

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

# Beaded Wheels

No. 271 December 2004/January 2005

\$5.50



## RIDING IN A RAILTON

## CARS ON SHOW

Bay of Plenty Branch came up trumps with a superb centenary display



Peter Faber has sent this photograph and is looking for some information. The picture was believed to be taken in the early 1920s outside the premises of Hoyland & Gillert Engineering Ltd, in Parnell Rise, Auckland. Peter's late Father-in-law, Francis Merrick, is standing second from left and a fellow apprentice, Frank Caron is the young man at left. No more is known of the

car or the significance of the occasion. Mr Faber would like to hear from anyone who has any more information as it certainly seems to have been quite an exciting moment for these men. Peter Faber can be contacted by mail at 123 Puriri Park Road, Maunu, Whangarei or email: peterfaber@xtra.co.nz

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.

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

All administration matters should be addressed to the **NATIONAL OFFICE** in the first instance see opposite page for details.

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

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## Beaded Wheels

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

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

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# Beaded Wheels

Issue 271 December 2004/January 2005



Scott Thomson went along for the ride in a stately classic, page 18.



Andy Fox's Studebaker attracts plenty of comments in its unrestored authentic state, page 20.



## VEHICLES FOR SALE

Check out the huge range of vehicles for sale in this issue on page 37 or visit the *Beaded Wheels* website for more details

[www.beadedwheels.org.nz](http://www.beadedwheels.org.nz)



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## COVER

Photographed at the Bay of Plenty display celebrating 100 years of motoring in their area, the eye catching 1947 Sunbeam Talbot 2 litre Roadster displayed by Lois Crawford

Photo John Lucas

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## president's message

At the Club's recent Executive Meeting hosted by Taupo Branch, there was some concern voiced on the possible destruction of 1920s and 1930s vehicles during the making of a film currently being produced in New Zealand. The meeting resolved that a letter be sent advising of our discomfort over any destruction of Vintage or historic vehicles and to request that no rare body shells would be included in this.

In response to my letter, I received a telephone call from the makers of the film assuring me that no vehicles or shells will be destroyed. They in turn, were concerned about these rumours, as in fact the makers have purchased vehicles (in some cases wrecks), restoring them to their former splendour and therefore saving them for future generations. As the Historic Vehicle Authority of New Zealand, our Club must continuously be alert to ensure that historic vehicles are not lost forever due to thoughtless destruction. We applaud these filmmakers for their restoration of the vehicles, saving them from possible disintegration. We also thank those members who drew this to the attention of the Executive, so that an end could be put to the rumours.

Did you know that by buying/swapping at Swap Meets you are carrying out part of the aims and objects of our Club? (There goes a great excuse for attending them, if ever there was one!) When we become a member of this great Club of ours, we

accept these objects that form part of our Constitution and if you haven't read these objects and aims for a while, I encourage you to do so. If you have mislaid your copy (by no doubt putting them in a "safe" place!) you can access them as they form part of the Branch Manual that should be available to you all either in your branch library, clubrooms, or through your branch secretary.

Ahh.... Swap Meets – to many members (and branches) Swap Meets have become major events on their calendars, eagerly anticipated by enthusiasts throughout New Zealand (as well as overseas.) It is possible to find just about anything for an old vehicle, plus all sorts of other collectables and 'useful' items, sometimes not always associated with any means of transport. It is however, the search for those sought after parts to complete a restoration or maintain a vehicle that draws us to them and of course they are great social occasions where old friendships are renewed and new ones formed.

Congratulations to Auckland Branch which celebrated 50 years as the Auckland Veteran and Vintage Car Club Inc. over Labour Weekend, they became the Auckland Branch of the Club in 1959. Tony and I joined them over the weekend at the pre-rally get together marked by a wonderful display of memorabilia at their clubrooms on the Saturday, also enjoying the 46th Hunua 100 the next day and the Sunday evening celebration and prize giving-dinner. During the evening, I had much pleasure in presenting Jim Francis, Phil Jones and Bill Miller with their 50-year badges. These members join the 18 others who have achieved this great milestone. Congratulations to you all.

I wish you and your family Season's Greetings and best wishes for safe and happy motoring during 2005.

*Leigh Craythorne*



## vintage viewpoint

### Beaded Wheels Contributor Awarded High Honour

Maurice Hendry, author of many articles to Beaded Wheels has been awarded the Society of Automotive Historian's Friend of Automotive History Award for 2004.

This prestigious award, the Society's highest, is conferred to honour an individual who has made a particular personal contribution to automotive history. As an author writing about cars, in particular American marques, for many decades, with scholarship and talent recognised throughout the world, the Society considered Maurice to be a most worthy recipient of their award. *Beaded Wheels* congratulates Maurice on the receipt of this very high honour. More details may be found about the Society at [www.autohistory.org](http://www.autohistory.org)

I hope you have enjoyed reading Bill Sheills' the Evolution of the Aero-engined Car, the fourth and final part of which can be found on page 13. These exciting cars are very much a part of our history and it is important that articles such as this record the history. Also part of history, at least in Dunedin, is the early story of J & A P Scott and Ray Craig has done a great job of bringing those early years to life for us.

Mailbag includes a couple of letters containing criticism of the VCC VIC system. If you disagree with them, how about putting pen to paper to give the readers your thoughts. It is worth remembering that it was the Executive of the VCC that decided to go with the VIC system and it was they who also decided that they would be compulsory for National events. The Executive is the governing body of the VCC and consists of the Chairman and Delegate of each of the Branches plus the Management Committee.

*Kevin Clarkson  
Chairman, Beaded Wheels*

★ ★ ★ ★ ★

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## national office news

### VICs for National or Branch Events?

It has been observed that some branches and members may be getting a little confused over National Events and branch events shown on the Calendar of Events.

National Events are events that are hosted on behalf of the National Body and are listed below. These are the events where it is compulsory as of 1st January 2005 to have a VCC ID Card. (It has been compulsory for all speed events to have an ID card for several years now).

Branches choose the requirements for their own branch events, which may be the requirement for ID Cards. That is up to the Branch.

### National Events

- National South Island Easter Rally
- National North Island Easter Rally
- National Motorcycle Rally
- National Veteran Rally
- National Commercial Rally
- International Rallies

Occasionally there are other events where the Executive (in August of each year during the conference weekend) have been asked for and granted National Status to an event.

### Historic Racing Licence

Don't forget that to enter any VCC Speed Event, you require a Historic

Racing Licence. You can obtain an application form either through your Branch Secretary or the National Office. Please remember that the payment of \$22.50 must be attached to the completed application form at the time of applying and the pass is valid for five years. Financial VCC membership must be held.

### VCC/Vero Promotion

You may recall the letter we sent to all members in October about the services offered by Vero Insurance. Many VCC members called Vero for a quote on their insurance and subsequently went into the draw to win one of 4 prizes of \$250 petrol vouchers. We are pleased to announce the winners and our congratulations go to:

- Mr B Jones, Christchurch
- TJ Gleeson, Blenheim
- Mr E G Music, Whangarei
- Mr J Philips, Christchurch

I would like to take this opportunity to wish everyone a very happy and safe Christmas and New Year.

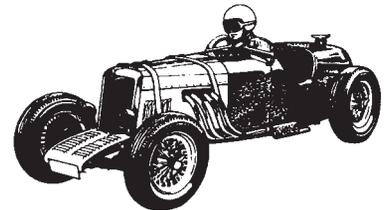
*Julie Cairns*

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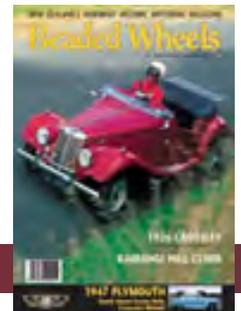
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# VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 January, 2005 or email us at [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

## DECEMBER

4-5	North Shore	Swap Meet
4	North Otago	Windsor Rally
5	Auckland	Gymnic
5	Southland	Family Fun Run
5	South Otago	Annual Moped Rally
12	South Canterbury	Christmas Run & Party
12	Otago	Christmas BBQ
12	Wairarapa	Gymkhana
21	Northland	Annual Gymnic
26	Canterbury	Boxing Day Run

## JANUARY

1	Banks Peninsula	New Years Day Picnic
1	South Canterbury	Fairlie Procession
8	Far North	Autojumble & Car and Motorcycle Show
9	Waikato	Posh Picnic
9	Wairarapa	Coastal Run
15	King Country	Whangamomona Republic Day
16	Waikato	Moped & Scooter Run
22	Canterbury	Annual Commercial Rally
23	Southland	Vintage & Post Vintage Rally
23	South Canterbury	Ladies Rally
23	Otago	Jackson Rally
29	Otago	Dunedin-Brighton Veteran Rally
29-30	Bay of Plenty	Anniversary Weekend Rally
29-30	Canterbury	Annual Motorcycle Rally
30	Wellington	Veteran Rally

## FEBRUARY

5	Southland	50th Anniversary Rally
5-6	Wellington	Club Captain's Safari
5-6	Banks Peninsula	Motor racing at Ruapuna
6	North Otago	P Class Rally-Waitangi Day Run
11-19	Waikato	19th National Motorcycle Rally & Tour
12	Auckland	Veteran Rally
13	Waimate	Wallaby Rally
18-20	Hawke's Bay	Art Deco Rally
19	Gore	Festival Rally
20	South Canterbury	Mid-Island Rally
19-20	Otago	Vintage Venture
26	Manawatu	Ruahine Ramble
26-27	Canterbury	Annual Rally
26-27	Otago	SFOS Hill Climb and Road Race

## MARCH

6	Southland	30th Anniversary Veteran Rally
19	Otago	Swap Meet
25-28	Timaru	National South Island Easter Rally
26-28	Horowhenua	National North Island Easter Rally

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

# mailbag

The editorial committee reserve the right to publish, edit or refuse publication of any item submitted as comment. The views expressed herein are those of the authors and do not necessarily express the policy or views of the Vintage Car Club of New Zealand (Inc.) or the publishers.

