back to Stoke Street, a distance of 32 miles in pleasant motoring conditions. The winner, by a narrow margin, was Kathleen Perry driving the family Mercury.

Brenda George was unable to continue as Branch Secretary due to ill health and has recently undergone major heart surgery and all club members wish her a quick and complete recovery.

On 18 July a successful and quite well attended evening featuring a fish and chip tea and a few noggins was held to welcome new members and was enjoyed by those in attendance. Also featured was a slightly repetitious video of the club visit to the Coastal Defence establishment.

**Otago****Arthur Bennett**

'Gongs Galore' Our member Hec Browett JP, GSM, OSM well known motorcyclist as well, was the winner of our recent PV60 Rally, with navigators, Brian and Anne Walker. Hec also came home the winner of our Jackson Peninsula Run earlier this year, navigated by Doug Graham. All this in his 1965 Mark I Triumph Sedan. His OSM (Overseas Service Medal) was received for his service as a Captain in the army during the Malaysian Insurgency. He was recently appointed to the Executive Council of the Scout Association of NZ of which association he has also recently been made a Life Member. He is also Deputy Area Commissioner, Otago Area. One could say he has a war chest of decorations. Well done Hec!



Hec Browett and his Mk I Triumph 2000. Otago Branch.

Recently some 39 members participated in the Garage Raid. It was a bargain event, \$1.00 for two visits including supper. I was at E & S Head Systems while Graeme Eaton explained and demonstrated some of the current practices in the engine parts reconditioning industry, cleaning, machining and crack testing where appropriate. Not only cylinder heads but also boring, honing and crankshaft grinding are undertaken on engine parts ancient and modern. John Shanks allowed us to view his interesting treasures. The Austin Ruby, the A40 Sports Car (one of only 400 made) a Matchless (with Jampots) was noted in the background along with an LE Velocette ready for assembly. Most of the crowd were keen to see some of the club project Locomobile parts being made. The Japanese clockwork flytrap (Antique Roadshow Stuff) and the RB Replica's stationary petrol motor was demonstrated and proved of great interest. John had made this engine. Thanks to Alistair Graham for arranging the night and to Alistair Drummond at the Club rooms after.

The Taieri Tour 1 November will be interesting and we are getting excited about the 50th Brighton Veteran Rally, talk about prayers of the faithful to the sun god!

Motor cycle section. They wear thermal underwear working in the garage at night, so they report. Now the Mopeds etc. are part of the mobile collection, a rally is to be held in December, in conjunction with South Otago on a Home and Away basis. Otago is the first host. Bruce says we are 'still upright'

**Rotorua****Doug Green**

Rotorua Central North Island Swapmeet was another good turn out and a beautiful day as well. Queues started at around 4.30 am even though the gates did not open until 7.00 am. There are some keen bargain hunters around! The funniest story from our swapmeet was of a Japanese couple who turned up at the gates and were asked 'buying or selling'? No they replied we are going to Napier, they received their money back, were turned around and headed in the right direction.

On the restoration side Trevor Coker who started out with just a hubcap for a 1926 Chev last year has now got his chassis set up with gearbox which took three years to acquire and has now located two '26 scuttles and some hard to get panels, but the chassis is nearly complete. Trevor is still looking for a rear tub for his 1926 Chev Tourer, but the time will come when he has it all and that is the fun of restoring old cars - hunting for that elusive piece of jewellery or making it. Another member Brian Old has just finished a M26 Buick called Bert which is a Roadster and is looking smart in green and black, and runs like a clock. Brian is now deep in restoring a 1918 Buick 6 called Mildred which was shed stored for six years while he finished the 26 Buick. The 1918 is Holden bodied, built in Australia, and is due to have the body put back on as the rest is now completed. The Buick motor was overhauled and some work on the gearbox and diff done by Brian with help from member Phil Monk, who has done a lot of machining for the gearbox. Many hands make light work and Mildred should be on the road by Xmas 2003. It will be good to have another Vintage out on the club runs.

Our club run on August 17 was a garage raid and this year we went to Eastern BOP and raided their garages, with morning tea at the Rotorua Clubrooms and off to Whakatane to stop at Bert Watchorn's Truck Museum for lunch. Sixty cars turned out for the run coming from Rotorua, Taupo, South Waikato and meeting up with Eastern Bay of Plenty at Bert's for the run to garages around the Whakatane area. Peter Worrell's 1938 Buick Coupe was first. Peter has restored the Coupe from the ground up, including dipping all the body and panels back to clean fresh steel in the dip bath in Rotorua. The

Coupe is now to be painted and ready for glass, upholstery assembly etc. We also looked at a chap making a mould for a K400 Mercedes sportscar and a good looker too, the only one in New Zealand. Stepped into a panelshop for a look at a '49 Chev ute, and an International truck all half way through restoration. He also had a Ford pickup, VW ute and A30, which were finished and ready for driving.

Back to Watchorn's for a look through all of Bert's trucks and cars, plus a wander through the spare truck yard. A nice cuppa and a pleasant drive home.

Thanks to Eastern Bay of Plenty for a good day out.

