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.

Ray Shearman from Christchurch has supplied our historic photo for this issue. He has supplied some information but is keen to learn more …

This photo taken around the 1930s is of a genuine plumbers workshop. I can identify T Ford and Dodge cars, BSA and Indian motorcycles and pedal power cycles. One rider with bowyangs around his knees.

Could some reader identify where the photo was taken or supply any further information?

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COVER

This photo from 1959 shows John McLachlan and David Kay taking the 1912 Cadillac for a spin during an early Vintage Car Club Irishman Rally.

Photo David Barker
With Vero, special insurance rates for cars of a certain age are nothing new, even though our name is. As Royal & SunAlliance we’ve been supporting the Vintage Car Club and its members for over thirty years. As Vero we offer the same special rates for VCC members on vintage and private vehicles, home, contents, boat and travel insurance. And we’ll continue to donate money to the club every time you take out or renew a policy. Call us now on 0800 505 905 to find out how much you could save by switching to Vero.
How often have you heard - “Our Club needs to canvas for younger members.” “We have an ageing membership, what is to become of the Club?” “Look at all the grey heads!” “There are no Veteran/Vintage projects around for younger members to restore” etc etc.

I believe we should be enjoying the membership we have and catering for them with events that they take pleasure in. We have a growing membership covering all age groups (including several generations of families) all with a varied interest in the motoring world. Our mature members have a lot to offer younger ones who, in turn, give us a fresh look at different aspects of motoring, while bringing enthusiasm to all levels of Club life. When you look at branch magazines, there are events to suit all – whether they be picnic runs, tours, rallies (where trophies and awards can be competed for), speed events, homestead runs, rough runs, swap meets – you name it and I am sure you will find something that suits “your” type of motoring event in our branches’ calendars of events. If not, why not approach your branch committee – it is YOUR Club and branches should be catering for YOU! The Executive Meeting will be held on 13 March 2004 hosted by Wellington Branch. This is when discussion is held and decisions made on the running of YOUR Club. Please let your Branch Delegate know of any suggestions or concerns that you may have, so they may be fully prepared to speak during discussions and have the feelings of their branch to take to the meeting.

We should be encouraging people from all age groups and walks of life to become members of our Club. I am sure we all know of members that join when they are young and often due to family or work obligations, are not able to be consistently active members. If we continue to offer events that suit all ages, I am sure you will find that once these members have passed this busy time of life, they will again take part in Club activities, bringing the next generation with them.

In November 2003, I was honoured to open the Wellington Branch’s clubroom’s refurbishment and extensions and to take part in their Annual Rally. Congratulations to Wellington Branch on the combination of two very successful events. It was pleasing to see several family groups taking part with youngsters (from babies, toddlers, primary and secondary school age) all enjoying the celebrations. If we cater for such groups, I am sure the children will continue on to become members in their own right in the future.

As we motor our historic vehicles, let us make the most of our diverse membership, share our motoring knowledge with each other, enjoy each other’s company and not be too concerned as to what age group we fall into!

At the November Management Committee Meeting, Gary Beaumont presented the Club with the finished display board containing all the plaques received from branch events held during the year 2002. This handsome collection is housed in our Archive section at National Office and is a permanent record of branch events held during the inaugural year of the National Office building at 12 Aberdeen Street, Christchurch. Our Archive is growing - it is good to know that Club memorabilia and records are being collated for future VCC motoring generations.

As I write this, entries for the National Veteran Rally to be held in Dunedin have closed and the organisers are pleased with the support received. We look forward to hearing about the event in the next issue of Beaded Wheels. Plans and preparations for the North and South Island Easter Rallies (hosted by Wanganui and Nelson Branches) and the North Island Club Captain’s Tour are also well in hand.

I hope you are all enjoying a truly Vintage summer.

Leigh Craythorne
Subscription Time Again!
Your invoice renewals will be sent out mid to end of February so keep your eyes open. If you don’t receive yours then please let your Branch Secretary know before mid March so they can advise the National Office. You don’t want to have the late penalty payment because the postman has lost yours!

Don’t forget to let National Office know if you have changed your address or sold/purchased any vehicles. Membership cards will be forwarded to financial members in April.

Executive Meeting
The March 2004 Executive Meeting will be held or 13 March 2004 in Wellington. Should you have any item you wish to be discussed by the Executive, please advise your Branch Chairman or Delegate.

Notices of Motion
Notices of Motion that have been received in accordance with the Club’s By-Laws will require a postal vote. Prior to this the By Laws states that members can make submissions to the proposed Notices of Motion to the proposers/seconds. These must be made by the 20th March 2004. All branches have been sent copies so please ask your Secretary to view them. Once the submissions are received, the proposers/seconds have the choice of changing their original proposed Notice of Motion. The final copy must be with the Secretary/Treasurer by the 20th April. They will then be sent to each Branch along with a copy in the June/July issue of Beaded Wheels. Voting papers are distributed mid/late June.

15th Super Southern Swap Meet – held at Ballarat Airport, Victoria, Australia. This will be held on the 20, 21 and 22nd February 2004. All enquiries to PO Box 232, Sebastopol Victoria 3356 Phone 0800 13 3 4039.

Report from VCC rep
Andrew McClintock

No news is good news. Well that’s what my mother always said. I haven’t had a report in the last two copies of the Beaded Wheels. That’s the good news, it means there haven’t been any proposed changes that would affect our club vehicles. Last December there was a number of proposed changes to the vehicle lighting rules but nothing that would affect your vehicle. Your modern on the other hand may be a different story.

Over the years head lamps have been mounted lower on the vehicle. High intensity cut-off patterns that are now common are set to dip 50 mm in 3 metres. Early types of lights are set to dip 100 mm in 3 metres. This may explain why modern lights can seem bright on dip.

No allowance has been made for height. The lights on a 4WD will shine a lot further than those on a sports car. All modern lights are designed to be set with a beam setter. The proposal is to check these lights with a beam setter at WOF time. If this means better lighting on your modern and less chance of being dazzled by oncoming traffic it can only mean more good news.

I was delighted to read the memorandum sent to our branch in October that said the vehicle exhaust emissions rule 2003 would not apply to our club vehicles. In fact the rule will only apply to post 1990 vehicles. It is future rules that concern me. Officials at the Ministry of Transport are developing details on how the emission screening system will operate. The good news is consideration will be given to the feasibility and the effects on air quality of exempting certain types of vehicles. Let’s hope our Club vehicles will be included. The views of interested parties including Vintage and special purpose vehicle owners will be canvassed as part of the public consultations planned this year.

Contact Andrew on 03 340 4049
Dear Sir

Vacuum Tank Woes

Many members will be familiar with the vacuum tank problems displayed by the Dodge of JD Forbes as described in Central Otago Idle Torque (BW263). But obviously the trouble was new to the “many helpers with advice” so having learnt the hard way it is perhaps timely to reiterate the usual cause.

The problem seems to be confined to Stewart vacuum tanks which have a die-cast cap. Pressed into the underside of this cap is a small brass valve seat onto which the vacuum valve closes when the upper section of the tank is full and the float has risen to click the spring mechanism over centre. Over time the diecast expands a little and the brass seat will fall out onto the valve stem thus preventing the vacuum valve from closing. Fuel then continues to rise in the tank and is drawn through the vacuum line into the manifold, a very crude form of carburetion which is of course overly rich.

Roadside repairs can be made by removing the cap, pressing the seat back into place and gently peening the edge, taking care not to damage the seat or fracture the diecast, but it is best to use Loctite (or equivalent) if available for a less crude and more permanent repair.

Of course broken springs and badly worn linkages can also cause the mechanism to malfunction. The answer then is to find another cap. Thankfully many branches still have a Stewart vacuum tank or two on their shelves and the caps are usually interchangeable no matter the shape of the tank.

Rob Knight

Dear Sir

May I correct my Cadillac Century article? The text wrongly states that the La Salle was introduced March 1928. The illustration gives the correct year, March 1927.

I also should have mentioned that Cadillac’s slogan “Standard of the World” did not originate with Cadillac’s publicity department. They attribute it to Britain’s own Royal Automobile Club. I see also I am elevated to the status of fanatic, putting me in such distinguished company as Guy Fawkes, Goebbels, the Beatles, and possibly even some members of the BW Editorial Committee!

Actually, this is not the first time either. Years ago, when I was correcting the bombastic George Brough’s claims to have originated the so call Castle forks (this Veteran and Vintage Magazine), someone said to Geoff Hock “Hendry’s a bit of a fanatic, isn’t he.” Geoff’s memorial reply was “No, he just a stickler for accuracy.”

Good old Geoff! He always had the right word for everything.

Maurice Hendry

Dear Sir

Recently I was in Perth, Western Australia and a friend who is well placed in the Perth Vintage Car Club showed me around the Club’s large well-stocked spare parts shelves. A recent arrival in the premises was an old engine whose identity is unknown to the Club members.

I photographed the engine and enclose a print which may enable somebody who needs the engine to acquire it. Alternatively, I am sure that the Perth Club would be pleased to know its identity.

Ian Hill

Dear Sir

Re error in Beaded Wheels 265.

The letter published in that issue should have read “The clutch and brake levers being the only foreigners on the machine” but it read “The clutch and levers being the only foreigners on the machine.”

I could have left the printing mistake as one of little consequence except for the fact that my fellow enthusiasts in the Vintage Car and Classic Motorcycle Clubs are likely to torture me and shoot me down in flames for being a cad and telling such porkies!

Leslie Harris
PS: The clutch is all BSA Bantam modified with three extra springs, plus a few washers to increase the spring tension.

Ed note: Apologies for the typo Les, hopefully the publication of this note will mean you can, in your own words, “sleep without a shotgun under the scratcher”.

Maurice Hendry
Hawke's Bay Branch founding members Olive and Reg Kilbey have donated some interesting material to our National VCC Archive. As Grant Hitchings has discovered there is often a story hidden behind the donation – we despatched him to ferret out more about the Kilbeys.

The Shop

In 1954, Raphael Furnishing Studios Ltd commenced operations as antique dealers in Napier. Twenty four years later the business was relocated to the present site at 205 Hastings Street, moving into premises originally built for Lerew Motors, a repair business specialising in Austin, Wolseley, and Nash cars. At one time the building was owned by the local Ford agent, Monarch Motors. Newmans Bus Company purchased the Hastings Street site in 1952 and used it as their repair workshop until the present owners bought it in 1978, converting it to their new saleroom for antique furniture and collectables.

With a frontage of about fifteen metres and a depth of about fifty-five, the premises are a generous size for a shop of this nature. At the rear there is a mezzanine floor providing an area for furniture repair and french polishing. Below part of the building an underground car park has become a display centre for the owner's elderly cars and motoring memorabilia. The stock is extensive, of great variety, and is genuine antique quality. There is no sign of furniture that is just old and definitely no kitch.

The Kilbeys

Olive Greenaway was born in Christchurch in 1919 and was brought up in Beveridge Street which is now in the northern part of the CBD. Her earliest memories are of a quiet (then suburban) street with few garages and only two resident vehicles – a taxi and a milkman's van. She attended Normal School in Cranmer Square, then worked for Johnson and Couzins Saddlery setting up a mail order business for them.

Later Olive became the secretary for the Chief Engineer of the Christchurch Gas Company who achieved fame by having one of the first Ford V8 vehicles in that city. The only daughter in the family, she credits one of her four brothers, who was a mechanic, with instilling in her a passion for motor vehicles. She remembers the opening of the Todd Motors Showroom in the mid-1920s in central Christchurch. The site was in an area bounded by Victoria Durham and Peterborough Streets and Olive comments that the new building, a very pretentious art deco style showpiece, seemed to a population in the grip of the great depression almost obscene.

Olive then married and moved to Napier in 1947 where she gave birth to two children. Unfortunately the marriage was unsuccessful and Olive and the children moved into premises at 4 Chilton Road in 1950.

Reg Arthur Kilbey is English, born in London in 1915, he joined the trades as a French polisher. During WW II he saw service as a driver and dispatch rider. Two days before WW II was declared in 1939 Reg's mother arrived in New Zealand for a short holiday which extended to an enforced five year stay until hostilities ceased. While marooned in New Zealand she wrote to Reg describing the country and saying how peaceful, pleasant and laid back the population seemed to be.

After the stress of war this seemed to Reg idyllic and he emigrated here in 1946 first working in a furniture shop for a year before setting up his own French polishing business. As his business developed Reg felt that he needed a book-keeper/secretary and after advertising employed Olive. An opportunist, Reg realised that there would be advantages and savings if he made Olive his wife and the pair then married in 1954. This time was also special as on the Monday after their Saturday wedding they opened the doors of Raphael Furnishing Studios Ltd.

The Chrysler

It was at the 1929 Olympia Motor Show in London that a very young Reg gazed in awe and envy at a new Chrysler 77 Roadster. For some reason his parents did not share the same interest in the vehicle and it remained for Reg just a boyhood dream.

By a coincidence the day after he arrived in this country, Reg noticed a similar machine parked outside the State Theatre in Napier and after investigation found it belonged to the theatre manager, Des Hunter.

Two years later Des Hunter retired from the theatre and started a car sales in Napier and when passing, Reg noticed the Chrysler was on display for sale. With a generous loan from a friendly bank manager Reg passed over £350 and drove the car away. The Kilbeys still have the
vehicle and after 52 years it remains their favourite car. Originally painted yellow and black, the Kilbeys then had a colour change made, becoming light blue and black. Never fully satisfied with this scheme a major accident in 1984 gave them an excuse for a repaint and the car was refinished in its original colours again.

Their model 77 Chrysler is 16 ft long and weights about 1.5 tons. It has a 4.2 litre side valve motor attached to a four speed gearbox. The vehicle is dated 1929. Records indicate that of the 1729 examples of this model built, only six came to New Zealand and three are in Hawke's Bay. (Reg actually won the Hill Climb event at the 1959 National Rally in Timaru driving his Chrysler.)

I was unable to obtain any performance data or thirst quenching figures for it, but when you are driving one of these babies who cares anyway?

The Branch

The Vintage Car Club came into existence in Christchurch in 1946. In time other branches were created in the South Island. The first North Island branch was Wanganui which opened its doors in 1954 catering for members in the lower part of that island. Reg and Olive joined late in 1958.

A parade as part of the Hawke’s Bay Centennial celebrations in November 1958 saw several Wanganui Branch members and some local owners taking part. The oldest car was a 1905 Rover driven by Charlie Black. This was loaned by the local museum. The obvious interest shown by the public in the display led Reg and a few other local members to think that the formation of a branch of the Club for members in the Napier/Hastings area may be warranted.

An advertisement in a local newspaper attracted twelve persons who met in the rear of Olive and Reg's shop. Excited at the support they were receiving Olive and Reg forgot to lock the shop door and were quite startled when, half way through their meeting, a friendly “bobby” put his head through the dividing curtain thinking that the premises were being burgled. The gathering lead to the creation of the Hawke’s Bay Branch in 1959 with fourteen enthusiastic members. Its boundaries were set at the area from Woodville through to Gisborne and across to Taupo although the branch boundaries have since been redefined. Reg says that in the early years of the branch members would frequently visit rest homes, RSA branches and other similar institutions to take the occupants for outings. He added that the sight of his Chrysler was always very welcome as its boot would accommodate the necessities for the afternoon (or morning) tea. Olive was the first branch secretary and both are Branch Life Members.

The first major project for the fledgling Branch was the staging of the 1961 National Rally in Hastings that Easter. Among the many hurdles to overcome were a shortage of members and helpers, a lack of funding, and opposition from The Highland Games, an event which always attracted most of the public in their area. In solving the latter problem Olive showed that she could be as shrewd as husband Reg. The vehicle field tests and general display were to be at the A & P Showgrounds in Hastings and this was on the main bus route to the Highland Games. Olive arranged for the drivers of the bus company to stop outside the VCC site and loudly announce to their passengers the nature of the activity happening there. Olive’s scheme must have worked very successfully as the crowds flocked in, the rally paid its way and there was even a surplus to cover the cost of the day’s programmes (£250) which had been very generously underwritten by Reg. (Note: How Olive gained the co-operation of the bus drivers has never been disclosed and even I am not privy to the information.)

These days Hawke’s Bay Branch is running well with a membership of around 270.
The Other Cars
As well as the Chrysler, the Kilbeys have other vehicles in their collection. The oldest is a 1914 Alldays and Onions, the small four cylinder model. It was being restored in Wanganui by a father for his two sons when one of the boys was killed in a farm accident. His dream now shattered he sold the car to Olive and Reg who have now owned and rallied it for almost 35 years.

Their usual town car or modern is a 1969 Mark II Daimler which has been in their collection for 30 years. (Reg is Patron of the local Daimler and Lanchester Owners Club.)

In a letter just received by Archives, Olive mentions that during a recent visit to a school reunion the Kilbeys had an impulse buyer, purchased a 1990 XJS Jaguar from Faazaz. She also says that afterwards some branch comedian sent Reg, age 88, a letter containing some whiskers. An enclosed note says “Jaguars are like vacuum cleaners – useful for picking up a bit of fluff.” Reg’s eyes gleamed at reading this I am told.

The XJS model Jaguar is a hot V12 convertible and its purchase and use by a late octogenarian is heartening and uplifting for those (like myself) entering the twilight zone.

(With this vehicle collection I can sympathise with the Kilbeys when faced with having to choose which car to take on a rally. It must be really harrowing. Yeah…right!!)