## Dear Sir,

In issue 266 Feb/March I was interested in the North to Bluff story of the blue Berkeley sports car. Later in the 1960s I was the owner of this car, I am not sure how many owners there were between Rosemary Adams (now Scott) and the young chap I purchased it off, but including the person I sold it to, there were four known owners. In the 1960s when I bought it for £200 it was painted by brush in British racing green, so my first job was to rub it all down and re-spray it blue again. The car gave me good service over the time I owned it. The only trouble was worn brushes in the dynastart which made a push start necessary and worn king pin bushes caused by infrequent greasing.

I used it every day to drive from Hornby into Christchurch and found like Rosemary that as parking was becoming a problem, I could put the nose in and then lift the back in. I did not do any 2,000 mile trips in it but with my family, two small children in the dickie seat, and my wife and me in the front, we covered a few miles to picnic spots around Christchurch. It surprised many picnickers to see two adults and two children plus all our gear emerge from such a small car.

The ownership of this car led me to purchasing some 15 years later another car, a heap of bits only, to restore and give to my now 19 year old son to deter him from buying a motorbike. From this I graduated to two more Berkeleys, a three cylinder and a 700 cc two cylinder four stroke still in my possession.

R Eggers

## Dear Sir,

The mystery period photograph reproduced inside the front cover of the *Beaded Wheels* Issue 269 is identified by Bryan K Goodman of Reigate, Surrey, England as a 4-cylinder 14 hp Dennis of 1906. The staggered, 12-spoke wheels are distinctive. The Dennis company of Guildford was later better known for their commercial vehicles, and especially fire engines.

John Warburton

## Dear Sir

For the HUB of the story read on...

Approximately a month ago my son Hugh was using my '56 Mercedes to go into Auckland.

On his way home crossing the Auckland harbour bridge, using the left lane of the extension, a truck overtook him. There was a clattering noise which Hugh took no notice of, thinking that the noise came from the truck – it was not until he got home that he noticed that the right hand front hubcap had come off.

We asked the Harbour Bridge authorities to keep an eye out for it and let us know if it was found, but no contact was made.

Three days later my wife and I were returning from Auckland, and I too drove up on the outer left hand lane of the extension.



Just before we got to the top of the bridge I spotted the hubcap which had slid under a barrier so no other vehicle could run over it. Because of the rush hour I had to go to the control room of the Harbour Bridge to tell them of my find.

A very pleasant lady invited me into the control room which was filled with screens showing aspects of bridge traffic that one does not normally see. She then proceeded to scan the part of the bridge where I had seen the hubcap. Sure enough, we spotted it! She then spoke to a traffic police officer who was on duty at the City end of the bridge, and requested that he drive up and pick up the hubcap for me. That, however, had to wait until another officer could follow him to block the left lane of vehicles. In this way the vehicles would then filter into the right lane allowing the first officer to safely get out of his car and retrieve the hubcap and bring it down to me. The amazing thing about it all, was that the hubcap was not damaged at all. I asked the officer if there was a cost involved, and he said no, as it was all in a day's work.

I wish to publicly thank the Bridge control room staff for their kind help, they certainly did me a service as hubcaps for these old cars are not easily replaced and are worth their weight in gold. Was I lucky? Absolutely! So I got myself a Lotto ticket, but this new-found luck had run out.

Peter Brochner

**Dear Sir,**

All this tooting and froing over the Harley-Davidsons by Mr Dawber and Mr Hendry makes me smile as it seems history is repeating itself.

I think some of your readers may enjoy seeing these newspaper cuttings from the good old days.

And I would like to remind the readers that Harley didn't only build fast, comfortable, transcontinental tourers but also fast singles including their ownership of an Italian subsidiary that won many world racing titles in the 1960s and 70s.

Joe Grose

**Dear Sir**

Your article on the Evolution of the Aero-engined car brought back memories of Eyston's Napier engined LSR car.

In June 1940 the Centennial Exhibition had closed and I was one of the team working in part of the exhibition buildings assembling Tiger Moth Aircraft which had been withheld from delivery to the RAF including twelve of the aircraft allotted to the RNZAF to help in training pilots. The De Havilland Co where we worked had not built up to speed in supply. Eyston's car was still there, of course, and during the lunch break we climbed the partition wall of its enclosure to get a good look. We opened the engine cowls to see the layout of the engines and I climbed into the cockpit to get an idea of how it felt. It was quite a tight fit, the instruments were interesting with gauges indicating which gear was engaged in each of the two gearboxes. Shipping space would not be allocated by the government to return the car to the UK, and so that is how it came to be still there at the time of the fire in 1947.

S. Barnard.

**Dear Sir**

As an Allard owner I would like to clarify a few points raised in the Scott Thomson Allard article *Beaded Wheels* No 270. Sidney Allard having been a London Ford Dealer from 1935 naturally based both his prewar and postwar cars on parts from the Ford parts bin. In postwar Britain huge material shortages presented

enormous problems. Allard purchased Ford and Canadian Mercury sidevalve V8 engines and gearboxes for his cars as war surplus from the British

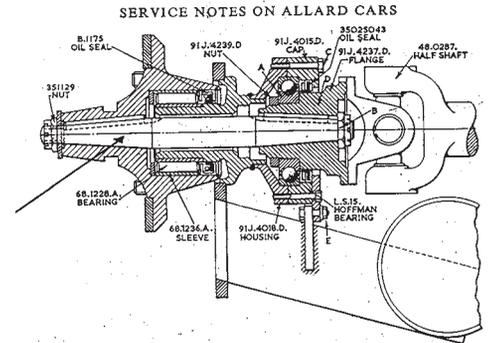
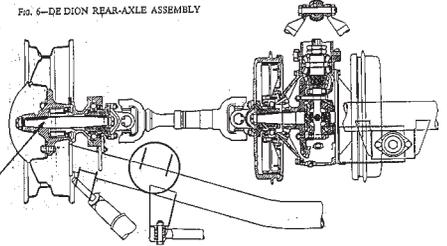


FIG. 1.—SECTION THROUGH OUTER LOCATING BEARING ON DE-DION REAR-AXLE UNIVERSAL HALF SHAFTS



government. Due to the immense debt Britain had with the USA for the supply of war materials it was impossible to import anything from the US Dollar zone. This was the reason that Allard sold his cars into the USA less engines, allowing the buyer to fit any engine he liked. This led to cars being fitted with engines producing 150 to 200% more power than the driveline had been designed to take. These failures were then unfairly blamed on Allard.

The quote regarding the stub axles is typical, these items are more correctly outer reardrive shafts, a drawing is enclosed with the parts arrowed. Allard made these from Ford V8 half shafts which worked fine with the flathead V8. It is not hard to see that such material would never cope with a power increase of over 100%.

The split axle front suspension was designed by Leslie M. Ballamy, it was also used by Bucklers and Colin Chapman used it on the early Lotus cars.

The Ardu OHV conversion offered by Allard was designed and produced by Zora Arkus-Duntov, who later joined GM and was involved in the design and development of the Chevy Corvette and the small block Chevy V8 engine, of which over 50 million have been made!

Finally, Sidney Allard is the only driver ever to win the Monte Carlo Rally in a car designed and built by its driver.

David Starling.

**Dear Sir**

Please find enclosed photographs of what appears to me to be a very early radiator. There are no obvious markings on it to help indicate its origin – perhaps

**Motor Cycle Beach Races**

**Challenge Issued**

N. R. GRAY, ON HIS 2 1/2 H.P. A.J.S. Motor-Cycle, had no difficulty in WINNING THE 12 MILES 350 c.c. CHAMPIONSHIP.

Last Saturday ALEX SMITH PROVED HIS A.J.S. TO BE EASILY THE FASTEST MACHINE in its class in both races.

FOR RESULTS SEE PRESS REPORTS OF THE RACES.

A.J.S. MOTOR-CYCLES HAVE RECENTLY BROKEN OVER ONE HUNDRED WORLD'S RECORDS, and excels are not necessary where they are concerned.

However, every excels which has ever been invented been done to death by the opposition.

Statements have been published by a certain firm reference to last Saturday's Beach Races, and, to show up these statements are reliable, ALEX SMITH issues a challenge to race his A.J.S. against the machine ridden by BURMEISTER, over three distances to be arranged, for £20.

Should the opposition not desire to risk money or machine, ALEX SMITH will pay the sum of £20 charitable institution, providing he is beaten in two of three events.

This challenge remains open for a period of seven days.

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**A CHALLENGE ACCEPTED**

We congratulate our opposition on their offer to race their NEW SPECIALLY IMPORTED 3 1/2 H.P. STANDARD STOCK MODEL 2 1/2, HARLEY

BUT WE CHALLENGE THEIR SPECIALLY IMPORTED 2 1/2 H.P. A.J.S. RIDDEN BY MR GRAY - THE STAKE TO BE INCREASED TO £50!!!