**Southland****Dave**

Mid July there was a Night Trial, starting and finishing at the Clubrooms. The trial started at 7.05 pm and all cars were back by about 9.45 pm. Most took their moderns and one brave soul took his Vintage with the top down. I'm sure I saw icicles on his beard when he returned. The same person decided he wanted to go on to the road to the beach and became stuck turning around. He made it out with no further mishaps (that we heard about) and continued to finish the trial.

One Rally Committee member driving a Morris Minor didn't listen to his wife or read and follow our very clear instructions and proceeded to get very lost. He thought we had them wrong.

Most enjoyed the trial and hope there will be more even though there was approximately 80% gravel. The route travelled around Taramoa, Waimatuku, Waianiwa, Makarewa, West Plains and back to our warm clubrooms, where a pot luck supper was served. Winner was Ian Ridd.

The only other events during the past couple of months were a "Seekers Secret Run", where the entrants had to work out a route to visit all those who advertise in the Branch Newsletter and find something in the window, and the Round the Takis Run to Te Anau.

The Secret Seekers Run attracted a very small entry but was enjoyed by those who took part.

Fifteen motorcyclists left Invercargill for the Round the Takis Run with both old and modern bikes taking part. They were joined by another 15 from Te Anau at Colac Bay. From here they proceeded to Tuatapere for lunch and then on to Te Anau for the night. Sunday saw them return home.

**South Waikato****John Lee**

On 7 July joined by two granddaughters and only grandson, Alice and I mingled with possibly thousands of parts lookers, seekers, inspectors checking the

abundance of material at the Rotorua Swap Meet. We were met at the entrance by Pat Burr who extracted the entrance fee. On a gorgeous day we journeyed through time, with memorabilia, parts, cars, photos, hot rods motorcycles, all things for sale or swap.

Our annual American Field Scholars Rally on 3 July started from our clubrooms at Lichfield. We toured the Arapuni dam, swingbridge and farming area navigated by students from Italy, Malaysia, Spain (two) Colombia, and Greenland. Spread over six cars they coped well with the instructions. We had no winners, but all participants received a certificate to take home, produced with great talent by our sheriff Chuck Hausman off his computer. The run ended at the clubrooms with a very enjoyable afternoon tea and goodies and presentations to the students of our local club badges.

### South Otago

Bill Cross

The South Otago Branch conveyed its condolences to the Durham family on the recent passing of Everard Durham. Everard Durham was a new member of the branch and attended the Autumn run in 2002 driving his 1934 Nash Layfayette, and the opening run to Roxburgh during September 2002.

Branch members gave assistance at the Dunedin Autospectacular on 5 July in spite of the countryside being blanketed in snow.

The Branch Mid Winter dinner was held at the South Otago Town and Country Club on the 5 July, preceeded by a car trial, organised by Club captains Wally and Alison Ollerenshaw. The route was out to the catchment of the Pomahaka River where the low setting sun was a challenge to most. Neville, Judy and Natalie King (1954 Citroen) took out the event. A good crowd sat down to the dinner, when during the evening opportunity was made by Chairman Tony Smith to present 35 years service badges to Neville King and Stuart Milne, with Malcolm Thomson to receive his at a later date. Wally and Alison Ollerenshaw received the Service Tankard, for sterling work over the year, while the Williamson trophy for the lady of the year was presented to Gaynor Falconer. Mell Tapp and Neville King presented movies on the Branch's early history during the evening.

The annual meeting in June found most of the chairs at the top table again held by the same personnel. Tony Smith; Chairman, John Cook Deputy Chairman, Keith Collier Secretary, Paul McNabb Treasurer, Wally Ollerenshaw Club Captain and surely Alison must be coupled here also. Assistant Club Captain Barry Delaney, the parts section to be



*The rolling chassis of Steven Oliver's 1908 Cadillac Model T straight line body four seater currently under restoration in New Plymouth. Taranaki Branch*

looked after by Allan Budge, Custodian, Phil Sell, and Graeme Jarvie, Social Convenor Stuart McElrea, Split Rim Editor Stuart Milne (and what would he do without Noeline), committee Neville King, Malcolm McIvor, Bill Falconer and Ian McDonald, librarian.

### Taranaki

Colin Johnston

The annual night trial of our Branch called the Brick Run was held in May and was won by Raewyn and David Lusk.

An excellent turnout of Taranaki members attended the Wanganui Annual Rally in June. Sunday's run was to be through a private road with many roads branching off. Entrants were also treated to a tour into the Santoft Forest. This was a very interesting section and fairly rare for the public to be able to enjoy. Our members Ron and Margaret Ingram won the overall prize also the Post 60 section and the time trial, while Ian Bleakley won the Morris 8 trophy. The Veteran cup was won by Jim and Beryl.

Restorations are in full swing here in Taranaki. Steven Oliver is hard at work on a 1908 Cadillac model T straight-line body four seater. The rolling chassis has been completed and Steven is now working on the steering system. Sidelights are being fitted and he has found some Frankonia Kero sidelights and a set of Rushmore head lights that run on acetylene are all ready for assembly. To complete the lights Steven is looking for a generator. This car has come from the Auckland area and we look forward to seeing it completed. Also Wally Hunt is working on a very rare Royal Ruby motorcycle and the Simkins second Rolls Royce, which is a 1914 very interesting open tourer body model, is at Wanganui getting

attention to the upholstery and hood. The rolling chassis is all complete and the body all painted. Their 1929 Graham Paige 8 cylinder coupe has been sent to the panel shop where it will have the upholstery finished, they hope to have this car completed by December. Rodney Oliver has the chassis complete and is working on the body of his 1929 Model A four door sedan. Merv Barras has been working to complete his 1928 Austin Chummy 7 tourer. The body has been repainted and the seats are being completed at the upholsterer. This car has come from the Levin area.