In Conclusion
During the compilation of this article it was pointed out to me that Olive actually works a longer day than the earlier mentioned eight hours. She rises early and spends time pounding the keys of an early Veteran typewriter. As well as typing the shop’s accounts and other business letters she works on the draft of a book which she hopes will be published soon as her memoirs. For me it will be compulsive reading.

Although Raphael Furnishings is successful and life seems sweet for the Kilbeys it has not always been easy for them. After the breakup of her marriage, Olive, with Reg, then had to face the tragedy of losing two of their three children. There have been other major difficulties in the family as well and it is to their credit that they have tried to live life to the full and have retained their warmth and humour.

The highlight of their time with the VCC would seem to be the 1965 International Rally which was originally intended to go through the Haast Pass in South Westland. Olive has sent to the VCC National Archive a report of their involvement and after reading it, I was so impressed I have included it here verbatim. I hope you enjoy and appreciate it as much as those involved with the Archive did. I must register my sincere appreciation to the Hawke’s Bay Branch historian Glyn Clements, for his help in supplying the photographs and most of the information contained in this article.

“The 1965 Mount Cook Vintage Car Rally in which we competed in our 1930 Chrysler 77…Reg Kilby and I were married on a Saturday and we started our Raphael Furnishing Studios Ltd on the Monday – pretty hectic I can tell you – and it has been like that almost ever since! Badly underfunded – we only survived by Reg working for seven years for very long hours and when we saw “The 65” advertised we decided we would enter and realised that we had not had a single holiday for years.

So that it was with unconcealed excitement that we set off for ten days motoring from Ashburton on with scenery neither of us had seen before – well if Olive had it was when she was too young to recall.

This really was a ‘find your own accommodation’ rally and in those days there were few motels, or for that matter bed and breakfasts, and all of the hotels would be taken up with occupants from overseas. I looked up relatives I hadn’t seen for years, including my godfather in Dunedin. Incidentally the first Doulton agent in New Zealand. We stayed with their married daughter. The first days travelling started in Christchurch and finished on a flat grassed space – and as we were in the fast section, the last to set out, were in a batch situated nearest the huge mountain previously only known by the name Mt Cook or by the Maori name Aoraki and that Maori God must have resented having crowds of Vintage and Veteran cars parked in its precincts for it HAILED DOWN HELL ALL NIGHT LONG! We had never known the like before – and never want to know it since!

Reg took out the seats and parked them underneath, and rolled out our 27 inch child’s rubber mattress (incidentally we both weighed only seven stone in 1965) and with a tarpaulin placed over the boot held down with great rocks, we climbed into our sleeping bags, feeling quite secure for the night, but we woke to find we had only about two foot square dry. We spent the rest of the dark night sitting back to back swigging some whiskey which we had taken in case of emergency, and of all things, having a competition, trying to make an aspro last the longest. It was so weird, for we were in pitch black darkness, but the noise Aorangi let loose with all the horror it could command couldn’t muster two or was it three avalanches, so that by morning it wasn’t the height we used to quote proudly from our geography books. The man who brought what was the latest in tents found that it blew up the mountain and landed on thorn bushes which punctured it. I can say without contradiction that we were all glad to leave Mount Cook behind.

To our horror, when we reached the showgrounds at Invercargill the area where we were supposed to camp was covered in water to a depth of five inches. People were already talking about pulling out, but the caretaker told me that we could sleep in the Horse Boxes, yes Horse Boxes, it was lovely and dry and warm in them. We were grateful.

The rally had been planned to go over the Haast Road but when we got to the entrance it had not been opened, just another hiccup!! To feed the 5,000 at lunch time the organiser the late Sam Slyfield, had arranged that a huge refrigerated van deliver to us a variety of sandwiches. The idea was first class, but when the sandwiches were still frozen it was not the best for the hungry horde. Anyway suffice to say it was a rally never to be forgotten.

Hawke’s Bay entrants Olive and Reg Kilby who still have their Chrysler 77, Colbourne Wright who still has his 1929 Sunbeam and the late Harry Roucher in his Chrysler now belonging to Digby Young and two brothers John and Don Sloan in their Oakland.

The fate of all of the above – here in 2002 – only Reg and Olive Kilby survive."

The above text is an extract from Reg and Olive Kilby’s donation to the Archive.

The lucky winners of the Beaded Wheels caps for this issue are Colin Johnson, Taranaki and Ivan Taylor, Canterbury. Congratulations and thanks for the articles.
My grandparents, Mr WJ and Mrs MAB Christensen, were the first to operate a taxi service at Kaitaia, in the Mangonui County. Their taxi (a 1914 Model T Ford, I believe) was the first Ford to appear in the county. On occasions, they were paid in gold by the Dalmatian gumdiggers, and some of these coins have been passed on to my children's generation by my mother.

WJ (Bill) also owned the first bicycle in the Kaitaia district, and the first sawmill, at Fairburn, just south of Kaitaia. His wife (Gran, as we used to call her) must have been a bit of a tearaway in those days, because in the 1920s, she used to enter in the 90 Mile Beach races.

On one occasion, she raced a Buick borrowed from its owner, Mr McNamara. In order to reduce air resistance and get the maximum speed out of the car, she lowered the hood, and then fixed a blanket behind the front seat, stretched it out over the back of the car, and tied it securely in place.

Racing continued throughout the day until the tide started to come in. Gran had a most successful day, winning one or two heats, and then, in the final, coming second to a Model T Ford, especially prepared for the event by John W Andrews of Auckland. My father (Stuart) who had travelled down from Te Paki to watch the racing, was among the captivated crowd as they witnessed this car passing everything with ease. I remember him saying the modified T looked like a giant spider as it sped along the beach at an incredible 92 mph. I understand it was capable of going even faster under more favourable conditions.

The Buick performed well, and was clocked at speeds of up to 80 mph. It could have gone faster but for the fact that the vacuum tank could not supply sufficient fuel (“benzine” as Gran called it) to the carburettor, when the accelerator was flat to the floor.

The following account was related to me by various people. Although some of the facts may be disputed, I have always believed them to be true...
VCC Vehicle Identity Card Endorsements

The recent inclusion of Head Light Endorsements on the VCC Vehicle Identity Cards to replace and extend the previous daylight WOF system has drawn a variety of comment from many quarters.

The main question without doubt has been, why is the VCC involved and why the change?

To answer this we need to consider the facts and put any emotions to one side.

Regardless of our personal thoughts, road usage is constantly changing; the number of vehicles on our roads is increasing dramatically, vehicles are much quicker and other conditions are constantly changing. To keep up with this and in an attempt to keep roads as safe or safer than they are now, there is a need to change rules and regulations to suit. This has been in the past and will continue to be ongoing.

LTSA are in control of this and have the task of advising and recommending law changes to suit the majority of road users.

Unfortunately, VCC members fall into a minority group, both in numbers (proportional to overall vehicle numbers) and vehicle usage.

Fortunately, back in the early 1990s the VCC Management Committee along with some individual members began the formation of a respected working relationship with LTSA and this continues to this day.

Resulting from this is a mutual respect for each party’s position and continuing dialogue regarding any proposed regulation changes. To date the VCC has made many submissions on behalf of its members regarding proposed changes and in almost all cases these have been considered to our benefit.

As changes to motor vehicle rules and regulations evolve, problems with “special category” vehicles such as ours appear. This generally centers around the identification of details on genuine cars as opposed to constructed cars, kit cars and hot rods etc.

It is impossible for vehicle inspectors to be familiar with all types of vehicles and of course we are in a situation where a majority of our vehicles were around long before the present inspectors were born.

In recent times there has been a move to involve specialist groups to get involved with the control process, i.e. low volume vehicle association involvement with kit cars, hot rods etc.

In case such as the Head Light endorsement the LTSA has identified a need for specialist assistance. For this there are really two options as follows

- A commercial enterprise purporting to have knowledge and understanding.
- An organisation which is directly involved with the majority of these vehicles and has an understanding of the older technology and specifications.

The latter fits ideally with the VCC, due to the following

- We cater for these types of vehicles, in all categories from the very earliest up to those that are thirty years old.
- We are the single biggest club in New Zealand catering for these vehicles, which means only one appointment is required to cover the majority of this specialist vehicle.
- We are the only organisation in New Zealand catering for the above which has a recognised vehicle identification and vehicle authenticating system in operation.
- Within our membership we have collectively, access to the largest selection of technical information, vehicle history, and specifications of all makes of old vehicles.

We are affiliated to, and are foundation members of FIVA (International historic motoring governing body). This offers us international recognition and support as well as access to technical information from other affiliated member’s worldwide if required.

The thought of endorsement on ID cards may not fit into all members’ ideals of the VCC role. However the fact is that changes will continue to take place. The VCC can participate in the change process and work with the various regulatory bodies thus having some input and control or we can let some other organisation or commercial enterprise be involved. This could lead to the VCC having no input at all and would most likely incur charges of some sort as well.

In view of the above the efforts of the Management Committee and the Executive of the VCC to date must be the best option to ensure that we continue to retain the use of our vehicles for as long as possible with as much freedom as possible.

If you are currently restoring a vehicle and require an ID Card for an event (compulsory for National Events from 2005), you can apply for a Historic Motor Vehicle Date of Authenticity Statement. With this you will be given a provisional number which can be put on your entry form. This Authenticity Statement will also assist you with the Authorities in putting your vehicle on the road.

Once your vehicle is on the Road, you complete the “blank” spaces on the Authenticity Statement (ie registration, vin etc) and return this along with three identical photos of the vehicle in its finished state, to the National Office, and the Registrar will give the final authorisation and complete the ID Card.

Article prepared for Beaded Wheels by Greg Terrill, VCC Management Committee Member.
In 1961 I purchased a snappy little blue Berkeley sports car for £700. I had no drivers’ licence and had to be driven home from the Kaitaia AMP Show because the garage owner wanted to drive it in the Grand Parade. It was very economical. The fibre-glass body was light and enabled me to park in very tight places. I’d drive in and lift the back in to suit. It was the same when I had to get out of a tight spot, I’d lift the back out first then drive off.

A few months later my girlfriend Thora and I decided to do a tour from North to Bluff. Setting off from Mangonui, which is 100 miles from North Cape, we were full of hopes to get to Bluff or bust. All went well stopping one or two nights along the way, until Stratford, our first breakdown, where we waited half a day for the garage to fix the car. Time was running out. Our next stop was Wellington to cross Cook Strait on the ferry to Picton.

Steady rain was falling on leaving Stratford and the wipers would not work. I tied a piece of string to each wiper and both of us manually worked them. We had a string thing going Thora called, “Your turn pull, my turn pull.” That was all very well in theory but I also had the added extra of steering and changing gears which was quite difficult to do when it was your turn to pull the string. Oncoming cars thought we were waving to them so they waved back.

Wellington, and ready for the next adventure. Getting the car on the ferry. In those days cars were put on and off by crane. It was 10 am on the wharf and no one seemed to be interested in us, probably because we were so small. I drove up to a building with ‘Office’ on the door. Several men came out to look at us and the car and started asking questions. How do you make it go? Do you need a tin opener? How do you get out of it? They sent us further down the wharf. Keep going, someone will tell you where to go. There was no one in sight so I stopped. A man came running over, “Hey! You can’t stop there you might get run over” More stories greeted us after we had been away for an hour. The crane driver hadn’t seen the car and had dumped a truck on it etc. We were getting used to all the remarks by now but as soon as we boarded the ferry we rushed down into the hold to see that all was well.

There it was, chained and looking ready for the next stage, Picton to Christchurch.

Relying on Thora’s navigation to find a camping ground, our arrival in Christchurch was not good. We were country girls and knew nothing about 5 o’clock rush hour or traffic lights and we were stuck in traffic. I looked up to my right only to see as far as the top of a bus wheel, behind me a line of vehicles waiting for the green light which was obscured from view because our car was so low to the ground.

“I hope you know where we are going” I said to Thora. “Yes, take the next street on the left” Much easier said than done when you have to cross lanes in rush hour traffic well below the vision of most of the vehicles.

Somewhere we made it, left the chaotic city traffic and found the camping ground.

Time to supplement our finances. Eight weeks until Christmas. McKenzies in High Street employed us and then on Boxing Day we headed for Timaru and the New Year Carnival at Caroline Bay. Bluff was still the goal. Back on the road, staying a few nights along the way. We struck heavy rain in Queenstown and by the time we reached Invercargill everything was wet through, but not enough to dampen our spirits because our target was in sight.

Driving out to Bluff our excitement mounted but it was so cold and windy we only stopped briefly for photographs.

“We had made it!”

Back in Invercargill we told the local newspaper people what we had done. I don’t think they had ever seen such a small car. Next morning their front page featured us with the headlines “Two girls travel 2,000 miles in pint-size car.”
Although the first car was produced in 1903 the Company's origins go back to Alexander Wilson & Co. whose Vauxhall Iron Works were established in 1857 in Wandsworth Road London SW 8 in the district of Vauxhall. This company made small high pressure steam engines for Admiralty pinnaces, compound and triple expansion engines for Thames barges and river tugs, donkey pumps and refrigeration equipment. The origins of the Vauxhall were very different from many British manufacturers whose beginnings were in bicycle manufacture.

First, a digression into the origins of Vauxhall's Griffin, their badge or trademark. Fulk le Breant, a soldier of fortune in the time of King John, lived in Luton and adopted the griffin as his crest. On the King's orders he married a wealthy widow Margaret de Redvers who had property in Lambeth. The house became

2003 saw the centenary celebrations of this famous marque so prominent in competition during the Veteran and Vintage years. This article will cover only the early years of the Company.
known as Fulk's Hall corrupted to Fawkes Hall and finally Vaux Hall. The Vauxhall Pleasure Gardens established in the seventeenth century took Fulk's griffin as their symbol. It was later adopted by Alexander Wilson as the trademark of the Vauxhall Iron Works and so when the Company moved to Luton the griffin returned to its original home. However it was not used as a radiator badge until 1914 or '15. (The previous is an extract from General Motors World July 1951.) There were three earlier badges before the first griffin was used with the surround ‘Vauxhall Motors Ltd., London’. This was changed to ‘Vauxhall Motors Luton’ in 1920.

In 1897 after Alexander Wilson had resigned, the Company was restyled as the Vauxhall Ironworks Company with approximately 150 employees. The Chief Engineer was FW Hodges who had earlier served his apprenticeship under Alexander Wilson as a marine engineer. Hodges encouraged the firm to buy a car with the idea of eventual production. The first petrol engine was tested in Mr Hodges’ river launch and two experimental cars were built. By 1902 designs were produced for a small car which went into production in early 1903.

This was a light two-seater runabout with coil springs and wire wheels, single chain drive and tiller steering. The 989 cc single cylinder horizontal engine with automatic inlet valve produced 5 hp at 900 rpm. It had a two speed epicyclic gearbox and no reverse. The car was intended to weigh less than 5 cwt. (255 kg) for which the law did not require a reverse. In actual fact it weighed 50 pounds (23 kg) more. The car was governed to 18 mph but could be over ridden to reach a top speed of 25 mph. Petrol consumption was 40 mpg and the price 130 guineas. I am fortunate to have access to the original Vauxhall order book which records many fascinating details - date of order, shipping information, the purchaser, in some cases the colour scheme or to whom the car was on-sold. The book records orders from 1 May 1903 to 5 December 1905. Quite a large percentage of 5 hp one cylinder cars were exported to Australia, seven to South Africa, four to India and three to New Zealand. The earlier three-cylinder orders are also recorded.

The first car sold was 03 3 (No 3) to JM Jones, a Sanitary Inspector 24 St. Agnes Place Kennington Park SE (London). “1 standard, Vauxhall car - ordered 1 May 1903 finish dark green with red lines 1 set lamps 1 tail lamp 1 horn Price 130 Guineas, less 20% discount, special terms in consideration of Mr J influencing further orders from his friends.” Completed first week in June.

Also noted “Aug.24 Breakdown Connecting Rod Sept. 30 General overhaul of engine and car Connecting Rod complete with gudgeon pin, new crankshaft and front seat to be fitted.” It seems there were a few teething troubles!

Car No. 03 4 was sold to WM Jackson “of Maidstone”. This car after breaking a crankshaft was returned, repaired and sold to Mr Faulkner of Horsham.

Car No. 03 9 ordered Jun. 12 1903 went to AE Price of Geo. Price Ltd. of Wolverhampton on sale or return. This is the first known Vauxhall to have taken part in a sporting event when AE Price took part in the Hermitage Hillclimb run by the Wolverhampton and District Automobile Club. The placing is not known but the time was 5 m 46 sec according to the certificate. Forty-three cars were produced in 1903.

Vauxhalls were involved in badge engineering as early as 1903!

They supplied the Brush Electrical Engineering Coy Ltd. of Lambeth with a number of 5 hp cars which were ordered “with special bonnets”. These were sold from Brush’s Loughborough factory as Brushmobiles. The bonnet was much more conventional than the Vauxhall. At least ten cars were supplied from late 1903 to early 1904.

By February 1904 the car had been modified slightly to 1039cc, a reverse gear added and artillery wheels replaced the original wires. It was now called the 6 hp model.

Percy Kidner, now one of the Directors, entered a works car in the Glasgow to London Trial 19/20 May 1904, only losing seven marks out of a thousand, the time taken to replace a plug, and had no involuntary stops. The results are not known but the Autocar made special mention of the overall performance of the Vauxhall, the smallest entry in the Trial.