This challenge is in connection with a notice appearing in this morning's paper. Burmeister's time for 12 miles in the recent Championship Race was 22.5 A.J.S. over the same distance.

Further to show our machine is an all-round performer, we will challenge to race them three events - 1000-climb, Track Race and Beach Race.

WHAT DO THE PUBLIC THINK OF THE ABOVE AS A SPORTING OFFER?

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one of your readers can assist or know of someone who needs it.

The head tank, base, and core pipes all appear to be brass and in salvageable condition. This radiator was found on an early estate property in Dunedin, during a recent return visit.

Unfortunately time did not allow a more thorough search for any other remains.

I would like to know more about this part and look forward to any response.

John Roy

**Dear Sir,**

I wholeheartedly concur with the sentiments that Paul Whitehead expressed in his letter regarding Vehicle Identification Certificates in *Beaded Wheels* No. 270.

Thankyou Paul for taking the time to express what many of us are grumbling to ourselves about. You have certainly spurred me to write after all these years of "read only". I thought that maybe my personal views on the matter were possibly a little extreme, so I have asked the same question (without any explanatory preamble) of many long time motorcycle members. "What do you think of the VIC scheme?" The answer has been almost the same each time. "Well I guess I will not be entering any future national calendar events." I have taken the liberty to delete the odd expletive for the sake of those of the more sensitive ilk. To hear this is such a shame, as they were the very ones I would have enjoyed meeting at the rallies. I hope they are similarly nudged into action by my plea.

I have been a member for about twenty-five years, enjoying past national Vintage motorcycle rallies and tours. I feel very strongly on the matter and will be voting with my two wheels. The classic rally sounds a good alternative to me! In my opinion, our President Leigh

Craythorne did herself very few favours with the tone of her reply to Mr Whitehead's letter.

I will not labour the aspects of perceived expertise in authenticating vehicles and big brother telling us what is right and good for us. Except to say that I spend a lot of time researching my machines during the procuring of parts, building and restoration. I am part of an international network, blessed with many knowledgeable enthusiasts and have a huge pool of expertise available. I take great care to restore machines as authentically as possible.

I proceed as I hope any other prudent restorer would. I am very careful to have a full and authentic paper trail to enable painless registration procedures in New Zealand.

Some months back I broached the subject of Vehicle Identification Certificates with the local delegate and got absolutely nowhere. I felt distinctly brushed off.

This is my first letter to *Beaded Wheels*, a letter writer I am not! I hope you will accept this as it is meant, as a plea from the unwashed masses to see reason and take a more relaxed approach to vehicle identification certificates.

Far better that VIC's be seen as a desirable benefit, rather than a compulsory scheme. Our club will only suffer accelerated loss of numbers, unless the membership's wider views are given real consideration in the future.

Malcolm Brown  
Karaka.

**Dear Sir**

I would like to take up the challenge issued by Mrs Craythorne in the last issue.

I think Mrs. Craythorne has missed the key issues raised by Paul Whitehead (who I don't personally know).

I have been a VCCNZ member off and on since I was 14 years old, in 1969, and own more than a dozen VCC eligible motorcycles and am finally finding enough time to participate in some rally type events.

I have watched with dismay how the advent of the compulsory Vehicle Identification Certificate makes the VCCNZ even more "exclusive" rather than "inclusive".

I find it no surprise that a predominantly car based group would use the National Motorcycle Rally as the first enforcement of a compulsory 'Vehicle Identification Certificate'.

I am interested in attending this rally, and have received a number of entry forms from the ever helpful organiser, Bob

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Hayton, along with membership forms for the VCCNZ and handed these out to people with eligible bikes (some who are not VCC members) who visit my motorcycle restoration business, to try and help support this important motorcycle event.

When I started to fill in a VIC application I was appalled to find this document is primarily a car document, and it doesn't even ask what type of vehicle it is until the last section. It even asks for the "CAR No." as one of the first questions. I don't own a Vintage CAR. I find this insulting to motorcyclists, and commercial vehicles.

What I also find totally unacceptable is the demand "that all information is true and correct to the best of my knowledge" and then to have to give a "yes or no" answer to all questions. What happened to "I don't know".

I think this document fails to recognise the reality of owning a vehicle that may well have been 'restored' a number of

times previously in its life, maybe even overseas, or highly likely by now deceased persons.

If this work has been done well it may be impossible to tell what was original, and who in their right mind is going to fill out a VIC form making their "pride and joy" less than the best? This document is an invitation to re-write history.

One VCC member suggested the application document should contain a "Sale and Purchase Agreement" as he saw the only benefit was to the seller of a vehicle so its "provenance" was enhanced by the 'experts' in the VIC Committees. No doubt we will see vehicles advertised as being VICed as a selling point.

The common response to the VIC document is that it is highly intrusive, even voyeuristic, and goes well beyond a basic data base needed for planning events. As for having to display a VIC on my motorcycle, I already have a WOF and a Registration sticker cluttering up my number plate. I don't want anymore, thank you!

I don't think a Vintage car is 'enhanced' by any more clutter on its windscreen, either.

The point about "fringe members" is obviously lost on our President, but most new members start off as 'fringe' members, and few would disagree that anyone must become a VCC member to enter a major club event, such as a National Rally. This is fair, but anything the VCC does to encourage new members is an investment in the future by what is obviously becoming an aging membership.

What Mrs Craythorne is not understanding is that by the time a new (or existing member) has found and prepared/restored a VCCNZ eligible vehicle, got through all the considerable NZ Government bureaucracy by having it VINed, WOFed, joined the VCCNZ, you then have to face another time consuming bureaucratic hurdle which achieves very little of benefit to the owner or the Club. After 50 years, peer pressure/judgement has proved far better at keeping a few 'undesirable' vehicles out of the club ranks, rather than some 'form-filling' and judgement by a branch committee that may well be completely out of its depth in confirming the "authenticity" of a rare vehicle. The question of "cronyism" is also open to discussion.

The VCC has a real danger of becoming, in the words of a long time Vintage enthusiast, "all too bloody hard" and the VCCNZ must realise it is not the only option for Vintage/classic vehicle enthusiasts.

Paul Whitehead mentions the regional Classic Motorcycle Clubs and these combined with the NZ Classic Motor Cycle Racing Register Inc (of which I am a Life Member) would probably have more members than the combined motorcycle sections of the VCCNZ. The "one make" car and motorcycle clubs are also numerous and none of these have compulsory VIC type restrictions.

The reality of dealing with the LTSA is something the VCC has put a lot of good work into, but I think being able to quote all the details of every Vintage vehicle in NZ may well work against us as a group; as we will be seen as so small in numbers that politically we don't really count. Professional bureaucrats come and go and the pro-vintage car ones can easily be replaced with ones who welcome the European trend of major restrictions on the use of old vehicles. The LTSA already has the details of every VCC vehicle that is registered or 'on hold' in NZ.

If Mrs Craythorne can "only see the positives" of the compulsory VIC she need to take a good look at what this document really stands for; BUREAUCRACY.

I have grave doubts as to the 'positive' effects the compulsory VIC will have on the National Motorcycle Rally and will be very interested to see what happens to the entry numbers.

I would strongly recommend the VCCNZ drop the compulsory aspect of the VIC before this rally, and get back to the Executive serving the membership and not the other way around. You are not a Government Department. Let's not look back in a few years and say "this was what ruined the VCCNZ"

I have asked my long time friends and past organisers of a National Motorcycle Rally, Norm and Lynda Maddock to review this letter for me, and they have endorsed every point made.

Ken McIntosh

#### Dear Sir

Two of the largest motor sporting events that have been staged by the Southland Sports Car club Incorporated were organised as part of the Southland centennial celebrations during 1956. They were the Southland Centennial Reliability Car Trial around the South Island held between the 11 and 16 January and the Southland Centennial International Road Race held at Ryal Bush on Saturday 11 February.

To acknowledge the 50th Anniversary of those major historical motor sport events, plans are underway to have relevant displays of photographs, movie

film, media reports, trophies and other memorabilia including replicas of competing vehicles. It is also hoped that some of the original drivers and crew members will be on hand at a specific time at the venue of the Vero Rally 2006 commemorating the Diamond Jubilee of the VCC of NZ at Invercargill in January.

We would like the co-operation of past and present club members, competitors and members of the public who may have any such material or information at their disposal. Please contact me.

Jack Johnstone  
Bainfield Road,  
No 2 RD Invercargill.  
Phone 03 215 7198 Fax 03 215 7189

#### Dear Sir

Thank you for including my letter in your magazine. Geoff Johnson of Hastings contacted me with some information on parts for my Detroitter. I am still looking for the car Warren Thompson or Mark Boyle owned.

It may be of interest that in 1919, 30 Detroitters were registered in NSW. Detroitters were also in New Zealand. Any information on parts?

Again thank you for your help in trying to preserve our motoring history.

John Brennon  
5 Bass St  
Putney 2112  
NSW, Australia  
gbrennan@optusnet.com.au

#### Dear Sir

I write regarding page 2 of *Beaded Wheels* October/November 2004.

Firstly W E Searle was my grandfather (not my father as suggested). He died in 1942 aged 74. The little boy was not me but probably is one of my uncles (Ernest or Herbert Victor), both schoolmasters, and the latter was headmaster of Nelson College for 15 years. My father's name was Walter Netley Searle and he became a distinguished doctor in London.