Our parts shed has now had a complete makeover with new shelves installed. This has been a really big job and now all the parts are sorted and can be seen a lot better. Thanks to all those members who worked so hard on this project and if you are calling Taranaki way come and have a look - you might just find that hard to get part.

### Taupo

Jack Hindess

The annual Taupo Hobby Expo was held in July, and as usual we manned a stall with a couple of cars on display. Joe Ridley's Austin 7 Chummy was an example of a vehicle under restoration, while Keith Moore's MG, by contrast, was a good example of a fully restored vehicle. There was quite a bit of interest, but no new members this year.

Our monthly meeting took the form of a video evening where we watched Wings and Wheels at Wigram which was a nostalgic journey of the days when Wigram was an annual event. It was nice to see our new TV in use and could be the forerunner of further video evenings.

# BRANCH HONOURS MEMBERS

Text Will Holmes, photo Noel Bassett

At the last AGM of the Wairarapa Branch a resolution "That Roy and Frances Elwin

Be awarded Life Membership of the Wairarapa Branch of the Vintage Car Club of N.Z. (Inc)" was carried unanimously. In making the award Will Holmes detailed at length the impressive record of both Roy and Frances.

Roy joined the Wanganui Branch of the VCC (the only Branch in the North Island at the time) in 1956 – membership that was given to him as a 12th birthday present by Rex Porter, for whom he regularly navigated in the 1900 De Dion Cudel. (This vehicle is presently displayed at Southwards Museum). Roy's service to the Branch includes holding every office except Newsletter Editor, including two terms as Chairman.

Frances and Roys contribution to the Committee spans 31 years including a nine year consecutive stint by Frances as Secretary/Treasurer. During this period she also held the position of Newsletter Editor for two years. Frances is presently our Club Captain and Beaded Wheels Scribe and Roy is the Vehicle I.D. Representative.

Throughout the years of Branch service Roy has been active on the restoration scene with many vehicles "Raised from the dead." The latest is the 1905 Star which they use regularly on veteran and other club events.

Frances while assisting with restorations has raised their family of four children and they presently have six grandchildren.



The monthly run saw us visit the Tirau Honey Museum, where we met up with the South Waikato Branch from Tokoroa. The museum is a treasure-trove of all manner of things from yesteryear, but it needs plenty of time to appreciate the extent of the collection. It was rather cold inside the buildings, which was not unexpected in mid-winter, but it was nice to enjoy our lunch outside in the sun. In the afternoon the ladies insisted on taking in the Tirau antique shops before heading back to Taupo.

In August we visited the Te Amorangi Trust Museum in Holdens Bay, Rotorua. This is a museum specialising in steam driven engines and equipment, and we timed our visit to coincide with the monthly working day. There is also a blacksmith's shop and other buildings of a bygone era. On the way home we stopped off at the Rotorua Home and Garden show which finished the day very nicely. At the monthly meeting we had Martin Sears of the Taupo Civil Defence giving us an outline of his work and the potential hazards in this geothermally active region.

Sad to report the death of Lowther Baines who passed away in June.

## Waikato

## Cazna Payne

Some slight changes to our Branch calendar in the forthcoming year will mean our Vintage Venture rally will be in early March and the Ladies Rally in August following feedback from Branch members. A "Night Owl" rally put on by the Foote's and Bruntlett's (complete with Shirley in an Owl costume) was well attended finishing with piping hot soup at the end. A lovely clear night and challenging to navigate in the dark for a change. New members to Waikato Branch are Olm McKeogh (Opel Rekord), Ken and Judy Forster (1928 Model A Pickup), Brian Hight (1938 Chev Coupe) and Yvonne Killalea (1950 Austin A40 Pickup). A good variety of events for Waikato members recently. Many ventured to the Rotorua swapmeet which just seems to get bigger every year. Waikato members Tony and Judy Brierley organised a run with an "Agricultural" theme based in Morrinsville. Participants

did a tour around the town before stopping to visit Maber Motors tractor dealership and finishing at a private Stationary Engine collection - the highlight for many seeming to be the opportunity to drive a 1928 Caterpillar tractor.

In July the Club run was a "Midwinter Horse Power" event to the Horse Magic complex at Karapiro. An event which was enjoyable for the whole family. Club nights recently have included such varied speakers as dolls to model automobiles and a Games evening with pool, darts, bowls, pokies and good old fashioned natter over a drink and supper. Waikato members attending the Winter Woollies run did well with the Braddocks placing first in Post War Vintage and Hal O'Rorke and Ann Melville taking out first in Post 60.

Waikato Branch now has its own website thanks to Bill Smith and Graham Fairless which is linked through the VCC National website or direct at [www.geocities.com/wvcc](http://www.geocities.com/wvcc) check it out for contact details, calendar, advertisements, notices and breaking news.