In September 1904 the tiller was replaced by a steering wheel. Seventy-five cars were sold that year. Also in September Hodges launched a completely new model, the 12/14 hp, with a three cylinder horizontal 2,400cc engine, double chain drive, three forward speeds and reverse, semi elliptic springs and selling for £375. Eventually three variations were produced; the 12/14 hp, a 7/9 hp of 1,300cc which proved overbodied and was soon replaced by the 9 hp 1,400cc. This model was available with a light hood and glass screen.

As sales increased the site at Wandsworth in London became too cramped and in 1905 a move to Luton was made. Soon
after the move the Vauxhall Iron Works amalgamated with the adjoining firm West Hydraulic Engineering Coy Ltd. to form Vauxhall and West Hydraulic Engineering Co.

The first four cylinder 18 hp Vauxhall with fluted bonnet, a recognisable feature for over fifty years, was shown at Olympia in late 1905, still with chain drive. This was also the year that LH Pomeroy joined the Company as a junior draftsman and AJ Hancock, later to be a works driver and General Manager, became one of the staff.

After the 18 hp a further development in 1906 was a live axle in the 12/16 hp or X model which was the forerunner of the 20 hp Vauxhall which was to last for seven years. The D Type 25 hp Vauxhall was produced in large numbers for military staff cars and ambulances during WW I and post-war large numbers for military staff cars and ambulances during WW I and post-war.

In 1907 the car and boat manufacturing section of the Company was sold to Leslie Walton and this new Company was named Vauxhall Motors, Ltd.

The Directors considered the best form of advertisement was taking part in competitions. Percy Kidner, R Setz and Leslie Walton, all directors, drove in many events. A brief summary of competition successes before WW I is detailed.

As outright winner of the 2,000 Miles Trial the Vauxhall driven by Percy Kidner made the headlines and had many more successes in hill climbs, trials, and speed events at Brooklands followed. A Vauxhall was the first 20 hp car to reach 100 mph (i.e. undercoat) no upholstery or finishing. Engine complete to be in one case body (i.e. undercoat) no upholstery or finishing.

Late 1904 6 hp model with wheel steering.

Vauxhall was first in class 5 in 1911 and won a gold medal in 1912. As well as trials they raced in the Coup l’Auto voiturrette race, in France in 1911, 1912, and 1913 when a Vauxhall was fourth. They took part in the 1914 GP and in the same year, the TT on the Isle of Man.

Further afield Vauxhalls took part in competitions in Australia, South Africa, and New Zealand.

In 1913 only ten years after the first car was produced the first 30-98 model set a record at the Shelsley Walsh hillclimb that was to last for seven years. The D Type 25 hp Vauxhall was produced in large numbers for military staff cars and ambulances during WW I and post-war there were many successes with both E and OE 30-98s.

The first Vauxhall recorded as being shipped overseas was 03 32 ordered on 24 October 1903. The exporting agents were John Price, Son & Co. of 10 Eastcheap, London E.C. with a 5% commission on the net amount going to Alfred M. Buchanan then of Suffolk House London E.C.

This order was sent to Mr Arthur Atkin of Auckland New Zealand. One standard car complete, no spare accumulator, to have one coat of lead colour only (i.e. undercoat) no upholstery or finishing. Engine complete to be in one case body and chassis in another case, tyres wrapped in canvas. In Beaded Wheels No 259 ‘Motoring in the North Island 100 Years Ago’, Barry Robert writes of Cousins and Atkin Carriage Factory Ltd. which solves the question of why the car was unfinished. Robert continues “Arthur Atkin had sold a Vauxhall car to a Mr Myers in Kawakawa about a month before and no doubt he had tried it out somewhere”. This was a month before Arthur Cleave toured the North in a Locomobile in May 1904. This had been written up as the first tour in the North.

For February 8 1904 the order book records that two 5 hp light cars again with no upholstery and in undercoat only were exported by John Petrie, Son & Co. Unfortunately the destination is not recorded BUT we can probably assume that these two cars went to Cousins and Atkin of Auckland.

The Veteran Years of N.Z. Motoring adds a few more details “Leo Myers created quite a sensation in North Auckland in 1904 when his small 6 hp Vauxhall runabout was the first car into the district. He reported a pleasant trip through Whangarei, Kawakawa and Russell, although the roads were deeply rutted and disappeared almost completely in many places.”

Barry Robert Beaded Wheels No 260 notes “By February Cousins and Atkin had sold their second Vauxhall to Dr Stopford”. Roberts also mentioned “Will Atkin made a run of thirty-eight miles to Hon. E Mitchelson’s property on the west coast in his new Vauxhall car. Atkin reported that the road beyond Waimauku was atrocious” and later, “Will Atkin driving the Vauxhall was run down by a tram.” Thus it appears that by June 1904 three single cylinder Vauxhalls were in the Auckland area.

On May 20 1904 another 04 75 again through John Petrie, Son & Co was ordered for A M Buchanan, who was involved in the first order to New Zealand, a 6 hp car in parts, engine and gearbox complete, wheels and tyres, sides, dashboard and end
pieces with bolts etc. for reassembling. No lamps or horn, no body or seat, no floorboards, cross panels to go, one coat lead colour only, plus spares for a 5 hp. We can assume that this too was sent to New Zealand to be completed by Cousins and Atkin.

The N.Z. Motor and Cycle Journal, February 1905 carried this paragraph "The Vauxhall Company have put a new car on the market viz, a three cylinder 12/14 hp. The frame is of stamped steel and supports the crankchamber, engine and gearbox. The stroke is 4 1/2 inches and the bore of the cylinders 3 3/4 inches. The normal speed of the engine is 950 rpm. High tension magneto is employed, a single coil and trembler being used with high tension current distributor running as a commutator. There are three forward gears and a reverse, the speeds being 7, 14, and 26 1/2 miles per hour at the normal speed of the engine. The car weighs 14 1/4 cwt and is sold at a moderate price. The Cousins and Atkin Carriage Factory are the New Zealand agents for this car."

October 2 1905, Mason Struthers and Co Ltd of Christchurch, NZ ordered one standard 12/14 hp and one standard 9 hp car. No other details were recorded. One of the last NZ references to this period comes from a Vauxhall Motors publication Veteran, Vintage & Historic Vauxhalls. This car must surely be the Kirkland car in Otago. Beaded Wheels December 1961 'Pioneering Motoring in Otago', Mr W Kirkland - an unusual car, a three cylinder 1904 (sic) Vauxhall which had a quiet, absolutely regular and even 'tick over'. A photograph showed this car was on the four seater cars and the second photo was of the maker's plate recording Car No 209 Engine 158. This was built at Luton by Vauxhall and West Hydraulic Engineering Co and was the 9 hp model. The Kirklands resided at Elmgrove, Taieri. Could it be the crankshaft and flywheel from this car that ended up as a boat anchor in the Marlborough Sounds?

Another three cylinder car was wrecked in Christchurch and the engine No 3010 fitted into a boat in Sumner. Is this the 12/14 hp ordered by Mason Struthers?

The last NZ reference to this period comes from a Vauxhall Motors Publication Veteran, Vintage & Historic Vauxhalls 1903 – 1938 "This car achieved the distinction of being the first car to ascend Mt Egmont to Dawson's Falls New Zealand 5 January 1908."

Perhaps Cousins & Atkin did not push their Vauxhall Agency as to date no further references have been found until after Scott Morgan & Co. of Christchurch were appointed the New Zealand Vauxhall agents and imported the prototype Y2, sister car to the winning 2,000 miles trials car in late 1908.

Only eight examples of these early cars are known to exist, 1903 5 hp 2 seater Science Museum London
1904 5 hp 4 seater Vauxhall Heritage Centre
1904 6 hp 4 seater Tasmania – not restored
1905 6 hp 2 seater DM Roberts NSW Australia
1905 7/9 hp 2 seater Vauxhall Heritage Centre
1905 7/9 hp 2 seater phaeton present owner unknown
1905 12/14 hp 4 seater tonneau present owner unknown

Kirkland family of Taieri New Zealand in a 9 hp three cylinder car. Inset: Maker’s plate of the Kirkland car, all that remains.

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It all began back in 1962 over a beer at the old original hotel at Lake Pukaki after the annual Veteran Rally to Mount Cook. Before the pub was shifted and when the winding road to the Hermitage was all shingle, Bill Miller, a long-time friend of ours, told me of the bones of what was possibly an early Riley. Our everyday transport was an RMB Riley and I had already been smitten by the Riley bug. Enthusiasm quickened and Bill suggested that we have a look and see if it was still there on our way home. Bill lived in Ashburton at the time and we travelled a lot together, Bill with the REO on the back of the truck, and our lot in the 1914 Unic not far behind, especially the time that he towed us all the way home from Fairlie on a previous Mt. Cook Rally when we broke an axle.

We turned off the Maronan Road into a farm driveway, Bill got the okay from the owner and we walked across the paddock to an old shed and there outside it was – a bent and twisted chassis. It had the diff (minus pinion and housing) with two rusting wire wheels and was sitting down on the front springs. The owner told us that it had been there for several years. His father had acquired it from a nearby farmer and had fixed corrugated iron to the top of the chassis. He used to put a wire rope through the front dumb irons and using the front springs as sledge runners they towed it around the farm burning dead sheep on top of the corrugated iron. No wonder the chassis rails looked like a scenic railway.

The big question: Was it a Riley? It did have Riley style detachable wheels and Riley written on the hub nuts. We told him that we could be interested and could he hold it for us and we would be back later.

Before we even unpacked the Unic it was inside to look up Birmingham’s Riley book, and there it was, a 10/12 or 12/18 twin 1907-1914 model. The next week we were down there with the trailer and, after a handshake, we asked the inevitable questions about its past and the possibility of further parts belonging to it. Apart from the correct windscreen brackets hanging on a nail in the shed, the result was zero. It was now mine. The next step was to write to the Riley Register in the UK from whom I received the confirmation that it was a 1909 12/18 two seater chassis. It was decided to start by having the chassis straightened. We also decided to build it as the Sportsman model as illustrated in Birmingham’s book. The specs were correct for this model and plans were drawn up using line drawings that I had received from the Riley Register.

While on the 1965 International Rally I met George Gilltrap who told me of a 12/18 motor that he had given to the Wanganui Museum for their motor display. He also had a round Riley radiator, which was with the motor when he took them both out of an old Wanganui river boat. I contacted the Museum and they were prepared to part with the motor in exchange for another twin, make unimportant. I found another non Riley twin motor and the swap was done. George was in the process of shifting his motor museum to Australia and told me that I could have the radiator, but he wanted to take it with him to Australia as he said it would look good on the wall with all his other radiators. As I was a long way off actually needing it I was happy with this as he said that I could have it for no cost when I needed it, as long as I paid for the freight. I also found another motor that had been fitted to a saw bench in Little River, but it was not for sale. Several years went
The next great leap was in 1997 when Alan and Raymond Farmer who own a large dint in the boot floor as luck would have it combining the connections were missing and had to be made up. The radiator in Australia was sold when George Gilltrap died. The arrangement that we had over it was not recognized by his son, and he sold it, but more of that later.

At this point the project more or less died, just gathering dust as major components such as the radiator, pinion and housing, one front hub, wheels etc were still missing.

Hopes were raised in the early 1980s when Alan Teeder came to see me. He owned a 1910 12/18 in England and had heard about my project. He was a great help with info and got me going again on things like the pipe work, and other small items, but not any great progress, although a Swap Meet did produce a set of likely looking mud-guards.

The next great leap was in 1997 when Alan and Raymond Farmer who own a collection of VCC parts. They had a large intact boot floor with a large dint in the boot floor.

... he went straight into the shed, picked the motor up with the front-end loader and just dropped it into the boot of the RM.

There was no excuse now and after my wife Brenda’s sudden death in 1996, the family had got at me telling me that they wanted to see me finish it. They wanted me to spend my retirement money on getting it finished. Brenda’s death also made me realize that if I didn’t do it now I might not live to have the joy of using it. So it was all on and go for broke to get things done.

The diff was the first thing. A complete rebuild was required with a new bearing set up etc. Unfortunately the pinion and crown wheel from England were in a poor condition and were a very low ratio. So the decision was made to make a new pinion to match my original crown wheel which was a much higher ratio and in good order. Parts of the rear hubs had been lost in the shifts and these had to be made up as well. New guards were made, the swap meet ones were too far gone. A new drag link was made from Alan’s drawings, fuel tank built, scuttle/dashboard built out of an old Kauri counter top and oiling equipment and the complex pipe-work completed. New king pins and bushes were fitted and the broken steering arm welded etc. Five new wheels were manufactured using Brian Black’s BE rims. Mark Richardson made up new wheel centres machining them from solid. G T Restorations drilled and spoked the wheels with spokes specially imported from Wales. Mark also machined up one front hub and converted the existing ones to modern bearings. He also made five new Riley wheel locking hub nuts. These are a Riley Patent and have a locking device built into them. His workmanship was outstanding and costs were reasonable considering the precision work required. Five 815 x 105 BE tyres were purchased from Paterson’s Tyres and fitted. The main part missing was still the radiator. I had spent many hours writing and contacting various people in Australia over several years chasing the radiator but always I...
was that one step behind. My last contact was Kurt Schlitz but I had been unable to get hold of him. A club member who was going to the Australian International Rally said that he would try to contact him for me. At the 1997 Swap Meet ‘surprise’ it appeared on his stand. He had bought it from Kurt and brought it back, and it was now for sale at a much inflated price. After 12 months of negotiation and phone calls to Kurt who confirmed his sale price. I eventually acquired it at half the asking price. It was in need of major repair and was sent down to National Radiators in Dunedin. Unfortunately, after they had pulled it all to bits they closed up shop and I had to go down to Dunedin and retrieve one radiator in many bits. Fortunately Auto Restorations were able to rebuild it for me and did a great job. The purchasing and rebuilding of the radiator has proved the most costly single item of the whole restoration, ($6,000) but you have to have one don’t you? I know I should not have any future radiator problems!

In July 2000, I went to England as part of my around the world trip on my big O.E. While in England I made Alan Teeder's place my base and was under, over and in, Alan's 12/18. I took many measurements and lots of photographs, all of which, proved to be extremely helpful. I also went for a ride. Alan loaded me up with info, most of it on computer disk, and I arrived back in July raring to get it finished in time for my deadline - the Veteran Car Club's Edwardian Weekend in February 2001.

The pace was now full on, body, seat and guards were painted to color samples supplied by Alan Napier green and black. It turned out that a pot of paint mixed up for me by Harry Sarchett back in the 1980s, and still unopened, was a perfect match. New paint to match was however used. Once the seat was painted it was off to the upholsterer. The body, seat, petrol tank, guards, finished seat, all took up residence in the spare bedroom – where else would you put them? A windshield was made up and attached to adjustable brackets found on the farm where the car was originally dismantled.

Over the years he owned several vehicles including a De Dion, and an early White. All were just left in the shed when replaced. On the sale of the farm on his death, all the vehicles were either wrecked or disposed of around the district. The 12/18 was said to have been taken down to the river and progressively dismantled, with bits going all over the area. The chassis was taken from here and eventually acquired by the father of the person I bought it off around 1930. The motor I acquired from Little River is probably the actual motor, as it was bought as a working saw bench from a clearing sale in Ashburton.

I know of at least three others that came into New Zealand from various old photos I have located, one in Christchurch 1907/8, one on the West Coast a 1912/14, and another in Wanganui a 1909, judging by the engine and radiator that came from there. The 9hp motor and gearbox which is in Gary Turner's car was found in the same district by me while hunting for 12/18 pieces. Was it their earlier car?

Only six 12/18 twins are known to have survived, Ray Farmer's 1907, Coventry Museum 1907, P Cattell's 1908, P Knight's 1910, Alan Teeder's 1911, (all in England) and my 1909.
Far North Tour
29 October - 2 November
Text Austineer

The theme behind this annual tour is relaxed motoring, easy directions and no fuss, plenty of food stops and natter points. With this in mind and with plenty of time to spare, we headed west through Ruatongata to find the Kaiako twin bridges road, to take us to tour start, this year at Kaiako East Primary School. We drove on for an hour, the good winding tarsealed road turned into a good gravel road, and then slowly deteriorated to a narrow one-way affair. A map hunt under the seat only produced an Auckland street directory. I had a sneaky suspicion that we could be heading to a dead end. The fact that I had passed the club secretary going the opposite way over an hour before did not help, plus all the dead cars on the roadside and a wife giving me funny side way glances. But we pressed on, up a steep narrow track, over a bush range, quite rugged but pretty.

As this was only the third VCC run Lynley and I had been on and Hannah's first, my worried looks after two hours of driving were hard to hide. However, the roads improved and I calmly pulled over and asked two boys which way to Kaiako? Take the next left (stressing not to miss it) and you will be on the right road. Half an hour later we popped out on the twin bridges road not ten minutes from the start. Phew! A good back-country preamble to the tour. After morning tea we headed off on Tour proper down the unknown west side of Lake Omapere onto Okaiahu, and through the disused old railway tunnel, skirted Kerikeri, through Waipapa and on to Taraire Watergardens and lunch. A long natter, followed by an excellent lunch where Des Chapman really enjoyed the fresh oysters – an excellent lunch and venue.

The afternoon run took us north to Totara North on the Whangaroa Harbour where local fisherman Bruce Sanderson is starting a theme museum. What he did have was very impressive. The rest of the day was free to do as we pleased. With a four week old baby in tow, that meant a quick afternoon tea at Mangunui waterfront then on to the accommodation and an afternoon sleep.