The purpose of this letter is to obtain the address of Julie Jamieson, my cousin, who was mentioned as the owner of the photographs published. I have tried to trace her and she used to live in Napier or Gisborne. She is W E Searle's granddaughter and daughter of Hazel. You mention that Dick Taylor presumably a friend of Julie's, forwarded the photographs printed.

I would be grateful for any assistance.  
Trevor Searle  
7 Middlefield Drive  
Dannemore, Howick, Auckland

# THE WAY WE WERE

*As recorded by Grant Hitchings*

This issue we complete the final instalment of the late Roger Harding's musings entitled "Obsession with the motor car."

*Roger Harding preparing his Buick for shipping at Picton to new owners Les and Vi Bartlett. 1997.*



Wear and tear were by now taking their toll and without spending more than the car was worth from funds that were not available in any event, the Master 6 was again sold and by good luck a pristine 1925 Master 6 tourer was discovered in Kaiapoi.

This was a one owner car in almost new condition with about 50,000 miles on the clock. There were two drawbacks however, the £45 required needed the bottom of the barrel scraping and the fact that the 22 inch tyres peculiar to 1925 models were almost impossible to come by even in these times. Buying however was compulsory, and quite a few completely trouble free miles were wound on, when unfortunately, or so it appeared at the time, the creditors had moved uncomfortably close and the Buick ended up with the Christchurch Car Exchange in St Asaph Street for the same amount as I had paid for it. This deal remains clear in my mind because I received a visit from the Car Exchange proprietor a few weeks later who explained with some force that the Buick wiring had gone up in smoke all by itself and what did I intend doing about it. Apart from offering condolences, I explained that there was little else I could or would be doing and after some rather serious debate we parted on what could hardly be described as good terms. The next Buick was one that I occasionally saw parked in a Papanui Road garage and a knock on the door of the house finally led to the purchase of a 1926 Standard 6 tourer. This was an unsatisfactory car and a careful inspection later revealed it had at some time suffered a fairly drastic shunt on the right hand side and repairs had been done on the cheap. Perhaps it was time to try another make until a really good Buick showed up.

Another old car nut in Christchurch with whom I was on good terms sensed an opportunity to unload his 1931 Ford A tourer. I decided to take the plunge and purchased it. The Model A world was completely different from the one I had become used to and with its shorter wheelbase and lower weight made for better manoeuvrability, but the 4 cylinder engine left one in no doubt that it was definitely a four. A trip to Kotuku on the West Coast in search of indigenous fuel was accomplished without incident, until oil extracted from a bore hidden in the blackberries was mixed with the petrol in the tank. This rather upset the carburetion but we made it back to Christchurch pursued by a large cloud of black smoke and violent and erratic pinking from the engine all of which I hasten to admit was not the Model A's fault. I stopped liking the car when, ascending Evans Pass from Lyttelton, a strong smell of burning rubber became apparent and on pulling up to lift the bonnet found that things electrical in the vicinity of the lighting switch were much too hot or rather red hot. I forget what eventually happened to the Ford but a return to Buicks was not yet to be and a 1925 20/60 Sunbeam filled the gap. This car has been the subject of another article and I will just reaffirm that it was a pleasure to drive

More Buicks! A 1927 Standard 6 tourer, and a darned good one, turned up. Not immaculate but very tidy. It had been worked on mechanically, the flywheel having been lightened, the cylinder head and manifold ports cleaned up and compression raised. 1927 Models benefited from having rubber engine mounts, crankshaft counterweights and an internal torsional vibration damper and as a result

were profoundly smoother than their predecessors. This car did not last long as threadbare tyres dictated another change.

At this point in the saga it could well be asked why Buicks and why so many? Most fuels in the USA in the 1920s were characterized by having high final boiling points leading to crankcase oil dilution in the engines unless inlet manifold temperatures sufficiently high to vaporize the heavy constituents could be achieved. Nearly all Americans of this era had some form of manifold heating but the Buick design was by far the most effective and allowed quite acceptable running on fuels with a wide range of boiling points. The Buick OHV engine was also held in high regard and was an important factor in the brand's popularity in pre-war years.

Regarding the frequency of vehicle changes, scarcity of tyres was the most compelling factor. They were barely obtainable and the usual option was to find another car better shod, letting a subsequent owner determine the fate of the cast off. Many were eventually scrapped as most were classified as junk, their collecting and refurbishing considered a barely respectable occupation. It should not be forgotten that the VCC movement did not arise until the late '40s when early cars were slowly starting to become collectable.

Buicks again! A 1926 Standard 6 roadster was dragged in smelling of kerosene more strongly than ever. The engine was severely worn and rattled like hell but it motored remarkably well. This car soon gave way to two Master 6 sedans, one a fairly sound 1926 5 seater and the other a decidedly unsound 1927 7 seater which provided marginally better tyres for the first vehicle. It was necessary to untie ropes to open the doors on the 7 seater which was never run and was left where it was found.

A 1928 Standard 6 sedan was next, an ex UK vehicle with front bucket seats, guard mounted sidelamps and nice leather trim. It remained in service for at least six months until the inevitable tyre problems took control. I did not like parting with it as it was one of the better drivers and performed well.

Palmer and Doak in Rangiora had had a 1927 Master 6 Sport Tourer parked in the recesses of their garage for months, and an enquiry revealed that it was in fact for sale and so, after the 1928 sedan had gone, I had a model 27-55X. It was one owner, very original and a really smart looker with a shortish 5 seater body on a LWB chassis with plated luggage bars over the small rear deck covering the fuel tank. The steering was a little vague however, in that it was inclined to veer unpredictably to either side now and then. A small shiny patch on the right hand side front spring main leaf looked suspicious and on letting the U bolts go it was discovered that the center bolt was in two pieces. A repair made driving a little less nervous an occupation.

Intelligence reported a 1927 Master 6 roadster somewhere in Riccarton, and as anyone associated with Vintage Buicks would appreciate, acquisition was obligatory. A home was found for the '27 tourer in Hanmer where it was to be converted to a pickup by the new owner and the roadster took its place. It was an attractive car, fitted with ash wire wheels. It needed a fuel tank repair as the bottom was rusted badly but Oakleys in Tuam Street came to the rescue. During its stay with me, no other work was necessary and the car performed superbly. Some 20 years ago, I rediscovered it in Henderson in Auckland, but regret-

tably it was beyond redemption with almost every spoke nipple on the verge of pulling through severely rusted rims, the fuel tank missing and what was left of the body remaining on the chassis only because it was used to being there.

Quite a smart looking 1929 Oakland 6 cylinder roadster came next. This was a car that had quite a bit of work done, in that all the electrics, instruments, generator and many other parts had been replaced with GMC truck components and it was reliable in this regard. The same could not be said for the brakes and the cable operated fronts had only one good cable between them. Finding another cable proved fruitless and as no one in Christchurch was prepared to make one, I took the easy way out and drove a two wheel brake Oakland. I was reminded of this one day later when by some mischance I met up with a subsequent owner who wanted a little more detail!

A 1927 Standard 6 tourer appeared once more whose front brakes did work but was not otherwise noteworthy. The 1925 Sunbeam was brought into the fold for the second time and accompanied me to Auckland where it eventually made way for OE129 the 30/98 Vauxhall that Jack Newell did so much to put on the VCC map in its later days. I do not intend to write about this car here. It introduced me into another kind of motoring at that time.

Another Buick followed, this time a 1930 sedan showing signs of its age but as usual performing reliably. Its one shortcoming was a tendency to shimmy on certain shimmy-generating surfaces of which there were always too many. The right hand side front spring hanger on this model took the form of a shackle whose movement was limited either side of a neutral position by coil springs acting fore and aft. Presumably the design was meant to limit shock to the steering components on rough surfaces but the net result was to induce wheel flap when the axle moved while the longitudinal drag link was being held stationary through the steering box. Anyhow that is how I see it!

### It was time for another roadster

and the Buick was traded on a 1930 de Soto 6. Good hydraulic brakes, but generally a rather dull vehicle with only average performance and no particular feature that you instantly fell in love with. During a one day rally held by the Competitors' Car Club, a short lived Auckland breakaway group of which the writer was a founding member, an expensive sounding noise in the clutch area developed not unlike a chain being dragged round something at high speed, followed shortly by a crash and then silence. The clutch operation was a little erratic from then on and later it was found that pieces unknown had exited the clutch housing through a newly formed triangular hole in the housing casting. The next owner to be was strangely unmoved by this and elected to repair the damage for an adjustment to the selling price.

Things took a turn for the worse through an association with a 1928 Whippet 4 sedan. While I can not deny they were quite a popular seller, mine was not a good example. The four wheel brakes were unpredictable as the Bendix duo-servo fronts would lock up if the pedal was prodded hard enough. This resulted in an obligatory stop and reverse manoeuvre which was not without its drawbacks in traffic but to compound the agony on some of these occasions the track rod sagged like a skipping rope, resulting in toe out of about a foot developing instead of the preferred  $\frac{1}{16}$ " toe in. This of course interfered with the steering performance and a piece of 4 x 2 was added to the tool kit as a lever to aid in the restoration of the correct wheel alignment.

I managed to con a cash cheque out of the Eden Road dealer who was unwise enough to buy it so that I could have the proceeds pocketed before he realized his mistake.