Peter Lowe and helpers have a long weekend tour running to the Coromandel Peninsula in September - a great way to kick off the Spring motoring season.

In October our gallant auctioneer Hadyn Lovegrove will be at the Branch "Absolutely Fabulous" auction (formerly 'Shiny Parts Auction') where a lot more variety and bargains are promised (however we are advised that husbands, wives and children will not be accepted as items for auction! ). Also 5 October is the Waikato Post Vintage rally.

We look forward to catching up with other VVCC members at our Veteran Rally in November.

Waikato member Willem Mattysse passed away in July and our sincere condolences are extended to his family.

## Wairarapa

## Frances Elwin

The end of June saw our branch celebrating the winter Solstice with a pot luck dinner Christmas theme. A good attendance of members enjoyed a great evening with Evelyn and Ruby organising a few games, much to everyone's amusement.

Sixth July arrived with snow isolating the Wairarapa, which made organising the Casual Run a real headache for Peter and Evelyn Chisholm. The morning run was shortened, but points of interest were still able to be looked at. One point being the newly erected model of a 1913 Fisher Monoplane at Gladstone. Lunch was enjoyed at a local inn. The afternoon run saw a trip through the countryside back to the clubrooms for afternoon tea. Thank you Peter and Evelyn for all your efforts in planning a great run.

Our July club night was the Annual Games evening between the Wairarapa Vintage Machinery Club and our branch. A good attendance from both clubs, and a lot of fun was had by all. By the way we won again, taking for the third year the Thorneycroft trophy.

August club night and our guest speaker was Hop Owens, who brought along tapes from when he was in broadcasting, an interesting evening listening to long forgotten broadcasters and the 'bloopers' made on air.

Ninth August saw the Wairarapa visited by the Wellington Branch on their annual visit through the area. Members stopped at the Branch clubrooms for lunch and chat plus a look through the spares department. Good to catch up with our Wellington friends and share a lunch with them before they left to travel onto Palmerston North. A big thank you to all who helped with setting up the venue and Ruby for her cooking which we all enjoyed.

August 23 and 24 was the Annual Austin Rally, organized by Mary Buick. On the Sunday VCC members were allowed to join in as honorary Austineers for the day. A good covering of Austins gathered at the VCC clubrooms for morning tea, then a run through the countryside to Mauriceville for lunch. The morning section being timed and the afternoon section a free run back to Masterton with a visit to a local car museum, before heading back to the clubrooms for afternoon tea and prize giving. A great day was had by all. Thank you to Mary and her many helpers. The winner of the Peter Smith Memorial trophy was Ian Lambess and his Austin.

Our new calendar of events has been set and members are in for an interesting time. This year will be the 21st Birthday of the Gold Medal Trial, which is at the end of November. Glen Bull and his team are putting on a great weekend for us.

### **Waitemata** Keith Humphreys

Having missed the last issue of *Beaded Wheels*, there is quite a lot to report on, but with John King doing a superb job of reporting on the "E.A.R.T. Rally" in the last issue, and hopefully a report on the "R'Oil Can Rally" in this issue, Waitemata Branch has been getting good coverage. The "Tour De Nord" organised by Peter and Diane Bruin, replacing Brian and Bess Johnstone's G.O.L.D.O.R. was very successful with a good turnout, arriving at Journeys End, a quaint little holiday settlement on the Kaipara Harbour, for lunch, and finishing back at the start for drinks and a bite at the Landfill Cafe.

Some very rugged roads took their physical toll on the cars, but all made it to the finish one way or another. The "Simpson Drive and Dine" took us out to

Raglan by a very interesting route much of which we had not experienced before, using the simple expedient of marking the route on a map without actually driving over it and plotting it. This worked well, but some still got lost! Concerned for the security of our cars overnight, the local bobby impounded our cars at the Police station for their safety. A fun night was enjoyed by all.

The AGM was as popular as ever with the free meal enticing many out and the same old team was voted in again although it took a fairly substantial bribe to keep the popular Gerald Watson in as Secretary/Treasurer.

Kevin Beesley was enticed back onto the committee after a lengthy break, as a representative of the "Old Guard" to act as a watchdog/consultant to ensure the Branch wasn't straying too far from its founding principles. (Reeks of political correctness somehow!) As usual the "Whatipu Mid Winter Christmas" proved as hilarious as ever with the indefatigable Michael Greig playing his annual role as Father Christmas in one form or another. (This year as a Victorian gentleman I think?)

Around this time, quite a few members of our Branch competed in the Waikato Branch's Kairangi Hill Climb, some staying overnight in the Village Hall. David Garrett won first PV Class in his 1936 Riley 12/4 Special, Anne Thompson, first Vintage Class and first lady in the 1926 Twin Cam Sunbeam, and Steve Sharp won first Post War Class in his 1955 Buckler 90. Finally, we have had what was probably one of the most successful "R'Oil Can Rally's" with 85 people starting (the same number as the number of members!) and 35 cars in excellent weather for the time of the year and despite the forecasts, and took us over some extraordinary roads through farms and forest to finish at the old Spa Hotel in Taupo for a hilarious night.

David and Jenny Pitches deserve the accolades for their organisation and devious route.