In trepidation we took Hannah to her first big gathering, dinner at the Taipa Rugby Football rooms. One hundred and fifty plus people. Lots of noise, faces and new arms. She was centre stage and knew it. Best behaviour and big eyes all night. The meal was excellent as always, thanks Far North Branch members. Raffles and lots of prizes ended a great evening for us.

Morning tea at the clubrooms saw us arrive late. Amazing how much more of everything including time one little baby takes. Most people had been and gone so a quiet rummage in the spares before morning tea. Hannah had more cuddles, oohs and ahs. We then had a look around the Mathews Museum. Being interested in pianolas I spent nearly an hour playing the pianola. The best I have played and yet the easiest to pump. Many rare tractors, farm machinery, plus the cars and family and local memorabilia photos etc. A must to revisit.

The official part of the Tour over. Just a meander home with the glow of a weekend well enjoyed.
The history of the firm of Crossley Bros. is far too extensive to give even a brief description here. However, this condensed resume will present you with some idea of the extent of the firm and the contribution that it made to motoring and transport history.

Both of the Crossley Brothers were qualified engineers. Frank, the elder served his apprenticeship in Newcastle on Tyne at Stevensons (of steam engine fame). And William with Armstrongs tool and die makers. (Later to merge with Whitworth to become Armstrong–Whitworth). They were perfectionists with whatever work they tackled, but Frank had the better inventive mind, and William the better business head. In 1866 they decided to go into business on their own account, and, with finance from an uncle, bought into a partnership with John Dunlop (not the tyre firm).

There was a staff of about 30 and the main line of business was the production of machinery to process “Gutta Percha” and “India Rubber” products. Nearby were the works of McIntosh & Co. well known for their waterproof rainwear. Frank Crossley developed several machines with which Macintosches could manufacture their product. This included the invention of “India rubber thread”. The company also made small lifts and hoists that were used in the carpet and textile mills that were owned by a branch of the Crossley family.

Dr Nicholas Otto developed a gas-fuelled internal combustion engine, which was patented in 1866. It did not sell well. William Crossley saw the engine in 1867 at the Paris Exhibition. Realising its potential, William sent for his brother Frank. They secured the options on the rights to the patents and also a licence to manufacture in all countries except Germany. The Crossley Bros. made many improvements, which they patented. By 1876, 14000 engines had been built and sold, and Crossley Bros. had earned the slogan “of Gas Engine Fame”.

That same year, 1876, William was again in Europe and called to see Dr Otto who showed him his latest invention, which was the 4 stroke, or 4 cycle Otto engine. Once again Crossley Bros secured the exclusive rights to the patents, and manufacturing licence worldwide, except Germany. Once again many improvements were made and patented, and consequently, Crossley Bros. became the first firm in England to construct a successful 4-cycle engine. By 1882 they had a staff of 300, and many types of stationary engines had been designed and constructed. In 1897, after a series of heart attacks, Frank Crossley died aged 57.

In 1903, Charles Jarrot in partnership with William Letts, were car salesmen of some repute, added to this, Charles Jarrot was a driver with a considerable degree of success, competing mainly in long distance time and reliability trials. His main rival was Selwyn F Edge, who drove and sold Napier cars. Charles Jarrot wanted a quality English car to sell in opposition to Edge, but there was nothing on the English market that he considered suitable. He approached William Crossley to build him a car. This was a 22 hp chain drive, designed by JS Critchley, and was unveiled to the public in March 1904, at a motor show in Earls Court London. Shortly afterwards a 40 hp model of the same design was produced.
Both of the Crossley Bros. were extremely religious. They were responsible for building several chapels and hospitals in Manchester, and also donated the money required by Colonel Booth to extend the work of the Salvation Army overseas. When choosing a radiator emblem and business logo, their religious connections also came to the fore. The Maltese cross and the Coptic cross, both emblems of the early Christian faith, were selected, and an emblem designed from these became the well known “Green Cross of Crossley”. There are some ten or twelve versions of the Crossley emblem. Although there are some similarities of this emblem to the “Iron Cross” of Germany and the “Victoria Cross” and “George Cross” of England, the only connection is that they were derived from the same source.

William Crossley died in 1911. Shortly after this, the firm was restructured, Crossley Bros. continuing to manufacture stationary engines which ultimately developed into marine and locomotive engines, while Crossley Motors concentrated on the automobile side of the business. In 1909, a young designer by the name of G. Hubert Woods was appointed, with G. Hubert Woods as works manager, and Count Ettore Bianchi heading the test team. The first machine of this combination, and the resultant design was the 12/14 hp, which proved this. In 1911 the 12/14 was revamped and became the 15 hp; and later, after very successful hill-climb events, especially at Shelsley-Walsh, was developed into the “Shelsey” sports model. This was the first model to carry the famous “trout-nosed” radiator. The 20 hp likewise was revamped and became the 20/25 which was the main military vehicle tender/mobile workshop/ambulance or staff-car for the RFC (later RAF) as well as the Army and Navy, and saw sterling service during WW I. The 20/25 was revamped and became the 25/30. The design continued after that, the motor being used in medium sized lorries and military vehicles right up to 1945. The 19.6 was introduced in 1920, followed by the 14 hp in 1923, the 18/50 in 1925 and the 15.7 in 1927. All of these models were upgraded during their production years, the 18/50 becoming the 20.9 and then the Golden, and the 15.7 becoming the 2 litre and then the Silver, both models continuing in production until 1934. 1931 saw the introduction of the smaller cars, with Coventry Climax engines. The Ten, followed by the Torquay Ten and Buxton series and then the Regis Series. New models of a larger size were being developed to prototype stage in 1937 when the car production suddenly ceased.

Lorries, buses, trolley busses, railcars and military vehicles continued to be produced until this division was taken over by AEC in the early 50s. They in turn were taken over by Leyland. It is ironic that the first Leyland lorries were fitted with Crossley engines, and then Leyland eventually took over this department of the firm. Rolls-Royce took over the stationary engine works, which by this stage had developed into large diesel engines, used for prime movers, locomotive and railcar engines, pumping engines of all shapes and sizes, diesel generating plants and Marine engines, which are still being produced today.

The largest diesel engine ever built by any manufacturer was a Crossley. This was a 2500 hp unit coupled to a generating plant. The Cook Strait Ferry “Arahunga” is powered by two Crossley engines. Crossley Motors built small vessels around New Zealand and had supplied Crossley engines as are the majority of the English Channel Ferries. They had their own pattern makers and casters and produced their own aluminium, bronze and iron castings, and blank castings for other manufacturers. During WW I Crossley produced Avro Aircraft as well as building motors under licence for two other aircraft manufacturers. Bugatti supplied blank castings to Crossley who machined these and produced Bugatti cars under licence. In 1932/3/4 Lagonda engines were supplied by Crossley. In 1922, an agreement was entered into by Crossley Motors and John North Willys to build Overland and later Whippet and Willys Knight cars and trucks. There were more of these built than Crossley vehicles, but very few have survived. This alliance cost Crossley Motors dearly, and was a major contributing factor in the demise of the company.

There were many other smaller side issues to the company, far too numerous to mention, but it is interesting to note that Crossley motor vehicles were the smallest part of their production. Many well-known personalities in the motor industry had their initial training at the Crossley Works. Probably the most famous of these was Sir William Lyons of Jaguar fame.
A short history of Crossley cars was given when the 12/14’s younger sister was presented in Beaded Wheels recently but the 12/14 model has a history all of its own.

From 1904 to 1908, when shaft drive was introduced, Crossley cars were chain driven and powered by huge 22 hp and 40 hp engines. In 1909 Crossley appointed Mr Arthur William Reeves as designer who, being a younger man, brought with him many innovative ideas. Mr G Hubert Woods was then works manager and together the two men made an excellent team.

Reeves’ designs of the 12/14 hp and 20 hp models were nothing like any previous model, the 12/14 being a similar but smaller version of the new 20 hp. (Incidental to this article, Reeves was later manager of the Alldays and Onions Matchless Works and designed the ill-conceived post WW I Enfield Bullet which brought A&O to their knees and cost the Alldays family control of their company.)

The engine of the 12/14 is a blind head, four cylinder monobloc casting, with integral exhaust manifold, having a bore of 80 mm and stroke of 120 mm to give a capacity of 2388cc. The block is bolted to an aluminium crankcase carrying a five main bearing crankshaft. Pistons are of lightweight cast iron, while the camshaft is driven by steel gears onto bronze. The fully pressure fed lubrication system is provided by a gear oil pump mounted externally on the front of the timing cover.

Either Bosch or Eisemann provided the dual trembler coil and magneto ignition system, while the carburettor is Crossley with a suction operated piston similar to SU. Petrol is supplied from the pressurised under-seat tank initially by a hand operated pump and, once the engine is running, by a pump driven off No 4 cylinder. Graham needs to rebuild the original pump so is using an electric pump in the interim. The front seat must be lifted (grumbles from the passenger?) to get at the “very reliable
that extra electrical equipment required a starter could reach the ring gear. So all to invent an offset gear drive so that the cardiac problems. To that end Graham continue to use his car without risk of starters, if it means that the owner can with owners of veteran cars fitting self cancelling switch. I also have no problem indicator lights operated by a clockwork and that is to fit unobtrusive direction Graham has done what many others have, the difference. For safety in modern traffic somewhat more than a cursory look to spot bulbs and, so good is the job, it takes converted the lights to carry quartz halogen lights, originally fed from a running board mounted generator. Graham has discreetly lights, in the H&B headlights can just be discerned. The car is wide but a full frontal view exaggerates the width, note the front brakes. The quartz halogen bulbs in the H&B headlights can just be discerned.

The cast iron flywheel is shaped internally like a brake drum and two shoes, similar to brake shoes, are actuated by multiplying levers to work as the clutch. The RH gear change gearbox has four forward gears and a reverse. Unlike many cars of the period, the gearbox bolts directly to the back of the motor, enclosing the flywheel and clutch in what became standard practice. The original gearbox was not available so Graham spent many hours and a lot of thought in adapting a four-speed Humber gearbox to fit. A ball joint connects the torque tube to the gearbox. The bevel drive crown-wheel and pinion with differential gears is housed in a large ball shaped steel casing, with the torque tube and axle housings bolted to that.

The car is suspended at the rear by three-quarter elliptic springs while the front is carried on semi-elliptics. There are no shock absorbers. 810 x 90 beaded-edged Dunlop chevron tyres are mounted on Rudge Whitworth triple laced wire spoked detachable wheels.

Crossley were one of the first motor vehicle manufacturers to adopt four wheel brakes. The hand-lever-operated rear brakes are the Alan Liversage design, having four brake shoes per wheel expanded by a large square cam which revolves on the axle tube. The much less effective front brakes are foot pedal operated and consist of two shoes expanded by toggle action from a rod passing down through the centre of each kingpin. The system was changed in 1911. After 1911 the 12/14 became the 15 hp and so this is a rare car being the only known surviving example of the 12/14 model.

For night driving the car is equipped with a pair of splendid H&B acetylene lights, originally fed from a running board mounted generator. Graham has discreetly converted the lights to carry quartz halogen bulbs and, so good is the job, it takes somewhat more than a cursory look to spot the difference. For safety in modern traffic Graham has done what many others have, and that is to fit unobtrusive direction indicator lights operated by a clockwork cancelling switch. I also have no problem with owners of veteran cars fitting self starters, if it means that the owner can continue to use his car without risk of cardiac problems. To that end Graham went to considerable lengths on the 12/14 to invent an offset gear drive so that the starter could reach the ring gear. So all that extra electrical equipment required a generator which has been mounted under the bonnet at the front right side of the crankcase on the principal, ‘if it can’t be hidden make a feature of it’.

Graham acquired the 12/14 in fairly parlous state and so the restoration was long and laborious with Graham doing much of the work himself. From time to time I would call in to view progress and there was always some complicated part being rebuilt or made in Graham’s small workshop which also housed the 18/50 Crossley and the Napoleon as well as the chassis being worked on. A few short years ago the finished car was launched with due ceremony.

This car does not in any way resemble its younger sibling, the 1926 18/50 model Crossley which was the subject of a previous Behind the Wheel article. Indeed there is probably no part, except perhaps the radiator badge, recognisable as being similar between the two cars, such was the progress in the intervening 16 years.

The 12/14 is very much of an Edwardian style, it is low, wide and angular but nonetheless a handsome car with an almost sporting air to it due to the low lines of the hood-down roadster body and the large cream wire wheels.

An offside running board mounted spare wheel, right hand gear and brake levers and no door preclude any thought of right side entry for all but the athletic. There would have been more grumbles from the passenger if the driver stalled the car and had to restart by hand crank. With the hood down there is enough room for the driver to stand up and sitle past in front of his passenger but with the hood up! Anyway this car now has a self starter, the hood was down and I managed not to stall the engine.

Walking around the car one also notes the folded down hood, the starting handle parked in a leather strap, the fold down front windscreen and the fold-away "dickey" seat in the boot which could fit two adults, if they were friends. The brass kerosene side lights are of the correct style and look as if they should work if put to the test.

Once in the cockpit I took stock of the instrumentation and controls bearing in mind that in veteran cars some things are often not what they seem and it is handy to know what makes everything
behind the wheel

happen and when to use it. In front of the passenger is a large white-faced non-operational speedo which requires things done somewhere to stop breaking cables. An oil gauge and a petrol pressure gauge flank a centrally mounted Bosch mag/battery switch. Graham explained that he runs the car entirely on battery and coil ignition. An accessory switch which operates the false acetylene lamps is mounted with an ammeter in a neat wooden box at the extreme right of the panel, while the indicator switch is mounted at hand to the right on the gunwhale above the brake lever and gate-change gear lever. A large hand petrol pressure pump is mounted on the steering column.

Very wisely Graham suggested that he drive the car for a block or so until it warmed up, while I was glad that I did not have to manoeuvre the car out of the doorway without some previous practice. Graham had obviously done it before, very carefully. Graham went through the start-up drill; ignition switch turned to battery, a little bit of choke and throttle, apply foot to the hitherto un-noticed starter switch beneath the ignition switch and the car should burst into life, which it did with a quiet whirr. The clutch is rather fierce and to avoid violent snatching when making a starting stand very little throttle should be used which is not easy when climbing a street camber on a cold engine. So Graham was kept fairly busy working his way up through the gears until we found a suitable spot to change drivers.

At first the unfamiliar seat back felt too upright and my knees too close under the steering wheel but I quickly got used to the position so it must have been fairly right for the car. The gear lever came readily to hand beside me but I had to look at the gate to make a selection. The first standing start was not too bad but I had considerable trouble disengaging the gear to select second and a similar problem from second to third as if the gears were still under load, yet at other attempts the gears disengaged readily allowing for very smooth changes. Graham did suggest that an original Crossley gear box might be more suitable for the car but has yet to find one. He is also planning to fit a Transilon lining to the clutch which should make a marked difference, but getting at the clutch is a big job, and Graham is not getting any younger. Changing down is like using most old gearboxes, there is an art to it and each car is different. You try to choose the right speed for the gradient, de-clutch and move to neutral, apply some throttle, declutch again to engage gear, and get it right sometimes.

Once into top gear the car purrs away happily and feels quite long legged. While I was told it was well capable of 45 mph “it doesn’t stop that well” so I was content with a modest 35 mph or so once out of town. Unlike the 18/50, a change down was needed for Fitzherbert Hill but one got the impression that top gear would be adequate for most hills. To me the steering felt a little tight, either in the joints or in the box, so it required a bit of work to keep the car in a straight line. Again I formed the impression that, without that stiffness, the car would handle very nicely and would be as comfortable as any car of that period to drive to Taupo; which Graham plans to do at Easter.

However I felt that, for more enjoyable motoring, I would want to do something about the steering, the front brakes, the clutch and the gearbox but on consideration this is a Veteran car with primitive equipment; besides Graham seemed to cope adequately. Because each Veteran car is different, their owners learn to drive them, and a new chum can’t expect to master the art in one short drive. And realistically we drive and love our old cars because they are mechanically different and have their idiosyncrasies, so how far does one go to modify systems so that a car drives like what we have become used to after years of development? Also, to be fair, Graham has not used the car a lot since completion and has not yet had a chance to eliminate the bugs to his own satisfaction.

Notwithstanding the foregoing paragraph, it was pleasure and a privilege to drive this lovely little car which is a credit to Graham’s workmanship.
During the first two decades of the 20th Century, when motorcars and motorcycles were a new phenomenon on New Zealand roads, some of the most difficult roads one could ever imagine were to be found in the Waikato. The road south from Auckland to Hamilton entailed a section at Rangiriri that was infamous for trapping cars in its ravenous quagmire and sucking all life out of them. The road to Rotorua was as much of a challenge as could be found anywhere with very steep gradients and an extremely slippery clay surface. These road conditions were part of the challenges faced by pioneer motorists and more so by motorcyclists of the era.

That's not the case anymore, with the roads improved immensely since that time and the challenges of just getting there are no longer the nemesis of the past, but offer a different challenge in that they beckon one to experience them all. Waikato offers a huge array and variation of landscapes including flat, fertile plains through to steep bush encrusted mountains and it has an array of many varied roads to match these.

Members of the Waikato Branch have been preparing for a major motorcycle event for many years. By staging their Mooloo Meander each year they have been rehearsing and preparing for their major Motorcycle Rally. Roads have been ridden, instructions written, food prepared, beer tasted, motorcycling experience. So for all motorcyclists, it's time enough to get organised and anyone who doesn't already have a motorcycle, it's time enough to get a VIC licence.