Why not a Graham Paige? Six wire wheels, freewheel and reliable motoring. When I took possession on a Friday evening somewhere in Newton the car looked good, the paint shining in a light drizzle and the surrounding lighting generally too poor to permit an inspection of anything else. Off down Khyber Pass in the Friday night traffic on the tram track experimenting with the freewheel button on the gearknob - was it in or was it out? I was catching up on a tram fairly

rapidly when the stop light, a feature of Auckland tram cars came on. So on with the stoppers and hell, the right hand front brake grabbed and we dived to the right onto the other track which by some miracle was unoccupied by opposing traffic. The rest of the journey back to base was conducted in a more decorous manner. Morning dawned, the shiny paint had dulled and the body panels at their junction with the side valances exhibited a sort of filigree effect and the spare tyres sported a couple of eggs in the sidewalls next to the body sides. The right hand side brake lining was grubby, but all this apart I thought it might still be a saleable proposition at some time. So it proved to be at Turners and Growers Saturday morning auction a few months later after some 12 mpg trips around the territory. The auction venue floor was covered in a blanket of dust from the bags of spuds sold earlier in the day and this really highlighted that little was left of the tyre treads as the car was rolled out. Fortunately there was enough racket generated by local truck movements to drown out the rattles in the engine as it idled away forlornly in front of the intrepid buyers. I made ten quid on the deal! Great cars, Grams.

It became my fortune to inherit, for a sum, a 1936 Morris 8 which like most used Morris 8s, was exhibiting signs of wear. It was returning a fuel consumption in the 20s mpg, had steering heavy as lead and the diff whine was to say the least noticeable. New exhaust valves were compulsory, front wheel camber was restored to something approaching respectability by the simple expedient of heating the front axle beam alongside the spring seats with a big gas torch until the wheels which had been raised off the ground fell back to their proper places, and diff pinion bearings replaced. 20,000 miles later fuel consumption dived again, the front wheels looked sad once more and the diff had started to remind one of its presence. The Morris found a ready taker at a Christchurch dealer, W A McLaren at the corner of Antigua and St Asaph Streets who swapped a 1931 Chevrolet 6 tourer for it. I rejoiced as the Chevrolet was in very good condition with a low mileage, original two tone fawn paint, radiator stone guard, 3 spoke steering wheel. A genuine 1931 and pretty rare. The Chevrolet was eventually sold to Burnetts in Ashburton who sent up two emissaries who went over it with a magnifying glass until I advised them to please go away. But they did take the car with them.

Another Chevrolet, this time a 1934 Master with knee action arrived which despite a high mileage, turned out a good runner. Its only fault was a pronounced clonking from the front suspension through the brake backing plates flopping around on the stub axles as their centralizing bushes were worn out. The front end was never repaired as it was possible to use up a lot of money once the experts were allowed to get into this area. On hard surfaced roads severe understeer was the order of the day, but on shingle it was fabulous, the Dubonnet front end coping surprisingly well with the roughest stuff that could be found.

The Chevrolet was starting to get a bit rattley, so it was sold and the void filled with a 1931 Essex Super Challenger coupe. The Essex body was great, the chassis had sagged so the fit on the bonnet to the bulkhead at the rear was vee shaped with a 2 inch gap at the bottom and the engine burnt more oil than fuel. This was not a problem, as I was able to help out the local garage with waste oil disposal.

Next was a 1929 Buick series 121 roadster which was in poor shape and kept only for a short time after it was determined that there was little merit in trying to fix it.

Another Chevrolet, a 1939 coupe came along. At that time, you had really arrived with one of these and I quite liked it for several reasons, one of which was its mechanical simplicity. You could not have built an OHV 6 with fewer bits. This car did a high mileage over a couple of years until I replaced it with a 1935 Plymouth coupe, a PJE economy model. All ownership records were broken as this was to last 10 years during which time it covered over 100,000 miles, was rebored once and had the gearbox rebuilt twice, not to mention U joint repairs.

# EVOLUTION OF THE AERO-ENGINED CAR

BILL SHIELLS concludes his series with an examination of the New Zealand aero engine scene.



New Zealanders' interest in aero engines for use other than aviation came after World War I and throughout the 1920s and 1930s. A variety of ex military types were imported primarily for marine applications, and many were converted for the purpose by the wartime aircraft factories or their agents. The conversion usually consisted of a water-cooled exhaust manifold and blocked high-

speed jets in the carburettor, the rest being up to the customer. Some engines powered fast fishing boats - for example a Liberty V12 in the Parano fleet out of Picton. Others were installed in racing boats. One in particular, built by J & J Motors of Wanganui, used a Hall Scott A7a four cylinder 10 litre engine of 120 hp which proved successful enough to win the Masport Cup for the four years from 1928 to 1931. Another similar engine was demonstrated on the Wanganui River in a Maori canoe!

Apart from the above-mentioned types there is some evidence to suggest that Napier Lion, Hispano Suiza and Sunbeam engines also saw marine service here.

Recorded as having been the first aero-engined car seen in New Zealand was Ces Sutherland's Cadillac racer with a 6 cylinder 125 hp Hall Scott, fitted winning its first two races at the 1929 inaugural meeting, at Hennings Speedway in Auckland. The engine, now restored for static display, was originally installed in one of the two Boeing tractor float-planes at the New Zealand Flying School in Mission Bay.

During 1935 an interesting engine appeared in a tiller steered longboat owned by Dick Moulton of Paraparaumu, who was attempting to break the Australasian water speed record. The 24 litre Mercedes used was the largest of the war-time German sixes and although its ground-level rating of 260 hp at 1400 rpm seems conservative, the 60 octane fuel then available and 6.5:1 compression ratio only allowed the gated throttle to be wide open at 6500ft where ground-level power could be maintained. Whether Moulton adhered to this directive was unknown, however, he did achieve 65 knots on Evans Bay. What is known is the tremendous performance of the Mercedes several years later when it was squeezed into a 1914 Mercedes Knight chassis by Darcy Nicholson of Timaru, which impressed all who rode in it. The next owner, E Moorehouse, explained that with 71 octane fuel and full throttle, the engine made 500 hp at 2250 rpm, with immense torque and

*Ralph Watson earned an excellent seventh place on his first outing, at the 1957 Grand Prix at Ardmore, in the JO-290 Lycoming Special he built himself.*

wheel spin at 80 mph on dry bitumen. The car now languishes in Southward's Museum in Paraparaumu.

Three decades since the first, another war assets disposal board offered the public cheap aero engines but this time, in New Zealand of the late 1940s, there would be Merlins and Allison's that captured the imagination. Some felt that smaller engines offered more scope with Gypsies, Continentals and Lycomings to choose from. All of these engines would feature in either racing boats or special cars once again to compete against factory machines as in the 1920s. First there was Len Southward, who in 1948 achieved over 100 mph in his Allison powered speedboat "Redhead" setting a new outright New Zealand water speed record, after which he went on to win the Masport Cup until 1953. In the same year the Stanton Brothers of Christchurch purchased three 130 hp Gypsy Major engines from war assets for just £50. I understand one engine was bench-tested to determine the type's limits, another used in their new single-seat rear-engined racing car and the last Gypsy for spare parts. The rear wheel double chain drive had advantages for excellent traction and ease of final drive ratio changes. Morris Minor and Triumph Super 7 brakes were initially fitted but these were later replaced with much larger units and a Ford truck clutch was used to absorb well over 300ft lbs of torque. The potential of the car was demonstrated in the 1954 New Zealand Grand Prix at Ardmore when the "Cropduster" as it came to be known, was able to out-accelerate modern Grand Prix cars from a hairpin corner on the circuit. Inadequate brakes forced retirement when the car was lying seventh.

For record attempts a Mistral all-enveloping body was fitted and in 1954 Morrie Stanton covered the standing quarter mile in 13.96 seconds and the flying quarter at 128 mph (206 kph). Then in super-charged form the times improved to 12.96 seconds and 154 mph (248 kph). By 1958 Stanton had established a new Australasian record for the standing kilometre at 22.95 seconds and 175 mph (280 kph) which stood for 10 years, and after many successful South Island hillclimb performances during the 1950s, this exciting car won the New Zealand title in 1959 and still appears in events today driven by Warner Mauer.

In 1954 the seeds were sown for the design and construction of New Zealand's most celebrated aero engined special. The availability of two Lycoming O-290s ex James Aviation was the catalyst - these ex Auster engines had not been reliable in top-dressing service due to cracked cylinder heads and valve failures, so were replaced with Gypsy Majors. Racing car engineer Ralph Watson decided that the flat four air-cooled type with a large capacity of



With around 270 hp on tap, Wallace McNair's V12 Sunbeam is one of the more potent latter-day aero-engined Vintage specials. The Maori engine was one of more than 20 types produced by Sunbeam during World War 1, mostly V12s and name after indigenous peoples or tribes but a DOHC V12 with four valves per cylinder can be a complicated piece of equipment.



Above: In recent years Warner Mauger has refitted his Stanton Special with a supercharger. Final drive is by chain, two sprockets giving two speeds, to the solid rear axle.

Below: Ralph Watson inverted the O-290 engine and gave it a dry sump as well as a fuel injection system of his own design and build.



4.7 litres and 260 lbs weight would be the ideal basis for a good all-round competition machine. Essentially a front-engined rear-wheeled drive two-seater sports racing car it had to be flexible enough to be driven to and from a variety of events around the country. With the O-290 all valve ports face downwards with inlet pipes leading from a junction in the wet sump below which the carburettor is mounted. This method of cooling oil and warming the intake air was not practical in a car installation so the engine was inverted and dry sumped allowing easy access to the Watson designed fuel injection system installed above. Detailed stress calculations were carried out for all major components, the worth of which is born out by the reputation for reliability this car has enjoyed to the present day.