Max and Shirley Belcher were the lucky? winners (chosen before the event) and already they are enthusiastically planning next year's event in the Far North. In recent times, John and June Hearne have been to the UK to attend the 75th Anniversary of the Ards TT that his Alfa Romeo competed in along with other events, Ian and Jacqui Goldingham also headed that way for 100 years of Lea Francis, and Eddie and Shelley Simpson attended the 100 years of Vauxhall celebrations in the UK with Irish friends Les and Yvonne Murray.

In the meantime, continuing correspondence from various parts of the globe from the mysterious "Girling Fosse" keep us all intrigued and amused.

### **Wanganui** Fay Chamberlain

It has been cold outside lately but rather warm inside the clubrooms - all club nights have been well supported (and we have gone up five members for the year too) great to see. We had a visit from Keith and George from the Palmerston North Paint Superstore who gave us a good talk about paints and polishing our cars. Last week it was the turn of Wanganui Public Librarian to inform us about the various library services in Wanganui, (including the 'rich heritage' section and the new mobile library). She was very impressed with our library too, and looks forward to working with us In the future as digitising becomes more commonplace.

Had a great day out with the Taranaki Rover/Citroen Club visiting us on 27 July. The day began with a cuppa at the clubrooms at 10 am, followed by a visit to Ed's car collection, lunch at Liffiton Castle and a short tourist trip round town. About



Bruce Ardell (left), Allan Osman (right) well deserved 35 badge recipients. Wanganui Branch.

40 cars went out on the CROW run (Citroens Rovers Others and Whatever turns up) even the Morrie Minors joined in at one point. Great to see such co-operation and sharing between various clubs.

Two club members recently received their 35 year badges. They were well and truly deserved. Allan Osman has had just about every job in the branch at some time or other, but is remembered latterly for his printing skills, distribution and organising of the Rivet team. Bruce Ardell has also been very actively involved since day one and is currently known for his fabulous Ladies runs - if only all branches had members like these two!

### **Wellsford** R Jorgensen

Our regular scribe Alma is in Australia and we hope she is enjoying better weather over there. At our June meeting Nigel Hawkes told us of his foray to the States searching for car parts with photos to pass around of places of interest he visited.

Our major event of the year - our Winter Woollies Wander on 5th July was held on a cold, wet miserable day which failed to dampen the enthusiasm of those

who assembled at the horse drawn vehicle and car museum now (Matakana Museum) on Omaha Flats Road east of Warkworth. Of the 50 vehicles entered all negotiated the day safely except for James and Gloria Lawrie who pulled out with radiator problems early in the day. We travelled in a northerly direction through back roads with nice scenery and coastal views crossing the main highway to eventually reach Paparoa Hall for a welcome lunch of hot soup and goodies. We had lots of questions to answer in the morning. After lunch we were given six photos to be placed in correct order as sited, silent checks to find, and some tulip diagrams. There was hardly any metal on one road, another had terrible corrugations and we actually met a grader working. The joys of Vintage motoring. The rain showers came off and on all day too. When we arrived back at Omaha our brains were not allowed a rest. We were given five questions to be answered in the time it took to travel down the long driveway with the wheels to be kept rolling. The evening function was held at the Warkworth Mews Bowling Clubrooms. An excellent meal followed by the presentation of prizes for the day

Overall winners Gavin and Trish Welsh from North Shore in a Davis

First Wellsford members were Tom and Maureen Belch in their trusty little 1958 Morris Major. They have the pleasure (or otherwise) of organizing next years wander.

On the Sunday we visited workshops of members in the Snells Beach area ending the day with a barbecue at James and Gloria Lawries. A lovely fine day with the sun sparkling on the water. About 60 members of the North Shore, Hibiscus Coast and Wellsford Clubs enjoyed a barbecue at the Matakana Museum on Sunday 20 July. A tour was then undertaken of the rapidly growing sub-divisions of the Omaha Beach. The visitors were amazed at the growth over the last few years, some likening it to a giant jigsaw and continued to comment on it to their friends long afterwards.

Paul Collins gave us a very informative refresher course on interpreting rally instructions at our July Club night. Thirsty work, followed by Ron Adkins of Pieroth wines with a fine selection to tickle our taste buds.

Our sympathy goes out to club member Mike Hardman and family on the sudden death of his wife Sharron.

## Peter Russell

*Nelson Branch*

*30 September 1920 – 20 July 2003*

Think Peter and it's Allard, Auburn, Aston Martin, Bentley, Frazer Nash, Invicta, Landrover and of course Mum's Mini. Peter loved his cars and had names for most of them. Bluebird (Invicta), Yellowbird (Aston Martin), Angela (Frazer Nash), Sarah (Land Rover), Rommel (V.W.Campervan) Hercules (Auburn) and so on.

Think Peter and it's Woburn the farm at Waipukurau Hawkes Bay and the hostel Peter created where he welcomed and hosted many hundreds - probably thousands over many years to share in his generosity and good fortune.

Peter loved travel and after service in the Italian Campaign and J Force Japan in WW II visited many parts of the world and made many lasting international friendships.

He bought a home in Nelson in the early 1980's and came to love the 'best view in the world' from his seaside balcony. Peter is buried in the R.S.A. section of Marsden Valley Cemetery Nelson.

He loved life and lived it. Peter's gone, the memories will remain.