As with all events presented by Waikato Branch, the emphasis is definitely on the enjoyment of those that take part and a National Motorcycle Rally is no different. Not only are they able to offer roads and landscapes that change as often as the Auckland weather but also lots of socialising and events held on Victoria Square in the middle of Cambridge, a town that also offers antique shops, arts and crafts, jet boat tours, street fair, and a myriad of other attractions.

If the unique features of the Waikato are not enough to lure you to come and take part in this outstanding event, would an after rally tour? This will have Vintage and Classic motorcycles meandering up the peninsula to spend a day in Coromandel where one can be the quintessential tourist and take in many of the attractions the town has on offer. On the other hand you could simply get back on your bike and experience the opportunity of riding right up to Colville and Port Jackson.

The tour will continue around the Coromadel Peninsula, take in Rotorua, the Central Plateau, Tongariro National Park (experience dinner at the Grand Chateau), Waitomo region, and return to its origin in Cambridge. Wherever the opportunity arises we will travel by roads chosen not only for the brilliant scenery but also the smile factor that a certain type of road has to offer.

February 2005 is the date set down for everyone to absorb and enjoy the Waikato Motorcycle experience. So for all motorcyclists, it's time enough to get a VIC organised and anyone who doesn't already have a motorcycle, it's time enough to get that sorted too. You can then all witness the pleasure of roadway disappearing under your front wheel and the total sensation of travel while you are part of your surroundings, not insulated from them.
David Barker has raided the family photo albums and come up with a wonderful collection of photographs of the early Vintage Car Club runs down to Irishman Creek. He completes the picture with tales of Vintage motoring challenges that seem not too dissimilar from those we hear at the end of every Irishman Creek Rally.

A recent re-reading of Peggy Hamilton's book Wild Irishman, the story of Bill Hamilton's life and Irishman Creek Station, prompted thoughts of Vintage Motoring in that area. In the early 1920s Bill Hamilton owned a 1914 Tourist Trophy Sunbeam car and his brother-in-law had a 1922 Grand Prix Sunbeam. Both of these cars were used as road transport, according to reports, in a somewhat spirited fashion. Of course they were also raced extensively including at Muriwai Beach.

Later, in 1929 when visiting England, Bill purchased a 4½ litre Bentley which he raced at Brooklands winning all three of the races he entered. Bill's sister-in-law (Lucy Wills) also purchased a 4½ litre Bentley and her brother Matthew Wills later in the 30s bought a 1935 Mercedes Benz 500K. It was only natural with all this history of motoring in that area that the first Irishman Creek Rally was organised, with the blessing and hospitality of C...
W F Hamilton on ANZAC weekend 1955 combining Canterbury members with others from the newly formed Otago branch.

Saturday morning of Anzac Weekend promised to be fine and sunny as Cockram and Barker, the only entrants to arrive at the start on time, dismounted from the comfort of their saloons. Anderson, Hall and Mauger completed the entry. Luxton with the Minerva was to join later which then made a six car entry plus Shand as marshall in the Railton.

Following a Le Mans start the cars left Harper Ave at 5 minute intervals for an uneventful two to three hours main road motoring to Geraldine. The next section of dicey narrow hilly shingle roads lead to the lunch stop at the Raincliff Bridge, where the first of the driving tests was conducted. This involved placing the left back wheel on a seemingly small piece of wood which defeated all except Anderson and Mauger. The second was traversing the ford. However, as the water was low a variation was employed whereby drivers had to turn up stream under the new bridge, turn round one of the bridge pylons and return to the opposite bank. Luxton required the assistance of a tractor to extricate the Minerva and Anderson in the Napier disdainfully ignored the whole procedure and drove straight through the ford losing 10 points.

The third section was main road touring from Raincliff via Pleasant Point to Albury and then by a little used track to Limestone Valley Road and on to Burkes Pass. Over the Pass, into the Mackenzie Basin and soon Lake Tekapo was reached with only nine miles to Irishman Creek Station. A good day’s motoring.

The Otago contingent left Fryatt Street Dunedin on a cold morning to motor via Oamaru, Kurow and Omarama to Irishman. All did not go well for the Dunedin crew with one car dropping out at Oamaru. Turnbull’s Dodge had run a big end bearing just north of Palmerston. After some discussion it was decided to remove the offending con rod and piston and to continue on three cylinders. All done by the roadside in the true pioneering way. However this did not prove satisfactory as the Dodge ran another bearing and was left at Oamaru. This left two cars plus the marshalls. In due course (in the dark), all arrived safely to claim their sleeping area in the woolshed prior to getting a meal and preparing for an evening of Vintage talk etc, which carried on into the wee hours.

Sunday morning dawned with a stout frost and the promise of a fine day for the driving tests which were conducted on the airstrip at Irishman Creek Station. These resulted in a clear victory for G Cockram of Christchurch. The balance of the day was spent exploring the remains of the 1914 TT Sunbeam and talking to Bill Hamilton and others of the “good old days” of racing and Bill’s 4½ litre Bentley.

Monday morning both groups departed in glorious sunshine, the Canterbury group to recover Mauger’s Vauxhall which had expired near Geraldine, and the Dunedin group to recover the Turnbull Dodge.
This year there is a chance to relive, remember and celebrate that quintessential Irishman experience at Cutler Park Friday 4 June 2004.

The Canterbury Branch will host an EXTRAORDINARY DAY as an addition to the 50th Irishman Rally.

There will be plenty of time to reminisce. Photos and memorabilia will be on display. There will be a short Irishman type run when we hope that oldtimers might be offered rides in Irishman cars and relive those past Irishman Rallies.

A barbecue meal will be available in the evening.

It will be necessary to have a registration form for catering, we also want to record your attendance for the VCC Archive and give you a small memento of the Extraordinary Day.

Enquiries to Marilyn McKinlay. Phone/fax 03 3469 951.

Irishman Rally continues to capture the imagination of Vintage enthusiasts 50 years on …

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The end of a wonderful new event and in the words of the late Rob Shand the organiser “it was an unqualified success and will become, we hope, a permanent feature on our annual calendar.”

The following year saw the event grow and the timing change from Anzac weekend to the Easter weekend. In 1957 the combined start was at Waimate for the twenty plus cars and crews from Canterbury and Otago.

The year 1958 saw another change in the timing of the event. Queen's Birthday weekend was chosen, as the first National Vintage Car Club Rally at Picton was to take place over the Easter weekend. Irishman has remained ever since a fixture for this weekend.

The enjoyment of Irishman, motoring in an area with less traffic, in vehicles all of pre 1930 Vintage, creates a fellowship of like minded members which is borne out by over 90 entrants in each of the last few years. To many members throughout New Zealand, come rain, hail or snow, this event is a must! Many happy memories of previous runs and events such as being flour bombed at 7.30 am by local aero club members in Tiger Moths, bobsledging behind Sunbeams and $41/2 litre Bentleys in the snow, the sing-songs in the woolshed and all those characters who turn up year after year.

Hopefully there will be many memories to cherish from the next run, the 50th.

The original competitors were

Canterbury
G Cockram, Chevrolet; A.A. Anderson, Napier; D. Barker, Delage; G. Hall, Essex; W Mauger, Vauxhall (retired); B Luxton, Minerva; R Shand, Railton (marshal).

Otago
I Hunt, Morris Cowley; G Muir, Maxwell; B Turnbull, Dodge (retired); G Sharpe, Bentley (marshal); A Bramwell, Vauxhall (marshal).

Closing thought

Of the originals how many drivers will compete in the 2004 Irishmans, the 50th, and will be driving the same car, or car of the same make? Now there's a challenge, because the writer will be in a Delage!
The official opening of the Wellington Branch clubrooms refurbishment/extension was held at 3pm on Saturday 1 November 2003. After an introduction by our chairman Don Hawkes, Roger White spoke about the early days of the Wellington Branch and the development of the clubrooms over the years. He mentioned that back in the early 1960's a sub-committee consisting of T. Easterbrook-Smith, R. Southward and F. Davies made a report on the clubroom facilities required, which recommended a meeting room for at least 100 people, kitchen and toilet facilities, library, garage and workshop, museum, and adequate storage and parking space. In 1967 the branch purchased for £100 the fire-damaged Khandallah bus garage, which was moved to our present Petone site, refurbished and officially opened by our patron Len Southward in 1972. The panelbeating room was opened in 1976, followed by a revamp of the kitchen area in 1978, and the provision of an extended parts area and entrance porch in the early 1980s.

While the clubrooms were fantastically successful and have provided an asset that no other volunteer motoring organisation can match in the Wellington region, demands changed with time and more upgrading was needed to meet the requirements of the future. New building plans were prepared in 1990 and the branch Building Fund was established. The Wilkens family - John, the late Christine and David - organised the so successful "American Car Days" which have contributed the bulk of the Building Fund. In 1999 Ivan Cook and Bill Smith prepared a report, detailing the building issues that needed to be addressed. These included the need for better toilet and kitchen facilities, larger library area, improved access to the spares department and a more visual display of the club fire engine. The report was accepted and a building committee headed by Ivan was formed. Then started the hard work which has resulted in the present refurbishment and extension. The actual construction work started in August this year and it is anticipated that the final cost will be close to $100,000. The $20,000 the branch received from Pub Charity was most welcome and has funded most of the kitchen upgrade. Many voluntary hours by club members saved thousands of dollars.

For the official opening a large number of members and their families were present. As the weather was great the speeches and the cutting of the ribbon by VCC President Leigh Craythorne could be done outside amidst some of our finest old cars. There were eight members in attendance who had been involved in the first erection of the clubrooms, back in the late 1960s. They were (back row) Roy Southward, Mike Curry, Terry Mathers, Roger White, (front) Ray Ivin, Martin Ferrer, Ian MacLean and Bill Munro, as shown in the photograph. The afternoon tea provided the members with ample opportunity to catch up and talk about old days and great motoring events to come. The evening dinner by candlelight was a truly great event and was attended by nearly 100 people. After all the good food Leigh cut the beautiful celebration cake, made and decorated by Diane White, which was followed by the presentation to Bruce and Fiona Bixley with the Challenge Trophy and the Navigator of the Year awards. After coffee and piece of cake the club members and their guests listened to a very interesting talk by Peter Fry about his early days in broadcasting and his involvement in Austin cars. The evening closed at about midnight and everyone hurried home to bed as the Annual Rally started at 9.30 the next morning. It was a great day to start the use of our newly refurbished premises.
Tom Delaney at 92 is living history. He’s probably the world’s oldest active racing driver and if that’s not enough, his father drove in the ill-fated Paris–Madrid race, 100 years ago, crashing not far from Bordeaux. A camera was immediately retrieved from the wreck to record the accident - a bit of cool that greatly impressed the locals.

Delaney senior was working for Lea Francis in 1928 when that small British company entered four cars for the first TT. Aged 16, Tom nearly missed the race but after serious discussion the police let him through in the Ford T van that contained the team spares.

Seventy-five years later Nicholas Green and his wife were keeping a friendly eye on Tom. Green’s father was reserve driver and the family files include a letter from Belfast signing off under pressure of a 4 am start for practice.

“But I think I’ll stay in bed. Kaye Don has wrecked an engine and Eyston has damaged another so I don’t think I’ll get a drive.” Fortunately for Green, another team car crashed badly. Green and the practice car were called forward and stuck on Kaye Don’s tail for the first ten laps before trouble intervened and Don went on to win.

Young Tom was a sharp kid. By 1930 Lea Francis were struggling but they set aside a few hundred pounds to help themselves and private owners race the now aging cars. Five were at the TT and it was eighteen year old Tom who insisted the private cars be fitted with improved radiators available at the factory. Significantly, Caracciola’s works Mercedes was excluded by the scrutineers because it differed from the German firm’s customer cars. The Lea Francis team passed scrutineering, but that was about all they passed. Only one finished in 16th place.

A year or two later Tom began racing in a small way, using the ex Don car at Brooklands and elsewhere. Eventually it was sold. Years later he located it in Aden, persuaded the owner, bought it and restored it.

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These days people at Silverstone look after the ‘Leaf’ for Tom. “Something’s not quite right at the moment,” says the Veteran driver. “After six or eight laps there it seems to go off, but it picks up again.”

The Greens would love to have Tom’s problems. They’ve also restored their piece of family history, but it doesn’t go as well as Delaney’s.

Left: Mercedes were the only over 2 litre cars to take a TT outright. This example made fastest race time in 1930, but Malcolm Campbell couldn’t beat his handicap and repeat Caracciola’s win of the previous year.

Bulletin from BELFAST

The Tourist Trophy reunion in Belfast brought out 170 period cars including 40 returning to the scene of their racing days on the 13.7 mile Ards road circuit. The star was undoubtedly Tom Delaney in the original 1928 winner.

Andy Bell was third historic and fastest ex-TT car in the Cultra Hill Climb. The 1936 Aston Martin led the TT in the hands of Dick Seaman. Inset: Tom Delaney

Earl Howe’s 1932 race record in the Alfa Romeo was beaten only once (by Hall’s Bentley) in the final Ards TT. Howe and Hall were the only drivers to compete in all nine Ards events.

Nigel Plant’s car was entered for the first two Ards events and seems to have been racing ever since.

Text and photos Scott Thomson
PS: A Bentley led the drive round the circuit, just as it had in 1928 when Humphrey Cook raced it. Much is still recognisable. The Quarry Hill and Bradshaw’s Bray part of the course is faster than I had imagined it, so any off there was a big one. The Mawhinney family still own the famous butcher’s shop that was hit by many cars attempting a hard right turn into the narrow street at Comber. Reunion cars were given three laps although one enthusiast with a front wheel drive Alvis did at least five.

The circuit was not closed although general traffic was discreetly discouraged. One Riley went through really fast and the ex Malcolm Campbell Mercedes was using the blower. Passing was a problem then and now, for the TT was a handicap race.

There were also Driving Tests held on Lord Dunleith’s estate. John Mills from New Zealand was putting in some hard work with his Austro-Daimler that may have originated as one of three that won the team prize in 1928. Andy Johnson’s Monza Alfa made fastest pre-war time at an ancient and modern hill.

Right: This MG NE Magnette was prepared to give the TT’s most successful driver, Tazio Nuvolari his third win. Unfortunately starting money problem kept Tazio away and Bill Everitt lost third place when a wheel collapsed. MG and Riley each won on three occasions.

Kaye Don won the initial Ards race by 13 seconds from an Alvis and popularity of the race was assured. Seventy-five years later Tom Delaney takes the Lea Francis up Mill Hill.
Wally and Alison Ollerenshaw were presented with a special tribute by Branch chairman Tony Smith for outstanding organisation of the Clutha Rallies over the past years and the 32nd rally was no exception.

Alan Budge riding his 1930 BSA Sloper took out the overall trophy, without losing a point. Only the third time a motorcycle has won the award, the others being Bill Veitch riding a Scott at the first Branch rally of 1972, followed by Des Ruddle in 1977 on a Harley Davidson. Phil Sell was runner up in his first competition with the newly and superbly restored 1967 Triumph Spitfire.

Entries again reached over 100 and the entry record showed 3 motorcycles, 2 Veterans, 22 Vintage, 16 Post Vintage, 26 Post War and 33 Post 1960.

The rally route was mostly on gravel roads which were in excellent condition. We left Balclutha and travelled via Stirling and Benhar to the top of Hillend and then on to the hinterland of the Milton area. As one fellow remarked up among the snow country, “roads in this part of the Table and Circle Hills have small steep hills, that look like vertical sheer walls as they are approached.” One 1939 Chevrolet driver said he never went out of top gear while another was reported to say that low gear work was slow enough for the navigator to get out of the car, walk to the top and catch a ride from there.

Looking down from the top of Table Hill, Lake Waikawa could be seen as if coming into land at Momona (Dunedin airport) in a northerly breeze. The view included the Milburn Lime works, the site of the new Otago prison and some of the finest farming land in the country.

An exchange student Julian Delgado from Columbia, South America, attending South Otago High School, navigated for Bill Partel (1938 Chevrolet) and enjoyed the different experience.


Results

<table>
<thead>
<tr>
<th>Overall winner</th>
<th>Alan Budge 1930 BSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Veteran</td>
<td>Colin and Joan Pearce 1912 Sunbeam</td>
</tr>
<tr>
<td>Vintage</td>
<td>John Forbes 1928 Dodge</td>
</tr>
<tr>
<td>Post Vintage</td>
<td>Graeme Jarvis 1937 Poniac</td>
</tr>
<tr>
<td>Post War</td>
<td>Alan Black 1956 Zephyr</td>
</tr>
<tr>
<td>Post 60</td>
<td>Phil Sell 1967 Triumph</td>
</tr>
<tr>
<td>Commercial</td>
<td>Don Jenkins 1928 Chevrolet</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>Alan Budge 1930 BSA</td>
</tr>
</tbody>
</table>

Drivers Choice

| Veteran         | Colin Pearce 1912 Sunbeam |
| Vintage         | Vic Hubber 1924 Dodge |
| Post Vintage    | Ray Craig 1937 MG |
| Post War        | Jim McIntosh 1952 Chevrolet |
| Post 60         | Phil Sell 1967 Triumph |
| Commercial      | Brian |
| Motorcycles     | Robin Benington 1941 Indian |

Lady Driver

| May Tremaine 1964 Ford Fairlane |

Distance

| Bernard Biddlecombe, 1934 Riley (Christchurch) |

Good Samaritan

| Stuart McErlane 1970 Triumph Bonneville (helping on roadside) |

Hard Luck

| Noel Willetts 1928 Ford A (generator troubles) |
marketplace FOR SALE


1928 HUPMOBILE CENTURY SIX SEDAN, twin sidemounts, WOF & Reg. Restored 1990, some spares available $16,000.00 ono. Fax/phone 03 688 4382. Mem.