Apart from many lesser wins and second places the Lycoming has won four New Zealand Sports Car Championships and three New Zealand Hillclimb Championships. The standing quarter mile was covered in 12.78 seconds and the car was capable of over 140 mph (228 kph). Amongst a field of Ferraris, Maseratis, Coopers, BRM etc. in the 1958 New Zealand Grand Prix line-up and driven by Bob Gibbons of Wellington, the Lycoming qualified in the middle of the field and finished in sixth place. Bruce McLaren also drove the car achieving fourth place at Wigram in 1960 against an international field and this with drum brakes only.

One other Lycoming special is racing in this country, owned and driven by Duncan Rutherford who won the 1961 South Island Beach Championship and was runner-up in the New Zealand Championships for 1960 and 1961. A similar O-290 to the Watson special, this engine was mounted right way up with two SU carburettors underneath and installed in a two seat sportscar originally built around Fiat 1100 components and was capable of 136 mph (220 kph).

Some cars seem destined to have many different engine types fitted subsequent to the demise of the original unit. A prerequisite is a well designed basic chassis strong enough to accept alternatives of various powers and weights. One example of this was HWM, a small company of Walton-on-Thames, whose Formula 2 cars with their locally produced Alta DOHC 2 litre engines brought much needed prestige to Britain in the years immediately after WWII. In 1953-54 HWM designed and built two sportscars based on their original single seater but fitted with Jaguar engines. A third HWM was built up from spare parts with a 5.4 litre Cadillac V8 installed but lack of success in the UK saw the car imported into New Zealand in 1957. In 1962 it was raced by Ron Roycroft with a 7.8 litre opposed 6 cylinder Continental engine. Not a success, the car later used both Ford and Chevrolet V8 power and on again later in its life had a Cadillac V8 fitted by Gavin Bain in Christchurch.

The only other known project to use a Continental opposed aero engine was the 7.8 litre Can Am type sportscar built in 1969 by refrigeration engineer Tyrrel Turtle and NAC engineer Gary



Warner Mauger giving the Stanton Special a workout at Ruapuna, Canterbury

Mulholland. The rear mounted engine transmitted power through a GM torque converter, the rear wheels being driven by chains as in the Stanton. Although unusual in recent times straight axles were used both front and rear. Front suspension was by coil over shock absorbers with Mini rubber cones at the rear. The professional Can Am style body was built by Malcolm Cameron. Raced twice the car was not fully developed when both of the builders were killed in a road accident in 1970. This very interesting project now resides in the Ashburton Motor Museum.

### Preservation of the Species

There is a small group of people within the Vintage Car Club of New Zealand who are dedicated to keeping alive the traditional 1920s aero engined car as described in Part 2 of this series. For the last few years enthusiasts have been collecting and restoring the necessary period components for construction of such cars, the first of these cars - a V12 Sunbeam - has been on the road and competing in events for the last two years. Three others are in various stages of the building process, generally following the rules as laid down by the Vintage Sports car Club of Great Britain for this class of car and to all intents and purposes "rubber stamped" by the VCC of New Zealand.

There are two classes - Vintage 1919-1931 and Edwardian 1905-1918. At present in New Zealand there are three cars in the Vintage category and one Edwardian. They are:

#### Vintage

V12 Sunbeam (270 hp)

Riley 9/Gypsy (130 hp)

Curtiss OX5 Special (90 hp)

#### Owner

Wallace McNair

Robert McNair

Gavin Bain

#### Edwardian

Talbot-Hall Scott

#### Owner

Bill Shiells

### The English Revival

Although the old pre-war and largely amateur built cars had disappeared from the track by 1930 for safety reasons, a new and scientifically designed aero engined Napier Railton would be launched at Brooklands in 1933 ostensibly to break the World's 24 hour record. To achieve this goal the designer, Reid Railton, chose a late Napier Lion engine which gave a maximum of 590 hp at 2700 rpm, quite enough to capture many long distance records in England, France and at the Utah Salt Flats in the US as well as the 500 mile races at Brooklands and including the lap record there of 143 mph which would stand for all time. The fastest car at Brooklands from 1933 until the demise of the track in 1939, the Napier Railton was the last of the legendary aero engined cars.

Through the years a very few survivors from the 1920s had occasionally appeared at VCC meetings that is if they were not on display at Donnington, Beaulieu or Brooklands museums. Unfortunately their impact on the public was muted due to the large fields of competitors in other classes, often of later eras, with which the great cars were obliged to appear.

When Bill Boddy, the renowned founder/editor of *Motorsport*, wrote the book *Aero Engined Racing Cars at Brooklands*, in 1992, he rekindled interest in the great 1920s battles of the giants. After 1992 the unofficial Aero Engined Car Club was formed from a few diehard members of the VSCC and by 1997 eighty people were registered and ten newly built period hybrids were running in Britain. To date there are around 70 cars either planned, under construction or competing regularly at several well known venues it seems the time had arrived to inject an age old spectacle into the Vintage car movement.

## Keith Mortimer Jenkins

Southland Branch

It is with great sadness that I report the recent death of an old friend and neighbour Keith Mortimer Jenkins. Keith joined the motor trade a few months after I did in the mid 1950s as a motor apprentice and soon showed that his work was of a very high standard. We were married a few months apart in the early sixties and built houses side by side in a newly developed area in North Invercargill. He and his wife Natalie proved to be excellent neighbours and we had a lot of fun together as our respective families were growing up. During this time Keith was making his mark as a motor mechanic with the local G M agents. A Marque which he was to remain loyal to until his death. No matter whether he was tuning a car for a saloon car racing enthusiast, keeping the local coal merchants fleet operational or tuning his father-in-law's jetboat, Keith only had one standard. The best. He took over the operation of his fathers school bus run and soon became very popular with the Makarewa school children and teachers.

Around this time he joined the Vintage movement and his motorcycle restorations were legendary. Usually Triumph twins but occasionally something else. At the time of his death he was gathering parts for a Val Page twin (the forerunner to the Turner designed speedtwin). Although battling cancer for the last eight years Keith always remained positive and endured the various treatments without complaint. In later years he turned his hand to classic motorcycle racing, on a Triumph of course, and had many successes in this field. Proving without doubt that he could put a Triumph together and make it quick and reliable. They did not leak oil either. He was an enthusiastic member of the Southland Branch of the VCC and served his turn on the Executive. We rode many rallies together and he was a great mate who worked hard and played hard. We extend our deepest sympathy to his mother, sister and children Vivienne and Gavin. They have lost a valued family member whilst we have lost a good friend. He will be sadly missed.

Ashley Bell



## BEHIND THE WHEEL



# 1937 RAILTON CLAREMONT DHC

*Text Scott Thomson Photos Robert Boulton Collection, Scott Thomson*

Apparently Winston Churchill was approached by an actress with the suggestion that they indulge in a bit of “rumpy pumpy” together, because as she put it “I wouldn’t mind a child with your brains and my good looks”. How long he took to consider the proposition I don’t know, but he is reported to have declined on the grounds that there was very good chance that any resulting child born might have his looks and her brains!

Motor vehicle manufacturers are well known for this type of selective breeding – chassis from here, engine from there, bodywork from somewhere else etc. One of the best was Sir Noel Macklin who produced the Invicta using lusty Meadows engines of varying capacities until the depression made them too expensive to buy. Incidentally, I came across his son Lance Macklin “hiding” away in Otaki in the ‘70s. Once he saw my 3 litre Bentley and realised I was not going to regurgitate the disastrous Le Mans incident, he became quite happy to talk about his motoring exploits – an interesting but sad fellow; however I digress.

The owner of this particular car has so nicely chronicled its acquisition and the history of the marque, that it would be a shame not to include that material with this road test.

Chris Railton was living in England when his father gave him a wind-up Railton Mobil Special LSR toy for his ninth birthday. His father explained that the man who designed it was Reid Railton, his second cousin, and in passing, mentioned that Reid had also given his name to a road going car. At nine years of age that made little impact, but over time the desire to own one never waned, even when he shifted “down under”, however it was tempered with the knowledge that rarity of the marque suggested the chance

of finding one was about as remote as Scott Base, particularly as there were probably only eight in New Zealand.

Over the intervening years Chris researched his subject and found out that on the demise of the Invicta, Sir Noel Macklin was looking for something to build in his Fairmile engineering works at Cobham Surrey, and Hudson seemed to offer the goods he was looking for. As an import in to the UK, sales were second only to Ford such was their reputation for performance and quality construction. So Macklin engaged the services of Reid Railton who was the Chief Engineer at Thomson and Taylor, to add some credibility to his venture, and launched the Railton in 1933 complete with a radiator shell designed by F Gordon-Crosby. A variety of body styles graced the chassis from builders including Berkeley, Carbodies, Gill Allweather Bodies, John Charles (Ranalah), Mitchell, Motor Bodies, REAL and Whittingham on the 1460 vehicles produced up to 1939.

Now, I have never thought that flat-head engines were conducive to good power outputs but very little had to be done to make the cars able to compete with the likes of Alvis, Talbot and Lagonda, other than a bit of lowering in the suspension area. In fact power outputs were up there with 4½ litre Bentley which it has to be said, resorted to a fairly exotic engine design! Any of the sceptics who reckon the Yanks measured their output in pony power against British draught horse might have to think again as I did!