*Gordon Routledge - Nelson*

## Jack Newell

*Banks Peninsula Branch*

*27 March 1923 – 11 July 2003*

It is with much sadness that we record the death of Jack Newell on the 11 July 2003. Jack was one of New Zealand's most prominent vintage and veteran motorists. He was a member of the VCC for over 50 years and was a foundation member of the Banks Peninsula Branch when it was formed 25 years ago. Jack enjoyed restoring and motoring his cars, particularly on long distance endurance events. In the early days this was done very sedately in the 1911 Wolseley Sideley. In 1970 he finished the restoration of his 1924 Vauxhall 30-98 and with this car he had years of pleasure enjoying its performance in a very spirited way. Later Jack restored the 1908 Vauxhall 'Old Blue' which he found most exhilarating as it was nearly as lively as the 30-98. With these cars he motored extensively here and overseas nearly always accompanied by his wife Leith and other family members.

Jack was born in Gore in 1923 and moved with his family to Rangiora in 1936. He joined the army in 1941, working as a motorcycle mechanic. After doing some engineering courses at University he applied for the Royal New Zealand Airforce and was accepted in 1943. He learned to fly in Tiger Moth bi-planes and later flew Dakota's (DC3's) up to the Islands. After the war a time was spent working in the engineering section of Lincoln College before leaving to manage his father's engineering business in Rangiora, Skillings Implements. Over the years this was built up into a large machinery manufacturing business employing over 50 people before Jack retired in 1987.

Through his interest in skiing Jack and 11 other people started the development of the North Canterbury Ski Club, later known as Broken River Ski Club. Jack was the first President and served from 1952 to 1957. Jack's contribution to the development of the field was huge in terms of creating access, buildings and the machinery. For this service he was made a life member and was Patron from 1964.

Vintage activities really took off in 1965 when the Wolseley was restored and taken on the Haast International Rally. From 1970 onwards the 30-98 was used extensively and it is in this car that most other Vintage motorists are familiar with the rear view of its Wensum body and the sound of its exhaust note! Jack was the complete Vintage enthusiast. He loved his motoring and was a friend and encourager to all. He was able to see outside the circle of his own interests and made everyone feel welcome with that big happy smile of his. It was fitting that he died in his workshop working at his lathe on wheels for his next Vauxhall project. He will be sadly missed but the legend will live on.

To Leith, Sally Claire, John and members of the Newell family we express our sincere condolences.

*George Calder- Banks Peninsula*





# 1926 CROSSLEY 18/50

*Text Rob Knight Photos Graham Masemann, Rob Knight*



*Owner: Graham Masemann, Palmerston North.*

Even among enthusiasts, very few people would realise that Frank & William Crossley manufactured the first internal combustion engines in England. In the 1860s they had acquired the world-wide (except Germany) patent rights to the Otto Langden four-cycle engine, made and patented many improvements and by the 1870s had manufactured many gas and oil engines. Rob Knight, VCCNZ North Island Club Captain, shares his views after test driving a Crossley with a difference.

William Crossley was approached in 1903 by Charles Jarrot, a racing motorist, and his business partner, William Letts, to make an English car to complement the American cars they were selling. This car was unveiled at the Crystal Palace Motor Show in March 1904.

Crossley went on to produce cars in many shapes and sizes and soon gained a reputation for reliability. Probably the best known of their models was the 20/25 series which, during WW1 saw active service by the RFC and other War Departments at the "Front" in many guises; as ambulances, tender vehicles, staffcars, mobile

workshops etc. Other well known models were the 25/30 used for the Royal Tours of 1921 and the 18/50 model used on the Royal Tour of Australia and New Zealand in 1927, of which more later.

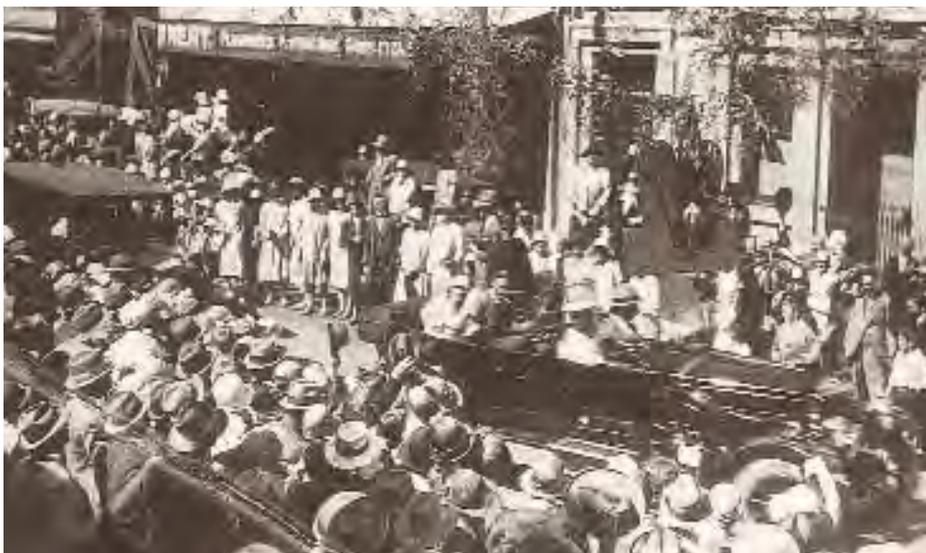
When William Crossley died in 1911 the company split into two. Crossley Motors was formed to accommodate the automotive business, while Crossley Bros Ltd continued with stationary engines. Manufacture of a whole range of large and small stationary and marine engines was to remain the dominant side of the business and continued long after motor cars ceased production, although tanks





Left: The original of this photo was taken by the late HC Brian Wycherly on a Box Brownie camera. The car was parked in the back yard of the hotel in Queen St Palmerston North. Features to note: No 4 in top left hand corner of windscreen, Calometer in radiator cap instead of pedestal for royal flag, registration plate, clear lenses in park lamps, no spare wheel in left front mudguard, short chassis 5 seater car.