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93,500 miles, good condition for age. AA report

1972 ROVER V8 auto, beige leather, brown body. $600. Phone Roger 03 327 6713.

requiring rebuild, complete with some spares

1962 PAX VAUXHALL FOR SALE. Stripped to restore, metal work done to original condition. Phone 03 208 0724.

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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.

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<tr>
<th>Display</th>
<th>Casual</th>
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<tr>
<td>Half Page</td>
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<td>$720.00</td>
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<tr>
<td>Full Page</td>
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<td>Horizontal Quarter Page</td>
<td>$270.00</td>
<td>$216.00</td>
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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. Beaded Wheels reserves the right to refuse any advertisements which are not in the interests of the editor who reserves the right to refuse any advertisements which are not compatible with the aims, objectives, and standards of Beaded Wheels or the Vintage Car Club of New Zealand (Inc.)

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Tick which column you require
□ WANTED □ FOR SALE

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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 303620 and/or email: s.satherley@actrix.co.nz Mem.

HELP! HAVE YOU FOUR ELECTRA SPARKPLUG terminals like this. Model F. I could buy? Also wanted firewall mounted pressure hand air pump for Veteran restoration. Please ring Brian Newbery, Christchurch 03 384 1220.

OILCO ENAMEL ADVERTISING SIGNS, any motoring related signs; Motor Spirit; tyres; etc. Any items Big Tree; Texaco; Stenol; 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.

HEDSTROM INDIAN CARBURETTOR or any internal parts for same. Any condition also any part whatsoever for Hedstrom cycle or mechanical appreciated. Phone Roley 09 846 9743. Mem.


RILEY 12/4 OR 12/6 ENGINE and gearbox to complete. Brooklands: “Special” project. Harry Pyle, West Australia, phone 0061 89 330 2370, fax 0061 89 330 5176. Email: pyleharrydeidre@bigpond.com

SIMU BADGE with dark blue centre and either “S” or “SC” or “P” in white letters. Can swap other rare AA/RAC badges or enamel motoring signs or radiator badges or screw on hubcaps for the right badge or top dollar paid. Phone Steve Trott on 06 835 2452.


TYRES 15” x 2.5” for a Crescent Moon Rocket Moped. Anything considered, new or used. Even a different cross section 2.25 or 3.00. Phone Malcolm ChCh 03 942 6405. Mem.

VLCHECK CAR TOOLS, made for Buick kits, 1924-1942 and possibly earlier. Include open end spanners, square and rounded shank wooden handled screwdrivers, adjustable wrenches (scoup and straight handle). Embossed shield with enclosed V and smaller T brand. Unbranded ball peen hammer, pliers, chisel and punch. Sparkplugs Edison 33 & AC 78S (Ω/Ω). Phone Neil 03 434 970. Mem.

WANTED 1904 OR EARLIER Veteran car restored or close to finished. Replies to Steve Trott, PO Box 12143, Napier or phone 06 835 2452. Mem.

WANTING TO BUY MODEL T FORD TOURER, around 1919 Vintage. Phone Jackie or Alan Bone 03 304 7477, 027 483 4862.
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**SWAP MEET and COLLECTABLES DAY**

Horowhenua VCC and Manawatu Classic Motorcycle Club

Levin A&P Showgrounds, Entry via Tiro tiro Road

Saturday 3 April 2004

This day is primarily for Vintage car buffs, but Hotrod, Classic cars, Motorcycles, 4 wheel drive buyers and sellers will be there, along with all sorts of other collectables.

Plus a Car Auction.

Fast food Outlets too.

Sellers $6 per site. Covered sites $10

Open Friday 2nd April for setup

Open 8am Saturday 3rd April

Admission $5 per person

Enquiries: Alton Harrison 06 368 3063

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- Crossley motor vehicles
- Willys Overland Crossley
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- Crossley Lagonda
- Crossley Stationary Engines etc

are all welcome.

Enjoy a Crossley Rally as well as the VCC Rally at Wanganui.

Rob Johnson 9 Beattie Rd, Matamata

phone 07 888 7558

Alan Pratt phone 021 212 4791

Kaikoura has been chosen by the New Zealand Ariel Owners Registers (Canty Branch) as the venue for the 9th Annual Rally to be held

20-22 February 2004

On Saturday a scenic run will be held, then in the evening a mystery guest speaker with a number of world championship titles on two wheels will give an address.

A warm welcome is extended to any person riding an Ariel motorcycle subject to the entry requirements.

Please contact:

Ken or Sue 03 981 1450

Russell 03 388 4889

Alastair 03 322 1446 (alastair@ihug.co.nz)

Entries close 14 February

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**Surf Sand & Seals**

NORTH ISLAND CLUB CAPTAINS TOUR 2004

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.)

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**Swapping Wheels**

ADVERTISING DEADLINE FOR APRIL/MAY ISSUE 10 MARCH 2004
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

West Coast Branch Vintage Car Club of New Zealand (Inc)

Annual Scenicland Rally
20 March 2004

We invite VCC members to join us in our Annual Rally.
Enjoy the scenery, climate and hospitality of the
wonderful West Coast.

Enquiries to  Club Captain:
Bob Ilton phone 03 768-6774

President:
Robin Ross 03 762-6545

Your invitation to  EASTERN BAY OF PLENTY’S

EAST COAST RALLY  Saturday 27 March 2004

WATCHORN’S MOTOR MUSEUM – State Highway 30, Awakeri

First car away at 9.30 am  Come and enjoy a Scenic tour of the Eastern Bay of Plenty!

Enquiries  Sue Moore, Rally Secretary  Ph 07 304 9740
22 Moore Rd, RD4, Whakatane

Walter McFarland, Rally Director  Ph 07 308 7928  Fax 07 307 1935 Email wamcfarland@xtra.co.nz
Ashburton
Roger Hart
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A warm welcome to those recently joining the ranks: Jim and Daphne Allison, Peter Gallagher, Martin Curtle and Alan Begg.

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Meanwhile Club Captain Steve Gielingh has everything in place for an interesting Annual Rally on 31 January. Roll on 2004.

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Panelling the body sometimes using the car at Kariotahi Beach. The approxi-
significance, however, was the remarkable performance of Gordy Routledge's redoubtable Austin 7 Special. Not only did it start in all five races, it also finished all five actually running on all four cylinders! Gordy is as mystified as the rest of us.

We finished the year with our annual Peninsula run, the aim of which is to take as many obscure go-kart tracks as possible en route to one of the Eastern Bays. This year the route went from Diamond Harbour to Port Levy, to Pigeon Bay, Little Akaloa, Okains Bay with lunch at Le Bons Bay. It was all too much for the 1949 Bentley Coupe occupied by large numbers of Chamberlains, and it became stuck in 1st gear while negotiating the steepest road of the day. Fortunately two of the directors of Auto Restorations were able to fix the problem for a modest fee that required only a small mortgage, and the mobile lounge was able to continue with its stately progress. A huge day's motoring.

Bay of Plenty Joe Marsden

The pre-Christmas season has been pretty busy in the Bay, starting off with a humorous report from Jack Hoven on his trip to UK and Holland at our November Club Night. Apparently Studebaker watches are in short supply in Holland. Then our November mid-week run took a good crowd from Kati Kati to a back-country run to Te Aroha to visit the museum there and swim in the hot pools. The shops were done over and a visit made to a collection of Ford vehicles in varied state of repair (or disrepair) after lunch in the Domain. Our day-run on the 23rd was organised by Clive and Maureen Gardner. The weather was foul but 18 cars started off for a Tulip Run and was most enjoyable. Winners were Paul and Yvonne Beck tied with Les and Helen Duggan. Our December club night had a seasonal touch with a wine and cheese evening after the business session. The final arrangements have been made for our motor show on the 28 December marking the arrival of the first car in the Bay 100 years ago to the day. The December mid-week run was a pot-luck lunch at Ruth and Bob Taylor's home, way up in the clouds! Organisers Peter and Loretta Ash had everything set up under cover for the 30 or so who attended. The ladies admired Ruth's handiwork while the men seemed to graduate to the garage to talk about Bob's Model A, Reo and the Swift, which Bob will get back into restoring when the house additions are completed.

The Christmas Party was held at the Vintage Auto Barn this year, courtesy of Ray and Paul. A large crowd attended with the weather being kind for a change. Every time we are invited there, Ray has some new attractions for us to admire, a beautifully restored 1936 Ford V-8 in particular drew a lot of high comment.

We welcome another group of new members this month, Keith and Copper Hay – 1950 Austin A90 Atlantic convertible, Trevor Woodham – 1937 Morris 8, Robert and Carol Patton – 1951 Austin Sheerline (ex John Lucas whose father bought it new and it stayed in the family ever since), David Holmes – 1936 Morris 8, Basil Mills and Kirsty Greenwood – 1951 Buick Super Riviera. Nice to see the ladies joining with their partners in the Club.

Canterbury Tony Becker

During Canterbury Anniversary Weekend, the Show Weekend Annual Tour travelled to Wairau country for 2003. Based at Waimate, some outstanding touring took in the formidable Meyer Pass and Hakataraaarae districts, and Kurow to Oamaru. A feature of Myra and Lyndsey Saunders organising was the impressive way they included visits to all VCC Branches in the area, enhancing the social aspect of the weekend.

A visit to Temuka's Classic and Vintage restorers and Ashburton's Ashford's Craft Centre completed another successful event for the Saunders, which members were still talking about in December.

The Homestead Run, the previous weekend, was further evidence of branch strength and depth of organising talent which Esme Humm and Mike Glenday demonstrated very capably. Commencing at Ashburton Branch the 80 odd vehicles travelled to two of the most impressive world-class homesteads at Longbeach and Coniston. These visits were followed by a stop at Bruce McIlroy's workshop. Bruce is the Bentley agent and his immaculate Bentley/Rolls property was of great interest to most of us who have somewhat less tidy work areas.

The Annual Veteran Rally returned to Mandeville after a beautiful run on a near perfect day. Field tests and lunch for the 30 odd entrants was relaxed and very enjoyable. Peter Fletcher cleaned out the Ritchie Trophies with the overall win and concours in his 1913 Ford T plus the Mundy trophy for best performance by a non-Canterbury member. He also claimed second place in the Taylor Trophy for the car-driving test. George Lee too was successful taking home the Taylor Trophy and second overall. He also added the New Brighton Businessmen's Trophy Time Trial in his 1905 Alldays and Onions. Veteran Motorcycle Concours was won by Barry Hay with his well presented 1918 Harley-Davidson, while the Rannerdale Trophy for best field test was won by Brad Govern on his 1913 Triumph.

The unofficial Syd's Birthday Run for Clip-ons and Mopeds (plus the odd scooter and small bike) got away in drizzle from the Cashmere Club, ambitiously pointed towards Lyttelton Road Tunnel, Governors Bay, Gebbies Pass and Tai Tapu before returning home. This is quite a
by the amazing route north mapped out by Barry and Tessa Keene which hardly touched a main road.

The last outing for 2003 was our Christmas “Chairman’s Run”. A fairly small but enthusiastic bunch lined up for the afternoon run which took us on a pleasant drive around the Ragitaiki Plains and included a good section of straight-line navigation. The evening concluded with a Barbeque tea and proved to be a great way to finish a successful year.

**Far North**

Dave Duirs

It’s summer and Vintage motoring time with a vengeance up here – hot, long dry days and crisp, clear nights like we experienced in the Northern Territory during the Redex rerun.

Our Christmas run was a casual affair visiting two potteries and an eco tourism venture in the Peria and Honey Moon Valleys under the Maungataniwha ranges. The hot, sticky weather led to a river dip and ice-creams from the local alternative dairies. This was followed by our pot luck Christmas dinner which saw the little clubrooms bursting at the seams for a great meal and fun with gift exchanges by a devious game which didn’t necessarily mean you got or kept your chosen gift – could have been quite barbaric – but created a lot of laughs!

Our big event, the second annual Classic Car Show and Autojumble, was a resounding success on a scorching day when 74 vehicles were displayed, 40 stalls sold their wares and our team provided all manner of food and refreshments to an appreciative crowd. Our Peugeot 203 of Redex and Redex rerun fame was displayed centre stage surrounded by some beautifully presented cars, motorbikes, tractors and a working stationary engine. The People’s choice was a visit to a visiting 57 Chevrolet. We look forward to repeating the experience next year with an even better programme. Many, many thanks to Rosco and Raewyn Pennell for being the driving force behind a great bunch of members who worked hard and enjoyed the day.

Membership continues to rise and we are pleased to see some new faces and vehicles participating in our events. Warwick Woolams was presented with his 35-year badge after several attempts to coax him to a suitable event.

The clubrooms are due for a major paint up soon and we have the joint camp out with the Dargaville crew and The Baird’s North Island tour to look forward to.

**Hawke’s Bay**

Rod McKenzie

The “Hawke’s Bay Safari Rally” to Wanganui produced a little over 30 entries who began their journey to Wanganui where the Safari was to be based this year over the “Gentle Annie” to Taihape. Some also headed on a more conventional route to base through Feilding. During the last few years, and it seems quite accidentally, the club has hit on a pretty good formula for “Safari”, where our members, and anyone else who wants to come, visit one of our neighbouring VCC branches. We are always welcomed, looked after well, and additionally, we get to explore a new patch of countryside. This year amongst other things the entrants had a ride on the historic steam boat, “Waimari”, and next day drove up the river to Pipiriki returning to Wanganui down the Parapara road.

The Annual Veteran Run saw 17 entrants enjoy a relatively fine and warm day driving around some interesting parts of the bay we had not seen before. Mike and Neroli Perry (1904 Napoleon) had volunteered to organise the event this year, and it was expected that we would encounter some “Perry-isms” during the day. We weren’t disappointed. Lots of fun during the day and many laughs in the evening made for a very pleasant time.

Next day the annual Homestead run saw around 50 car loads of members and their families visit the western homesteads of Whanawhana and Matipiro. It is a while since I have been in this area and it is amazing the changes to the countryside there have been with all the horticulture and viticulture that has grown out of the soil since my last drive in this district.

Several other minor days out this year have seen good attendances of members and include the monthly mid-week run which is becoming more and more popular. The clubrooms are open on Friday nights too, where a number of members congregate to compare notes and chew the fat after the week’s work is complete.

Some of the branch will be attending out of town events over the summer, and I know a few are heading to Taihape for New Year. Some of the Veteran owners are going to Taranaki to drive around the mountain in January. Why? Because it’s there, I guess!

By the time you get to read this our annual Art Deco Rally will be about to start from the Church Road Winery in Taradale again, a proven good place to start the event. Come along, dress up and have a bit of fun. The whole thing is a not-so-serious celebration of where the Hawke’s Bay earthquake of 1931 has taken us.
Horowhenua

The Nightingale

It is with shock and great sadness that I report a phone call from Dianne Ross, which told me of the passing of Alan Storer. I have always looked to Alan for advice, fellowship and to share a small part of his vast and interesting knowledge of motoring and people of New Zealand. Farewell Alan, I am sure you will be able to pass on some stories wherever you are.

The branch has been busy and continuing this year's theme Lets Motors, a number of Sunday runs and the annual Tararua Trundle were held. This year the organizers found some new roads and set a great run. Forty-two entries with the lunch stop at Linton school. Great weather on the day, and neighbouring branches were represented.

Christmas parades in the local towns were supported by cars from the branch. A fantastic visit to a local tourist site consisting of a garden set up with model buildings and a miniature railway, Dacresfield, at the old Taylor homestead near Otaki. A unique experience.

We have now sold the old clubrooms with the money going towards a parts shed.

As we are hosting the North Island Easter Rally in 2005, planning has started for the event.

We have also been given a substantial donation from the Eastern and Central Branches towards setting up our library in the new clubrooms.

The triangular Veteran Rally is being held on 1 February 2004, and we look forward to our annual Swap Meet on 3 April. This should be a good one as parts seem to be coming out of sheds.

Several restorations are on the go and we hope to see these on the road before too long. Our new Club Captain Ray Bowell and his team are doing us proud. Thanks to them all.

Manawatu

Robyn Corpe

During club night in October members watched a video about motoring in Britain and for the October evening a member, Dr Jurian de Groot, spoke about medical problems associated with Veteran and Vintage motoring.

Early in November the mystery run was from the Feilding Railway Station to the farm of Rex and Bill Corpe. This run took a detour through Colyton to view the farm of Rex and Bill Corpe. This run was supported by cars from the branch.

On 22 November several cars provided rides for a gathering of Brownies. A complete projection video/stereo set-up has been purchased for the clubrooms.