Anyway, in 1996 Chris received a call out of the blue from a car dealer in Christchurch advising that he knew of a Railton in Chicago sporting a Claremont DHC, by Carbodies which had been the personal transport of racing driver Leonard Potter. Actually it is a three position DHC because it is also a Sedanca. So, after scrutinising photos the decision was made to purchase, but when it arrive in late 1996 he feared his heart and emotions had over-ruled his head and wallet. The middle-aged bride’s “courting photos” had been taken long ago in her adolescence – haven’t we all been caught like that! Well this was more than

Prozac could cope with so he took a bit of time-out in Australia while he came to terms with his predicament. Meanwhile the car had been left with Bill Davies at his Romsley Motor Museum in Tauranga. With help from some talented people, Bill set to work on what was to be an extraordinary restoration, and the progress that Chris saw on his return imbued him with the enthusiasm to continue with the complex and need I say, expensive task. He freely acknowledges that without the help from local member Colton Kerr who was responsible for the coachwork and assembly in his 78th year, Steve Simpson for the panel-work and chassis, and father and son team of Phil and Russell Boyd on the engine and quite a few others as well, the project would not have been completed. Bill Davies acted as a guiding spirit for the whole project until his untimely death in early 1998. Despite that setback the restoration was finished in March 2001 having to overcome many technical problems that in lesser hands, could have sidelined it.

As I've done plenty of road-tests and Gwen is always keen to get behind the wheel of a "nice motor-car", I twisted Chris' arm to allow Gwen to drive it in the BOP Lady Driver run with me going along for the ride as navigator. So with absolutely no prior practice, Gwen started off with the only advice from Chris being, "Get into top gear and you can just about stay there, it has bags of torque". Her driving came to an end about 1½ hours and 50 km later after dealing with Tauranga's notoriously congested roads and bad mannered drivers.

After a lovely lunch with the other participants it was my turn to see whether Gwen had been wearing rose-tinted driving glasses. The car looks most imposing on walking up to it and I suspect the chiropractors in Tauranga get a lot of neck manipulation work from the way I saw heads turn as we drove around town. The doors are very big and provide easy access, but Winston would have had to find somewhere other than the back seat if he'd accepted the proposition. Chris sort of reclined there a la Cleopatra due to minimal headroom but you have to admire the rakish lines achieved as a consequence. The instrument panel is engine turned aluminium with a purposeful array of gauges, switches and a 120 mph speedo! Really impressive was the low position of the steering wheel which allowed an uninterrupted view along that lengthy bonnet. First gear is almost best modern, and strangely I found that gear-changes were not as quiet when I double de-clutched. A slight pause in neutral with a reasonably quick movement produced silent changes but I was sometimes left floundering about looking for the remote gear-lever when it was in second gear.

The steering was amazingly light and only marginally low-g geared and in no time I was confident enough of its handling to "bowl" it into corners at speeds that would have been astonishing in the late '30s. Chris had mentioned that the hydraulic brakes were excellent. Well, all I can say is that I have never driven a club eligible vehicle with brakes this good. Fuel economy is apparently not wonderful but I seem to recall the late Jim Sullivan dismissing that trait as "Simply turning petrol into pleasure". As for torque, our chosen test hill was accelerated up in top gear, no test at all. Notwithstanding that acceleration was part of the design requirements, it still feels perhaps a trifle under geared at about 20 mph/1000 rpm for the power output (124 bhp), so perhaps the overdrive which was available for the 1938 car could be fitted which would improve economy. The overall feeling I had was effortless motoring and I really believe that at the end of a day driving it you'd feel as if you'd just had a massage.

Gwen's comments: clutch – superb, driving position – very comfortable. Wouldn't want any thicker thighs than I have to get between seat and steering wheel; steering – light and direct; brakes – sure stops when pedal pressed; gearbox – once I got used to it, very good; Overall impression – car is very smart, loved the colour. It was as good as driving a modern manual car. I came second in the Lady Driver Run which speaks volumes for the car.

In 1937 3½ and 4¼ litre Bentleys cost £1485 and £1535 respectively, and even the big one would have found the Railton more than a match in performance. So if Noel Macklin only made as many cars as he could sell then the fad of designer labels was alive and well in the '30s and all those people who bought name cars should have saved their money and bought a Railton. Our Club is very fortunate Chris wasn't born Eric Campbell or Angus Sanderson.

PS I found an *Autocar* road-test for a 1934 "Open Sports" which shows a 0-50 mph time of fractionally over seven seconds so I believe even an XK 120 Jaguar might have come second! bw



**Clarissa's  
vital statistics**

8 cyls 76mm x 114mm 4168cc  
124 bhp@4200 rpm  
wheelbase 102"2", track 48"  
weight 25 cwt  
tyre size 6.25x16, diff ratio 4.11:1





## The Railton Affair

### My Encounter with a Strange Lady

Colton Kerr

When the old Invicta car works in England ceased production they were acquired by a firm specializing in building cars with English coachwork on American Hudson chassis along with Hudson mechanicals. However certain models used English components such as instrumentation and electrics.

Around the mid 1930s that firm introduced a baby version based upon the British Standard 10hp chassis and engine but it was not popular.

Various body styles were available from well respected coach builders with special sports chassis, all being available using the Hudson six or eight cylinder side valve engines.

The six cylinder engines performed well but the ultra smooth running straight eight with its torque proved somewhat an embarrassment for the owners of other well known marques out performing them on the highway and the marketplace.

Production ran from 1933 and following World War II continued until 1953. The cars were badged Railton due to an arrangement with the consultant, none other than the legendary Reid Railton, whose crowning glory was the design of a car powered by two Napier Lion twelve cylinder aero engines the first car to crack 400 mph.

I had never set eyes upon a Railton of any description and by the age of 75 having just closed the doors on my business was looking forward to a workshop at home, a shorter working day, perhaps accepting the odd small commission. Retirement was not an option, that was in 1997.

A commission did eventuate but far sooner than expected and it was not small!

I was approached by an old acquaintance Chris Railton with a view to rebuilding the coachwork on his recently acquired Railton Claremont 8, the condition of which utterly defied outward appearances.

The car had come from the USA where over the years various people had attempted restoration with sledge hammer and axes. Chris is a distant relative of the late Reid Railton but on the day I'm afraid my response to the poor fellow's request was a little on the short side and I retired to sleep on it.

I had not reckoned on disturbed sleep, but the subconscious was in over active drive, something was getting at me, culminating in a most vivid dream.

What I have written in my story is actually some of that dreams content, something I am not likely to forget.

In the 1920s what schoolboy in NZ was not aware of those very large Hudson seven seater touring cars which provided a passenger and mail service to the most remote corners of our land.

The highways, often deeply rutted and muddy, were single lane tracks with open watercourses, precipitous, and rising hundreds of feet above the ocean. Often these vehicles, known as Service Cars, required the assistance of bullock teams when fording river deltas where crossings were never the same from one day to the next.

I expect the reliability of the Hudson persuaded my father in early 1925 to purchase a car of that name, the last of the four cylinder Essex cars manufactured. What a beautiful riding car it was and without doubt the smoothest four cylinder motor then in existence. Often men would say, "Is that engine running?" Father lifting the bonnet went on at great length, describing the engine with its side exhaust and overhead inlet valves. No doubt some of those men became cross-eyed at the mechanical description for many were still riding horses.

One day in the early 1930s a neighbour arrived in his brand new Hudson Straight 8, a fixed head cabriolet, the upper coachwork fabric covered and complete with dummy hood irons. What a sensation the Hudson caused when displayed that summer at our local A and P Show.

Later, an excited older brother on purchasing an English motoring publication pointed to a new car being made in that country. "It's called a Railton and it is powered by a Hudson straight 8 engine." There was much discussion by my older brothers leaving them to wonder if the engine was the same as that in the car of our farmer-neighbour Andrew Anderson.

Nearly 65 years on found me standing beside a Claremont Railton but the lady was dead! An overture was played, no doubt the player was hoping for assistance with the resuscitation but on that day I was rather off key myself and so the curtain came down.

That night I had a disturbed sleep, I kept dreaming the same dream over and over. A strange lady kept advancing toward me and there was nowhere to hide. When the lady spoke it was in soft tones but her shoes were worn and her regal gown was in tatters. She told me her name was Lady Claremont Railton and she had fallen upon hard times, could I please help in restoring her to her rightful place?

I woke lying across the bed, the top sheet round my neck. My dear wife seeing me in such a state enquired if I was all right. I replied that I had probably eaten something that did not agree with me, hastily adding that I was not a reflection on her culinary skills and reaching for the phone, I dialed Chris Railton.

Assisting with the resurrection of that once beautiful creature has been one of, if not the highlight of my retirement years so far and at last I have seen a real live Railton motorcar. I have driven the vehicle and there are no disappointments, the magnificently smooth motor has taken me down the years to our one time neighbour and the day he arrived home with his Hudson straight 8.

They call the lady Clarissa but I feel the name does not suit her image. I prefer to acknowledge her as Lady Claremont Railton. That beguiling Anglo-American beauty resplendent in her deep maroon and black livery that would enhance the scene parked outside a stately home.