Lower Left: This is a copy of a photograph from the archive of the Masterton City Library and ex the Wairarapa Times Age. It was taken outside the Occidental Hotel in Queen St, Masterton on the occasion of the Royal Tour of the Duke and Duchess of York (later King George VI and the Queen Elizabeth) March 1927.



and armoured cars were still being supplied in the late 1940s.

It is believed that Graham Masemann's 18/50 car was used by the then Duke and Duchess of York (later to become King George VI and Queen Elizabeth) during the 1927 Royal Tour of New Zealand. The car is photographed conveying the Royal couple in Queen St, Masterton. A point to note is that most of the 18/50 Crossleys used on this Royal Tour were seven seater models, equipped with twin side-mounted spare wheels, a spot lamp on the right hand windscreen pillar and red lenses in the park lamps. None of these cars were registered.

Graham's car is a five seater. It originally had only one spare wheel mounted on the right hand side, did not have a spot lamp, had white opaque park lamp lenses and it was registered. This leads Graham to believe that this was an extra car, already in New Zealand, and requisitioned for the Royal Tour. The late Brian Wycherley (formerly of the VCC) took another contemporary photo of this car in Queen Street, Palmerston North on a box

Brownie camera. This photo confirms the above specifications.

Following the Royal Tour, Mr Turner, a farmer of the Pori district east of Pahiatua, purchased this almost new car for the express purpose of cutting it into a truck. It spent most of its subsequent life in the Pori and Coonor districts until being rescued from destruction by Murray McKenzie of Eketahuna from whom Graham purchased it in 1963. Some of the original body parts were recovered from the Pori farm and Graham, a skilled sheet metal worker, set about building a replica rear half of the body. The car was completed in time for the 1965 Haast Rally and has competed in all but one international rally since held in New Zealand.

I have known this impressive car from shortly after its rebirth but have not studied it in great detail before nor had the privilege to drive it. Knowing that it was probably a Royal Tour car in 1927, one approaches it with a certain amount of awe and an expectation that it will be a little above the ordinary. In that I was not disappointed, but more anon.

According to Graham the engine of this car is a bit of a hybrid between the under powered 18/50 engine with 69 mm bore and a low-compression head giving a capacity of 2692 cc, and the 20.9 hp which was introduced in 1927 with 75 mm bore and high compression head. Graham says that his car has the later bore with the earlier head and that the difference in power is quite remarkable. One could speculate that the unique engine could have been due to the car being predestined as a Royal Tour vehicle during construction, or it may simply have been the luck of the draw that an interim model was chosen from stock in New Zealand?

Graham is quick to point out a few modern conveniences such as turning indicators which have been discreetly added, while the under bonnet fuel system now has two glass bowl filters to protect against rubbish from the original tank and has been lagged to prevent vaporisation of the modern fuel. Otherwise, Graham says, the car is very much to original specification.

The speedometer only goes to 10,000 miles and Graham thinks that about 10 years ago the car had covered over 65,000 miles but his "driving has slowed down a lot in the last 10 years."

So the car has aged gracefully and is "well patinated", as the Brits would say, without being scruffy.

### First Impressions

Lifting the near side (another British term) bonnet to turn on the petrol tap beneath the autovac reveals an engine with clean lines and an uncluttered engine



compartment with quite a bit of polished aluminium in evidence.

The driver's door is obstructed by a set of gear change and brake levers so that "it is easier for the driver to get in from the near side unless out of gear and the handbrake is off". As might be expected after much use the passenger door showed a little bit of sag but the rear doors still opened and closed firmly.

The seating position immediately felt right with the pedals and steering wheel in the right places for my frame but Graham is shorter and reaches the pedals comfortably without having to shift the front seat which is adjustable fore and aft, or adjusting the rake of the steering column. Three rear seat passengers can be comfortably accommodated on the leather seats, having plenty of leg room on the carpeted floor and optional protection by a screen which neatly folds into the rear of the front seat.

A folding luggage rack would easily have carried the leather cases of a gentleman owner-driver and his lady on tour from hotel to hotel. Today it provided a handy step for photographing the cockpit. Instrumentation comprises of a speedometer placed for the benefit of the passenger but still readable by the driver, an oil gauge and ampmeter and a working

clock. A light switch is mounted in the centre of the panel next to a large starter button and a non-functional magneto switch that has been bypassed and replaced by a switch just under the panel. The top central knob opens the cowl vent. The steering wheel centre carries a hand throttle, magneto timing lever and choke none of which need too much fiddling with. To the right and forward of the driver are the hand brake and a gear lever operating in a conventional pattern gate and thoughtfully provided with a stop to prevent accidental engaging of reverse gear.