Nelson

June Campbell

We are pleased to welcome the following new members to the Club:


The Biennial Rally was held at Labour Weekend. A smaller turnout than usual but the event proved very successful, great weather and a gymkhana with a difference. Winners were (first and second respectively):

**VETERAN**

- Bernie Byers 1906 Cadillac
- Trevor & Colleen Carsten 1914 Warrick Parcel car

**VINTAGE**

- Barry & Margaret Wilson (Marl) 1928 Singer Junior
- David & June Campbell 1924 Essex Tourer

**POST VINTAGE**

- Jim & Kyra Wareing 1934 Ford Model Y 8 hp
- Alby Wilcock 1937 Austin 10
- Derek & Annette Martin 1953 Chevrolet
- Les & Viv 1954 Wolseley
- Broughton (Marl) 1954 Wolseley
- POST 1960

- Marilyn Shirley & Dianne Morris 1961 MG Midget
- Rosie Golder 1972 Triumph Spitfire

**MOTORCYCLE**

- Richard Conlon & Shelley Horrell 1917 Bard M/C
- HARD LUCK
- Jim & Gael Galway 1930 Model A Roadster
- Peter & Steph Field 1931 Morris Minor

**OVERALL WINNER**

- Mike & Julie Warn 1930 Ford Model A
- John Stickney has recently visited Ireland and at the November club night he entertained us with tales and a video relating to the 75th Anniversary of the Ards TT. December club night saw an excellent attendance for a pot-luck tea. Branch member Rex Loach was presented with his 35-year badge and President Geoff Morris took the opportunity to help 16 members wanting photos for their Vehicle Identity Cards. A motorcycle event is going to be held bi-monthly for the older motorcycles, the first one being held at Rough Island during the month.

Marlborough

Andrew Dittmer

In Marlborough we have been working and living hard. We have enjoyed garage runs, trips to old Gold mines in the ranges, had shiny parts auctions, held our Events trophy competition, visited an historic Farm Park and held a very successful raffle to help support our proposed new parts shed. We have also hosted Christmas in the Park, had numerous motorcycle runs, and participated in Christmas parades in Picton and Blenheim.

Marlborough has become a place to collect, restore and operate mainly WWI Veteran aircraft. One of our recent club night speakers was Tony Wytenburg who told me of the passing of Alan Storer.

Several restorations are on the go and we hope to see these on the road before too long. Our new Club Captain Ray Bowell and his team are doing us proud. Thanks to them all.

For 2004:


The Biennial Rally was held at Labour Weekend. A smaller turnout than usual but the event proved very successful, great weather and a gymkhana with a difference. Winners were (first and second respectively):

**VETERAN**

- Bernie Byers 1906 Cadillac
- Trevor & Colleen Carsten 1914 Warrick Parcel car

**VINTAGE**

- Barry & Margaret Wilson (Marl) 1928 Singer Junior
- David & June Campbell 1924 Essex Tourer

**POST VINTAGE**

- Jim & Kyra Wareing 1934 Ford Model Y 8 hp
- Alby Wilcock 1937 Austin 10
- Derek & Annette Martin 1953 Chevrolet
- Les & Viv 1954 Wolseley
- Broughton (Marl) 1954 Wolseley
- POST 1960

- Marilyn Shirley & Dianne Morris 1961 MG Midget
- Rosie Golder 1972 Triumph Spitfire

**MOTORCYCLE**

- Richard Conlon & Shelley Horrell 1917 Bard M/C
- HARD LUCK
- Jim & Gael Galway 1930 Model A Roadster
- Peter & Steph Field 1931 Morris Minor

**OVERALL WINNER**

- Mike & Julie Warn 1930 Ford Model A
- John Stickney has recently visited Ireland and at the November club night he entertained us with tales and a video relating to the 75th Anniversary of the Ards TT. December club night saw an excellent attendance for a pot-luck tea. Branch member Rex Loach was presented with his 35-year badge and President Geoff Morris took the opportunity to help 16 members wanting photos for their Vehicle Identity Cards. A motorcycle event is going to be held bi-monthly for the older motorcycles, the first one being held at Rough Island during the month.

Marlborough Branch visit to Dacresfield.

This should provide some great viewing for members. Gerald White has been busy in the library and all the literature has been well organised and laid out.

The Veterans have had two runs. On the first Bruce and Mary Leask took their 1918 Essex 4 Roadster for her first outing. Val and Jean O’Leary took their 1918 Essex Tourer and they all enjoyed a run from Bulls and through the Marton area. Bruce and Val and several other Veterans took their cars to the Hawke’s Bay Rally and thoroughly enjoyed themselves.

The major event for the year was the Christmas party held at the clubrooms on 13 December. This was a barbecue meal and a very successful evening.

Special thanks must go to Caroline Noaro and Christine Entwistle for the very entertaining games they provided for the 75 members. The evening was concluded with a film on the new screen for those who wanted to watch a comedy about used car salesmen. A very enjoyable end of year function.

Manawatu

Robyn Corpe

During club night in October members watched a video about motoring in Britain and for the October evening a member, Dr Jurian de Groot, spoke about medical problems associated with Veteran and Vintage motoring.

Early in November the mystery run was from the Feilding Railway Station to the farm of Rex and Bill Corpe. This run took a detour through Colyton to view the collection of sad vehicles of all ages. A barbecue was followed by a large bonfire and fireworks. This was enjoyed by a good crowd of 30 members, 15 cars and 12 assorted guys. Chairman Allan Hardacre’s 1923 Dodge drank too much oil and was later diagnosed as having two cracked valves but she should be all repaired ready for 2004.

On 22 November several cars provided rides for a gathering of Brownies. A complete projection video/stereo set-up has been purchased for the clubrooms.
The Sponsors Run in November saw a small attendance take a question sheet and visit all our newsletter advertisers premises, ending at the Clubrooms for afternoon plus a lucky draw for a portable barbecue kindly donated by Branch member Bruce Rollo. John King had the lucky number, his navigator being big brother Dennis. The annual picnic day at Paratai got off to a dubious start weather-wise but ended up with the sun shining on all 40 vehicles and occupants that took the risk. Early 2004 sees a trip to Marlborough and the Chairman’s Run to Golden Bay planned.

I have heard that the following members have new additions to their stables (forgive me, I may be wrong re the years for some of these vehicles). Peter Palmer – 1931 Austin 7 saloon, Des Plummer – 1927 Austin Chummy, Dennis LeCren – 12/4 Austin Clifton tourer, Murray Wieblitz – 1954 EIP Vauxhall, Geoff Morris – MG. We are all looking forward to seeing these vehicles on the road.

Northland
The highlight of last month, the annual Far North Tour, was very successful and full marks to Club Captain Neil Porter for his organisation.

Two live days in our area this month, the Matakone Pioneer Live day at the Museum. Live was the catch word as some of our wax dummies were replaced! Many a viewer had a start as a toe wriggled or a face smiled from an actor in freeze frame. Many other live acts kept the event lively.

The other live event is a regular one with a different theme each time. Country Fair Day and Barge Park and the museum grounds in Whangarei were very much of the countryside with animals and rides galore. All the displays were live from machinery to animals. Another successful day.

The Dunny Run conjures the imagination into all sorts of intrigues and the real event had them running loose! The runs started at the famous Hunderwasser toilets in Kawakawa where the railway runs down the main street. Amazing how many public toilets there really are, plus many other interesting places in the Mid North. A great day was had by all. As I had the other day, the jobs not done until the paper work is finished.

The Museum and Whangarei VCC Club are hosts to many school groups brought to the old school rooms and other facilities to give live demonstrations as to how people lived in years gone by. Churning your own butter and hand sewing machines to make or repair garments, plus other working displays that visitors can participate in. Great to be able to give something back to the community.

Events coming up include our on Gynmic 8 February.

Otago
These last two months have been busy for some members who entered in the South Otago Rally and the following weekend supported the A & P Show at Tapanui.

Our annual Taieri Tour attracted 69 entries. It was surprising how many gave a wave as they drove by the stop check at the beginning of the time trial, or how many had left their membership card at home! Winners of the various sections were:

Veteran
John Gray 1914 Model T

Vintage
Murray George 1930 Model A

Post Vintage
Rob Ross 1936 Chrysler

PVV
Wally Ollershaw 1952 MG TD

Post 60
George Martin 1961 Riley

Motorcycle PV
Bruce Murray 1954 Ariel

Overall Field Tests
Hec Brownett 1968 Triumph

Overall Winner
Murray George

Hard luck
Stuart and Noeline Milne 1956 Hillman

Peoples Choice
Peter & Emyre Fletcher 1913 Model T

Members who attended the Windsor Rally held by North Otago Branch also came home with recognition for their efforts. The Post 60 aggregate was won by Hec Brownett and Brian Walker 1968 Mk 1 Triumph and first place in the Time Trial. Motorcycle members Ron Gilbert and Bruce Murray gained placings. Bruce also won the motor cycle field tests.

Whizzing around the Taieri, the second Moped Rally started at Bill Veitch’s workshop after a look around his private museum and work area. On the morning run we stopped at Keith Ruthvens who had set up a gymkhana course, as well as a display of trial bikes and Studebaker vehicles. Later we stopped at one of the Taieri flood control pump houses where one of the massive 1923 Citroen diesel engines was started up. Moving on, to the Otago Vintage Machinery Club at Outram for lunch. The afternoon run of 12.5 miles included a stop at the branch chairman’s dairy farm. Twenty-five bikes etc participated. The speed gun check gave Ian McDonald on 1971 Motobacane fastest time at 51.4 kmph. Polly Gilbert on a Solex was clocked at 25.6 kmph. Entries included South Otago and Cromwell members. Neville King’s Zundapp was People’s Choice.

Our branch Christmas Run was to Hemlock Flats on the Taiieri where a barbecue was arranged by the Outram Sub Branch catering for around 100 members.

Otago Branch Chairman Travis Michele had Santa on a tight rein at the branch picnic at Hemlock Flats. Santa arrived on horseback and distributed goodies.

The 50th National Veteran Run has just been held with over 60 vehicles entered.

Southland
The annual Commercial Rally was held at the beginning of November. A warm day provided a pleasant afternoon’s motoring around some scenic countryside in Western Southland. During the course of the timed section entrants were asked four questions to test their observation skills.

At the conclusion of the timed section entrants had a choice of the shorter 70 km route or longer 105 km route. The longer route went through Drummond, Bayswater, Ringway Ridges, then along the Hundred Line and through the main street of Winton, and was the choice of the majority.

The rally concluded with field tests and afternoon tea in Winton. The recently redeveloped band rotunda and surrounding gardens provide a picturesque rest area.

The overall winner was Ian Scobie from Gore in his 1948 Fordson.

The November Mid-week Run attracted 37 people. They travelled from Makarewa out to Hokonui Alpine Gardens at Croydon Siding Road. From here they travelled on to Blue Mountain Nurseries in Tapanui for lunch, picnic style on the lawn. Finally for those who had time there was a visit to the museum before heading home.

This year’s Arrowtown Motorcycle Rally attracted 31 entrants. Fine weather prevailed all weekend giving the riders a pleasant outing. The road section was held off the main highway at Garston and some fast times were recorded over a 6.5 km section of gravel. After lunch at Kingston the rally moved to the Frankton Hotel and then on to Arthurs Point via Dalefield, thereby missing the traffic congestion in Queenstown. Sunday field tests were held at the Arrowtown Camping Ground and a series of quick tests soon sorted out the men from the boys.
Brian Duke from Christchurch suffered serious clutch trouble and withdrew at Garston. Barney Graham miscalculated his fuel consumption and enjoyed a short walk until help arrived.

Overall Winner was Arthur Ayling on his 1928 AJS.

The Hillclimb was held at Hokonui at the end of November. Unfortunately there were only four entries (is this because of the requirements for licences and VICs?). However competition was very close with the fastest three separated by less than half a second. Fastest time went to Alex McLennan in his Austin Healey Sprite.

The final event for 2003 was a social and film evening at the Clubrooms. The films were of the original Ryal Bush Road Races and were shown by Jack Johnston.

**South Canterbury**

**Bill Weir**

We are now into our club motoring season, with the major events so far being the Opening Run and the Labour weekend Mt Cook Rally, both events being very successful.

Our clubroom extensions have now been completed apart from interior finishing. The building fits in very well with the existing facilities. Our thanks to Brian Blake and his team for bringing the project in under budget, even including extras. Also our thanks to Ken Copeland, Barry Yates and helpers in the Wednesday team for assistance with the project.

Paul Ford addressed our last Noggin’ & Natter on leather restoration, which was very interesting and prompted a number of questions, even one from a lady member as to whether the same results could be achieved on human skin, as good as on leather.

The opening rally of the season was to Four Peaks Homestead at Woodbury. A joint event with Ashburton VCC which was very well supported by both branches. Each club followed a planned route, meeting at Rangitata Island where further instructions were handed out. Two rally routes through Orton - Winchester area to avoid follow the leader. After a break at Geraldine another two routes to Four Peaks Homestead with a tricky instruction included. One group were seen taking a short cut to Fairlie via Te Moana Gorge! Up a No Exit Road.

The 2003 Mt Cook Rally was very well supported with 40 entries. This event was organised by Norm Bunt, Frances Irving and helpers. Our thanks to all for planning this very enjoyable event.

The Jones’ family 1930 Rugby was used the Mt Cook Rally as its inaugural South Canterbury BranchVCC run.

Below: The Jones’ family 1930 Rugby used the Mt Cook Rally as its inaugural South Canterbury BranchVCC run.

**South Waikato**

**Poko Blomfield**

The Sulphur city rally on 15 November had 38 entries and to boost the numbers to 51 we had some additions such as Steve McQueen and Elle McPherson from San Francisco in their 1968 Ford Mustang, Lord Montague & Boy George from Soho on their 1960 Vespa Who Cares also Elvis Pesseract & Marilyn Monroe from Hollywood in their 1958 Cadillac Convertible. Nice one Rotonua, either I was going blind or they were invisible still it was fun reading. After a chatter, cuppa and briefing, entrants were sent on their way with straight-line navigation questions, and if you were lucky enough to follow your instructions you would have found the lunch stop at the Kaharoa hall.

Lunch over, the next stop was a farm paddock for a gynkhana, where drivers tested their skills. Our meander back to the clubrooms for afternoon tea came with more instructions and questions. Many thanks to the Rotonua Branch for your hospitality, we were only sorry we couldn’t stay for the barbecue dinner and prizegiving. Harvey & Betty Bell, Dolphy & Jo Mathis, John & Alice Lee, and grandson Brendon, with your scribe as passenger in the Lee’s Rover flew the branch flag for this event.

**An unusual car, the 1937 Renault belonging to the Bartletts of Christchurch and crewed by the McIlraith’s of Pleasant Point for the Mt Cook Rally.**

**Also seen on the Mt Cook Rally, Bill Hardie sporting a stylish new “do”, driver Fred Whitely might have thought he was on to a good thing!**

**The likely lads on the road again, Ray Barron with accompanists Graham Taylor and Arthur Ruffel.**

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Below: The Jones’ family 1930 Rugby used the Mt Cook Rally as its inaugural South Canterbury BranchVCC run.
Our Branch’s final major event for the year was the TTT Rally held on 30 November.

Start time for rally organisers was 6.30 am. Much earlier for our two rally plotters, who driving the branch’s 1937 school bus to a destination for their first check point, had to meander through forestry roads, placing silent checks, and looking for obstacles or hazards that could hold up the rally. For the other among the organisers, they were either doing last minute baking, sandwiches, or double checking that all rally requirements were in place.

Entrants were welcomed at 9.15 am for a briefing before sending them on their grand-daughter Charissa. To Peter Smit thanks for your contributions towards both Mathis and not forgetting Susan Morgan and Chuck Hausman, Eileen Mathis, Fred and Samantha Patterson, Neil Walsh, Glad Blomfield – Sunbeam convertible, Arthur Drower – 1965 Hillman Super Minx.

South Otago

The Otago Branch Taieri Tour was attended by a contingent from South Otago on 1 November 2003. Wally Ollershaw in the 1952 MG TD was placed first in the PW class, while Peter Greenfield (1956 Vauxhall) was third. John Cook was third in the P60 class driving the newly restored 1967 Morris Oxford Traveller. Stuart and Noeline Milne had an unfortunate accident on the way home and their 1956 Hillman was severely damaged. Members of the branch are giving Stuart a hand to put her back together. Percy Burrows (1928 Plymouth) and Len Bennett (1956 Vauxhall) made up the numbers.

The West Otago show was attended by Russell Campbell (1959 MK II Zephyr), John Bellaney (1963 Morris Oxford), Paul McNab (1965 Vauxhall), Stuart Milne (1965 Wolseley), Peter Greenfield (1956 Vauxhall), Len Bennett (1956 Vauxhall), Graeme Jarvie (1937 Pontiac).

The Milton show was also attended as a static display by the Branch. At the November meeting members of the South Otago Model Aeroplane Club gave a very interesting and informative talk and demonstration on the art of model aeroplane flying.

The branch’s Christmas Barbecue on 7 December was scheduled to visit the South Otago Model Aeroplane Club’s field day at Crichton, but because of the high strong winds experienced over the spring the field day was curtailed, and the visiting Vintage folk went onto Lovell’s Flat School.

Eight mopeds enthusiasts took part in the combined Otago/South Otago moped rally on 7 December around the Mosgiel area. Mopeds and their relevant other makes are becoming a very popular pastime among branch members, and this attracted Gary Beaumont and Ian McDonald to make a trip to Levin to collect the main bits and pieces of 29 such machines. This collection was able to be made into around 16 or 17 mobile mopeds. Apparently most if not all the blue smokers have been purchased by local members.

Taupo

Planning for the Lake Taupo rally to be held on 12-14 March 2004 is well advanced with entry forms going out in the December mail out. Entries close 1 March 2004.

In October we had our Annual Navigators Trophy run which was organised by Keith and Val Moore. The run took us around the Taupo rural environs of Aratiaia, Orounui and Acacia Bay with a few crafty questions, a bit of straight-line driving and some tulip diagrams. All very suitable for a Navigators run which was won by Lester and Marie Strawbridge.

The November club night saw Vivian and Maurice Telfer introduce us to Newways Products and an oil additive called Roil. Vivian gave us an insight into the various toxins that can effect our well being and how diet supplements can assist. Maurice gave us a demonstration of a traction machine and how Roil decreases stress and fatigue on moving metal surfaces.

Jo and Beryl Ridley organised the November run which was a visit to Matamata to visit Keola Lofts and the Firth Tower. Because the trip was mainly on State highways and was a rural run, the 10 vehicles taking part were post-war vehicles and moderns. Keola Lofts is a rural property, just outside Matamata, where the owners Keith and Noela have their pigeon loft. After lunch they gave us an interesting talk about racing pigeons and their interest in the spinal Support Group. It was then on to the Firth tower, which has been set up as a museum embracing the early days in and around Matamata. Lester Strawbridge had some cooling problems with his Jagaur on the way home and I became separated from the main body and missed the turnoff into Keola Lofts. However, in spite of the mishaps we all had a very good day.

Our Christmas dinner was its usual success with the multi-draw raffles creating some amusement. Music for the evening was Neil Kerr’s electric organ assisted by some of the ladies who presented a bracket of Christmas carols.

I am sad to report the death of Colin Wallace, who passed away late in October.

Taranaki

The branch support for the big Waitara 2 Waitara rally was very much appreciated by the organising committee. The Rally was a huge success and with an entry of 54 made a spectacular sight around the streets of Waitara. It was the entrants themselves that made this rally as most of them got into the spirit of the theme by dressing in period costume. The Rally was put together by the organisers to be as enjoyable as possible and with over 25 different events happening over the two-day event. This
brought thousands of extra people into the town. The Waikato Vintage District Council Mr Peter Tennant flag-started 46 of the cars and interviewed the entrants before they started. The rally consisted of a gymkhana, road rally with timed sections, a grand parade of vehicles and static displays. A full report is to be published.

Harry and Pauline Davey organised the annual Lions Fun run and an excellent turnout of members took part. Lions club members and VCC club members participated and first place went to Ross and Joy Jannings.

At the December outing Beryl and Jim Watson brought their recently purchased 1969 Sunbeam Imp along for inspection. This is a rare model and the four headlights and original vinyl upholstery make it an interesting example.

Pat and Dave Modell of New Plymouth organised a Bush Rally for December. It was an open}{at a navigated course complete with silent checks and finished with a BYO barbecue. Everyone enjoyed it and it is good to see members coming up with different ideas. Well done Pat and Dave.

Potters Paddock annual gymkhana along with children’s party was held in December at the Stratford Showgrounds. Old Santa made his appearance and presents for all children attending were given out. Neil Rook driving his 1929 Nash sedan won the g ymkhana this time.

It is with sadness we report the passing of Myra Wicks. Myra and her late husband Gordon were stalwarts of our branch in earlier days and assisted with many rallies. We extend our sympathy to Shaun and family.

We welcome back to our branch Don Ashley who has transferred from the EBOP Branch. A happy New Year to all and safe motoring for 2004.

Waikato

Since my last submission, things have been very busy in the Waikato. Des Harvey and Kelvin Davis are organising a Gentle Annie Scooter Adventure for 12-14 March in the Taupiri/Hawke’s Bay area.

Farewell to Maureen Trainor and Darryl Smith who are off to South Canterbury. Waikato members have been busy attending out of area events. Seventeen attended the Taumarunui Journey Through Time in October. Three travelled to EBO Commercial Rally and seven to the Hunua 100. The Lovegroves had a very successful time with 1st PV and Gymkhana winners at the Sulphur City Rally with the Braddock’s 1st PV and also doing well in the Waitara to Waitara Rally.

Changes of vehicles have included John Phillips selling his Vauxhall and purchasing a Triumph 2000 and Ray Hirst selling his Buick to Chris Brown.

The Waikato Veteran Rally on 1 November went well, 14 entries starting and finishing in Te Aroha with a tour to the Firth Tower, through the Wairongomai Valley. The Rally ended with a sumptuous dinner and prize giving. First Veteran was Carl and Christine Gaudin (Buick) and first equal two wheel brake were Jeremy and Barbara Brook (Maxwell) and Bob and Jillian Hayton (Essex).

The Cambridge Swap Meet Run in partnership with the Waikato Vintage Tractor and Machinery Club was again a very successful day with plenty of bargains for all.

Blue Smoke and Pedals is approaching at the Taupiri Rugby Club grounds on 18 January and the 19th National Motorcycle Rally is only 14 months away.

Our December Christmas event was a Gymkhana run fun. Starting in Hamilton, people had an opportunity to admire the Model Engineers’ Trains at Minogue Park in Hamilton and participate in some novelty gymkhana events at the park that included balls, bucket, quoits and navigating challenges. Back to the clubrooms in Cambridge for a barbecue lunch, a visit from Santa complete with a sack of gifts for the kiddies and some more precision driving involving parallel parking, garaging, navigating cones and going anti-clockwise with a rope!

Our last Club Night for 2003 was a really fun night. The Wearable Auto Arts competition was a very prestigious affair with the only limit being your imagination. Ladies were to create a hat and gentlemen a tie, made completely from Auto Parts! Judges were Joe and Lorraine Bruntlett who had a very hard time choosing between the very splendid creations being modelled. Our guest speaker gave us a fascinating talk about a Century of Flight and the strawberries and cream supper was very well received.

Our New Years Day run will be an a-maizing run to the Maize Maze at Te Kauwhata organised by the Footes and February will be taking us to the South Waikato and Otorohanga areas.

Waikato Wearable Auto Arts

Waikato members show off their creative alter egos (Watch out Nelson, this could be the next “big thing!”)

Entrant Julia Lowe

Margaret Marcott (winner hat) & Bruce Marcott - A rather spiffy tie entrant

Friends and the Lovegroves (right)

Winner of the couples

Bob Hayton (Waikato branch President)

Winner gentleman’s tie

The Phillips

Beaded Wheels
The Kiwis present represented the hardcore of the founder/members of the North Shore Branch and subsequently, some were founder/members of the Waitemata Branch. We were joined by a number of well heeled Aussie enthusiasts who between them had a very delectable collection of vintage cars.

It was one of those memorable days that was thoroughly enjoyable for its relaxed nature. Thanks to Richard and Judy.

At the same time, Pebblebrook Hillclimb was being held back in New Zealand. The entry was a small but quality one with Rileys actually outnumbering Austin 7s. The road was in excellent condition with Ryan McDonald in his old Austin 7 Special getting FTD at 109.97 sec's. Kelvin Hill was second at 110.33 sec's on the Matchless motorcycle and Martin Gairdner third at 113.20 sec's in his Triumph Special.

Our Ron Roycroft Memorial Run traditionally heads into his old stamping ground, and this time Allan and Lee Booth took us south to Waiuku, stopping off at Roy Sharman's property where a superbly restored traction engine was steamed up, sitting there quietly doing its thing which is almost hypnotic to contemplate. A collection of cars, all in purpose built motor houses made the stop thoroughly fascinating.

From there, it was a brief run into Waiuku to inspect Syd Richardson's HRG. This was a car previously owned by Ron and earlier owned by a club member from the far north, Dave Skyrme (who has recently purchased a very smart 23/60 Vauxhall from OZ) Dave owned the HRG for a long time before restoring it and then selling it at an auction on the Princess Wharf.

Allan and Lee then lead us on a zig-zag route up the Awhitu Peninsula calling in at most of the bays on both sides to finish at Orua Beach at the tip. A superb barbecue was organised with many staying the night at the Orua Beach Motel.

The Pyromaniacs of the branch (and surprisingly there are quite a few) all meet at John Gairdner's for New Year's Eve to fraternise, celebrate the New Year, and more importantly, let off the vast collection of fireworks they've hoarded since Guy Fawkes.

It's been a particularly good year for the Waitemata Branch with some really memorable events. 2004 should be just as good if not better!

Wanganui

Fay Chamberlain

Club Nights have been well attended lately – the 16 mm films of old Wanganui, plus various silent comedies have proved very popular. The December Christmas dinner also brought out our biggest attend-

**Wairarapa**

Frances Elwin

November and December are always busy months with Christmas Parades and other events. Members have enjoyed rallying out of the district on the Branch Annual Reliability Run organised by Peter and Evelyn Chisholm, a very successful event enjoyed by all who attended.

Congratulations to Glen Bull and his team of workers on the successful 21st Gold Medal Trial held 29-30 November 2003. The run took riders over country roads as well as main highways to a country school for lunch with the return trip back to Masterton in the afternoon. Prize giving and the evening meal were held at the branch clubrooms. On Sunday morning the Poker Run was held, concluding with a light lunch and farewell. Winners of the trial were

**Veteran**

John Appel 1914 Rover

**Vintage**

Richard Caldwell 1929 Excelsior

**Post Vintage**

Bruce Hill 1936 Velocette

**Waiata**

Keith Humphreys

Another year draws to a close, the cars are all a year older and so are we, their caretakers.

A small number of Waitemata Branch members were to be found in Melbourne recently, mostly attracted to the Bendigo Swap Meet, a real test of endurance with extremely high temperatures and dusty conditions.

We, (Diane and I) located the source of recent anonymous letters to the editor and coincidentally, the location of “Phoenix’s” 73 year old nude centrefold model shoot. More important, was a subsequent meeting at the home/business of Richard Stanley in Lancefield.

**Post War**

Warrick Laing 1953 Velocette

**Sidecar**

New Warren 1941 Indian

**Best Overall**

Bruce Hill 1936 Velocette

Also awarded were two gold medals, eight silver medals, and six bronze medals in the timed section. A great run with 23 entries. I hope to see you all back next year.

Another wonderful event was organized by Dick and Doreen O’Brien on 14 December, the annual Christmas Gymkhana and Concours. A really big thank you to organisers and helpers for a great fun event.

Club nights have been well attended and varied which is always a bonus for the committee who have to plan these meetings.

After a short break over the festive season we will be back into rallies and the local Fun Run to Dannevirke.
Wellington Branch had the second "Basil Craythorne rode with Winton Cleal in the Morris 15/6) came third. Leigh and Tony while Shane and Jinesse Taylor (1935 done, Bernie! Second overall were Roger driving as well as his own navigating. Well

The branch has been busy in the community, giving children rides for the Bright Eyes Trust, the A & P Show, and of course being seen out on various rallies. The ladies Run proved popular as usual, thank you Lesley Keats for home and hospitality.

Membership continues to grow, but it is with regret we say goodbye to Jock Clouston, a very early member of the branch, who passed away last month. Our sympathies go to his wife and family.

Wellington Elisabeth Smits-Brouwer

Another two months have gone by and we are now all actively planning for the upcoming rallies in 2004. The Wellington Branch have had two very busy months, which included the official opening of our renovated clubrooms by VCC National President Leigh Craythorne on Saturday 1st November, followed by the Annual Rally that Sunday. For this rally we had a very good 57 entries with 45 cars and six motorcycles actually starting. Everyone enjoyed the day's motoring, apart from Bill Munro, having a little problem in the very dark tunnel (yes, Bill, we know the bike DIDNT break down: it was just scared of the dark and needed a little push). It was easy to see who had the most fun on the off-road section - their cars were covered in mud at the lunch stop! Basil Sharp and Phil Janes would have to be top of the list. The overall winner was Bernie Quin in his 1963 Rover 110. This was an amazing effort given that he was doing the driving as well as his own navigating. Well done, Bernie! Second overall were Roger and Diane White (1965 Sunbeam Tiger) while Shane and Jinesse Taylor (1935 Morris 15/6) came third. Leigh and Tony Craythorne rode with Winton Cleal in the Wolseley 6/90 and they were impressed with the running of the rally.

During the following week the Wellington Branch had the second "Basil & Bill Car Show" in the Logan Plaza in Upper Hutt. As the name suggests this was organised by Bill Munro and Basil Sharp. On Monday morning at seven o'clock the owners of the eight cars and five motorcycles arrived at the shopping mall to drive their vehicles in, well before the shoppers arrived. As shown in the photograph there were an Austin 7, a Chevrolet Coupe, Ford Model A, Morris 25, Morris 8 Sports, Mini Cooper, Vauxhall Viva, Mrs Whippet; and Ariel, Harley-Davidson, James, P & M, and Velocette motorcycles. Bev and Bill Munro, Snow Benge and myself were there every day and listened to the responses of the passing and interested public. Many of the shoppers remembered the good old days of these cars and motorbikes in Upper Hutt. It is a pity that we could not record the stories of the many admirers - some were very interesting.

Our November meeting in the by then nearly finished clubrooms was very interesting and we had as guest speaker Fred Smits, who talked about NIWA and the voyages of NIWA's 70 metres long research vessel Tangaroa to Antarctica.

The five cars showing up for the "First Sunday of the Month Run" in December went to Whitireia Park in Porirua. We left the clubrooms at eleven. We drove over Haywards Hill, through Pauatahanui, and past Titahi Bay to the park. Titahi Bay was a very popular resort in the 1920s for the people from Wellington, who travelled by car, bus or train to have a stroll on the beach or swim in the sea.

The branch's 1926 Dennis fire engine has been active in the Christmas Parade and also drove Father Christmas through the city for an hour, as he gave sweets to the children. This must be quite different from riding his sleigh and reindeer! The last club night of the year was a special Christmas evening with nibbles and Christmas decorations.

From the Wellington branch we wish you all lots of fun during the 2004 rallies and activities. Take good care and drive safely.
At our November meeting we had a questionnaire and general discussion about how everyone felt about the direction the Branch was heading and any suggestions to keep up the interest of the members. A very worthwhile experiment.

Where has the year gone? Our Christmas dinner was held at the Warkworth Men’s bowling clubrooms. It is good to get together informally. The usual fine fare was served up by Julie Keeley and helpers. She always does a magnificent spread with a good variety of dishes especially her grand Christmas pudding. The only downturn of the evening was when she announced that she is going to retire. We can only hope whoever takes over will be somewhere near her standard.

**Patrick William John Wood (Pat)**

Auckland Branch
5 July 1916 – 29 November 2003

Pat Wood passed away in his 88th year, his funeral was attended by a great number of motorcycling and V & V members from Auckland and beyond. It was an indication of the respect in which this “icon” was held. As our first motorcyclist when the branch was formed, I viewed him, on so many occasions from the comfort of my Packard Tourer “put-putting” along on his Veteran Triumph wicker side-chair.

In early days he focused on Veteran machines, and along with his Triumph had Abingdon King Dicks (single and twin) and others. He progressed to his favourite machine the 1915 Big X and side-chair. I was privileged to be navigator with him, at the first National Rally at Masterton in 1967. Pat kept this bike using it on runs regularly until quite recently and on many occasions was accompanied by his son Robert.

He was an excellent and dedicated restorer, and Vintage restorations included numerous Harley Twins, with side-chairs also built by Pat and a 1938 Indian 4. Also in later years he became interested in “tiddlers” such as powered bicycles and 50cc Mopeds.

Pat had a quiet demeanour, and when you got to know him, a good sense of humour. Enthusiasts who called on him received the benefit of his experience and knowledge, and many pleasant memories of him remain after an association of 50 years.

He was fortunate to survive WW II in the Merchant Navy as an engineer, serving in the Atlantic and sea routes all over the world in those dangerous times.

He is survived by his wife, daughter, son and eight grandchildren. On behalf of the Auckland Branch, our sympathies are extended to them.

Bruce R Anderson

**Heather Lord**

North Shore Branch
15 September 1944 - 14 November 2003

North Shore branch has just sadly lost one of its long-term members after a short illness - a very active social member, and good pal and navigator for Kevin.

Kevin and Heather, over the years, have participated in several major and many Easter, double 50’s and local rallies. They were the experts at planning and plotting - I can remember Heather and Kevin in my car, and Heather calling the shots from the back seat on what terminology to call this corner or that change of direction, as we put one of our monthly runs together.

I can also remember, in Ballarat at the camp ground when Heather and myself had done some washing and I was about to go back to the laundry and retrieve clothes, and Heather said “I have already done it”, and it was all nearly folded and ready to use.

Heather had spent her working life nursing, and was eventually in charge of an operating theatre at Auckland hospital, and was present at the first New Zealand kidney transplant op. Her big OE was to take both herself, Kevin and their two children (Tracey aged 6 and Kerry aged 9) to Reno Nevada from 1979 - 83, working in the OR room (operating theatre in our language). They left Reno and travelled for 8 months, touring the USA - 22,000 miles by Jeep Wagoner and 22 ft caravan.

Heather’s funeral at Snapper Rock chapel was a tribute to her popularity - being so well attended by members that I recognised from other branches besides our own. On a beautiful sunny day, Heather was given a fitting farewell, with some 20 Vintage and Post-Vintage cars following the hearse to the crematorium, giving a blast on their horns as they left the chapel.

To Kevin, Kerry, Tracey, and family, we all extend our sincere sympathy.

Peter Aitken

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Patrick William John Wood (Pat)

Pat Wood and Bruce Anderson (sidechair), 1915 Excelsior Big X at the 1st National Motorcycle Rally, Masterton, 1967.

Heather Lord

North Shore Branch
15 September 1944 - 14 November 2003
Beaded Wheels

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