### and they're off...

Pressing the starter button while applying a little bit of throttle the engine awakens with a healthy and business-like burble from the exhaust. First gear is engaged, a light touch of throttle and this heavy car rolls smoothly forward. An immediate change to second and I work my way through the gears into top.

As with most Vintage gear boxes, accurate timing and the correct revs are required to avoid too many protesting noises. Each car is different yet, in an unfamiliar car with an unfamiliar gear box, I didn't see Graham cringe too much at my efforts. With a little more practice the technique could be mastered and the gearbox would be pleasant to use despite having to lean forward a little to the lever. Having reached top gear and cruising comfortably in a Palmerston North street a glance at the speedo showed the needle sitting precisely on 30 mph. It felt just right.

Across Fitzherbert Bridge and a turn left the car effortlessly mounted Fitzherbert Hill in top gear and, having passed through Aokautere gained a little more speed. At an indicated 45 mph the engine was beginning to sound busy. Graham explained that the the speed was then actually about 52 mph and that the car was fitted for some reason with a lower ratio differential than the 4.5:1 specified for this model. Again it is interesting and probably futile to speculate that the back axle ratio was changed for ease of town driving on the Royal Tour. Obviously with the original ratio the car would be much more long-legged on the open road but that would be at the expense of more use of the gear box around town and on hills despite the obvious power from the engine. Nevertheless one gets the feeling that this car could cruise effortlessly all day with little discomfort or stress to the driver, such is the comfortable seating position and the ease of driving despite a slight tendency to wander in the strong easterly we experienced that day. Graham

did explain that the wander was probably due to a bit much caster angle, which obviously can be corrected. Of course, when driving an unfamiliar car for the first time, one has to tentatively test the stopping capabilities in case of sudden need. Gentle depression of the pedal caused some obvious retardation giving one confidence to apply some more business-like pressure which brought the car up firmly in a straight line and gave adequate control returning down Fitzherbert Hill. With other traffic following, an attempt to stop on the hill was not made but one felt that, if necessary, it would have been possible. Internal shoes on large drums are actuated by cams on the rear wheels while the front has two leading shoes working on the Perrot system. The rear only hand brake, using the same shoes, adequately holds the car on the slope. Long semi-elliptic springs dampened by American made Houdaille shock absorbers on all four corners makes for a smooth ride over our roughly patched streets and roads.

Following cars were most likely confused or annoyed by my forgetting to turn off the non self-cancelling indicator switch. I guess that when driving the car regularly, the use of the switch would become second nature, otherwise some other sort of switch might be needed for fools like me. The hood was down for the day, as it should be, but not having an envelope, because the one Graham had had made was too tight, the loose hood kept blowing up to obstruct the view through the centre rear-vision mirror. The curved rectangular side mirror was not quite set for my height. Sensibly an electric wiper driving two blades replaces the original cable driven wiper which broke cables with gay abandon. However the wiper body on the top of the windscreen frame was partly in my line of sight which required me to slump a little to see under; but I have the same problem with the windscreen frame of my Buick.

However those were only small problems which did not seriously mar an enjoyable drive of a car which seemed eminently suitable for both long distance motoring or pottering about town. Overall it is a comfortable Vintage touring car which shows its breeding and a certain amount of gentle ageing, a car that anyone should be proud to own and that Graham is rightfully proud of. Interestingly I read *The Motor* road test (August 10, 1926) and the *Autocar* test (July 9, 1926) after my own drive and found that they had formed very much the same impressions of the car as I did.

### Factory Specifications 1926 18/50 hp CROSSLEY Tourer

Bore/stroke	69 mm / 120mm
Capacity:	2692 cc
Horse-power:	17.7 hp
Engine	six cylinder, push rod operated overhead valve
Gearbox:	4 forward speed, RH control
Maximum speeds on gears:	1st (16.82:1) 18 mph; 2nd (10.44:1) 30 mph; 3rd (6.61:1) 48 mph; top (4.5:1) 60 mph.
Minimum speed:	top gear 5 mph
Brakes:	On all four wheels
Wheelbase:	10'5"
Track:	4' 8"
Length/width	14'3", 5'6"
Ground clearance	8"
Weight(as tested with 3 passengers) :	1 ton 17 cwt
Petrol Consumption:	20 mpg
Turning Circles:	right 46'10" left 52'6"
Price:	£675
<b>to which Graham has added</b>	
Lubrication;	fully pressure fed
Clutch:	Borg single plate
Tyres:	525x21 on Sankey well-based artillery wheels
Fuel Tank:	20 gallon capacity

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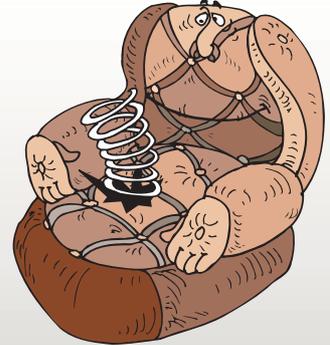
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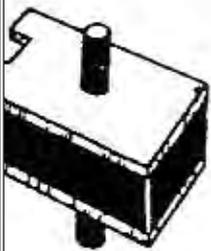
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