## Restoration of a Morris

# Oxford Traveller

John and Jan Cook with assistance from Bill Cross

On 20 December 1967 Dirk and Margaret van Nieuwkoop of 58 Buckhurst House London N 7 purchased from Kenning Car Mart Ltd a new Oxford Traveller No NRL 954F. The car show at Kenning Car Mart Ealing (Cowley) also sold Austin Cambridges and Countrymen.

The van Nieuwkoops then shipped the Morris Oxford out of Harwich Port to Holland. The car was toured around Holland, then travelled to the South of France, Germany, Belgium, through the Pyrenees to Spain for three months and was then shipped to Auckland in December 1968 exactly one year after purchase in England.

Dirk and Margaret sold the car to their son in 1989. During a 1998 All British Car Club rally in Dunedin, John Cook overheard someone talking about an Oxford Traveller in Dunedin that was destined for a demolition derby. Thinking it was too good for that, John made a few inquiries and eventually located the car half way up Baldwin Street, the steepest street in the world, in Dunedin.

John and Jan's son was instructed to inspect the vehicle and he reported that while the body was in reasonable order, the interior was well past it and the motor was without a head.

How to get the vehicle out of Baldwin Street was the next challenge. However Clutha Homes had recently put a relocatable house at the top of Baldwin Street so surely a humble motorcar could be brought down. The owner assured John that the brakes were in good order! A tandem axle trailer was parked at the bottom of the street. The owner offered to steer the car while John and son James pushed the car out of the driveway and down the hill it

went. There was a good turn of speed by the time the Morris reached the bottom of the hill and the trailer. With a loud bang the car mounted the trailer, which fortunately had a solid frame or the Oxford would have landed on the back of the Toyota.

Back to Balclutha to have a good look at the latest purchase. Inside the radiator when the cap was lifted was a water level mark. The car's interior was covered with decaying Wilton carpet. A Holland and England transfer was attached to the sun visor.

For the next two years the car sat in the Cook's garage while parts were sourced and the history of the car researched.

John did have the VIN number on the VTNZ but that only revealed what was wrong with the vehicle last time it went for a warrant.

A visit to AMI with the original number plates brought some success, and the name of the original owner. Dirk van Nieuwkoop was still about and living in Christchurch. A phone call to Dirk and the promise of the original purchase and shipping papers followed.

The rebuild began in earnest in 2002 and with access to a good workshop a finishing date of two years was set.

A LARGE colour poster set out some of the features of the model

*Rarely an achievement like this, so much space and comfort ... so much brilliant versatility beauty of colour traveller's immense spaciousness leg room ... elbow room ... sprawl room room for luggage matched only by super styling Engine four cylinders developing 61bhp, overhead valves operated by push rods from 3 bearing chain driven camshaft Cooling pressurized system thermostatically controlled, ignition battery and coil*

John found major rust in the sills and behind the front wheels, chassis, outriggers, bottoms of the front mudguards and behind the rear wheels. This involved hours rebuilding and making new panels, followed by attention to suspension, front and rear, new bushes at the front, rear springs reset and the shockies overhauled. A semi-retired panelbeater friend put the finishing touches to the body.

Sanding completed, 4 litres of one shot primer and spray putty applied, and then block-sanded down, followed by 4 litres of Royal Blue paint applied inside and out.

The motor and gearbox were put back into the car and the upholstery refurbished by Golds of Balclutha, and new carpets from Basis were fitted.

On New Years Day 2002 it was driven out of the driveway and warrant and registration completed by March 2003. From cold, full choke, turn the key and the 1622 motor bursts into life. Into first gear and off the car goes, not a high performance, but a steady pull away through the gears. The Oxford Traveller is a pleasure to drive and cruises nicely at 55 mph. The winking indicators at the end of the stalk let you know they are working.

A good 30-35 mpg is a pleasing feature in the world of high petrol prices. On 165 x 14 radial tyres it corners quite easily with anti-sway bars front and rear.

The space in the back with the seats folded down was well tested coming back from the National South Island Rally on the West Coast when all the accommodation was full and an overnight repose in the back was comfortable. With good access through the tailgate and the window piece lifting out it makes good transport for the handyman.

The first long run was to the Winchester Swap Meet in 2003, and on to the All British Day in Oamaru. The car went exceptionally well. Easter 2004 and off to Nelson to the National South Island Rally with a stop at Christchurch to meet Dirk and Margaret the original owners who were amazed to see the Traveller again and regaled John and Jan with the stories of the purchase and first travels.

**bw**

*Top: Ready for the road, March 2003.*

*Below: Dirk and Margaret van Nieuwkoop with John at Christchurch.*





# 1939 Studebaker

*Text and photos Andy Fox.*

I became aware of this car in the early 80s when a friend of mine bought it sight unseen over the phone from Wellington and proceeded to drive it home to Springston (just south of Christchurch) the next month with no WOF or Reg and, what's worse, no brakes all the way down the Kaikoura coast!

Knowing of my love affair with Studebakers, my friend invited me out from time to time over the next 15 years to see the car so he could gloat when he managed to get it running.

The model was a two-door sedan, but what makes it interesting was that it was a top of the line President model, with a straight eight motor. It had every option including an overdrive which means five gears, and a factory radio which was to give me so much grief, but more about that later.

In 1995 circumstances changed, and I became the proud (?) owner of a very sad 1939 Studebaker, and very happy rat!

The original plan was for the car to be a retirement project, I was 35 at the time. Having been a long term member of the Studebaker Drivers club we got considerable enjoyment out of our 1957 Studebaker Champion, joining in on family (our family was two boys and growing) outings with the club. However the Champion was stolen and burnt out a year later and so we had no Studebaker to drive. Another changing factor was the Studebaker national meet that visited our farm in 1996. So the President was accord-

ingly towed out for display in the front paddock. The enthusiasm from other club members proved to be the incentive I needed to start a restoration.

But what to do? Restorations take years and in the mean time we would have nothing to drive.

So I am writing this story as a solution to the problem, which may be of interest to others.

Restore your car and drive it at the same time!

All I had to do was get it to a warrantable state, so it could be taken out on the road and just do a section of the restoration at a time, not taking the car off the road for more than three months at any stage.

I had a good friend in Nelson who had just lost his job when the Honda car assembly plant closed and who offered (I think, or did I ask Lester), to rewire the car. Mike O'Neil at Southern Restorations, Christchurch, was enlisted to do the rust only to a point of getting the car to a standard that it could get a Warrant of Fitness.

And so in 1999 the President now named Lester after my friend who did such a good job of getting the car on the road, hit the road legally for the first time in almost 40 years.

And so the restoration had started.

The motor, thank goodness, whilst tired, needed only a little external TLC to keep it going. I have now done 13,000



*Main: Pictured at the Studebaker Nationals, Christchurch 2004.*

*Above: Arriving home as purchased 16 March, 1996.*

miles in it with only oil changes etc, although it is getting very noisy in the tappets.

The 2000 Studebaker Nationals were in Dunedin at Easter time and so the trip was planned via the West Coast. The car had by this stage covered 1,000 miles with only small problems. The fuel pump had given out, and had been changed for electric. There were small teething problems like suspension bushing having to be replaced and the local garage not passing me on the next WOF because of a very dangerous brake line repair from years ago that the vehicle testing station had missed at the time of the original "winning".

Anyway off we set for Dunedin. Boy can it rain on the Coast, and, as we found out, on the inside of Lester as well, because the windscreen wasn't sealed well. We lost a screw out of the carburettor, and the oil filler cap somewhere over the Haast Pass. The Speedo quit in Arrowtown, and the car seemed to like to boil once a day.

Apart from these little problems, Lester performed very well covering another 1,000 miles and winning his class (Pre War

Unrestored) at the Nationals. He was the only one in it.

James, our four year old, was in tears leaving Invercargill when he lost a toy down a rust hole around the rear side window. This was returned to him one year later when the internal window surrounds were repaired, as the wood grain patterning was redone.

The car at this period of its rebirth looked quite rough. Rust holes were still present in the guards, the running boards were very buckled and bent and the headlights were non-original ones and were just sitting in the right place.

This brings me to the next section to be restored. The headlights. The previous owner had tried for 15 years to get original head light lenses etc. to no avail.

A friend of a friend after seeing the President on a trip to the farm informed me that his next door neighbour reckons he has head lights for a 1939 Studebaker, and was I interested. Was I what!

And, to my disbelief, what arrived was not only original and correct headlight lenses, but surrounds and reflectors as well. These turned out to be a big job to install. It was quite common in the 50s to replace headlight lenses with spares from other makes as getting the correct ones from the States was becoming impossible. Someone had tried to fit Ford lenses and the whole front guard section had been adapted. The originals are now fitted and this has lifted the whole appearance of the front of the car.

The next job, six months later, was new running boards. The old ones were in such bad shape that they could only be used as patterns. A business which makes conveyer belts was enlisted to glue the rubber on to the new steel bases, and what a good job they have done with no sign of lifting after four years.

Instruments were next. These had suffered badly from water and sun damage, and the attention of the car's friendly rat. At the bottom of our road lives a one family owner 1939 Studebaker Commander, the next model down from our President. In the family's archives is a handbook and in this, as luck would have it, is a good picture of what the lettering and numbering looks like on the dash. E Parrott & Son did a great job of scanning this and redoing the letters and numbers in the original script.

Next was the upholstery, which was very easy. On the seats was a plastic fabric from the late 50s at a guess. This was starting to wear and the boys were complaining that the short fibre ends were scratching their legs. Looking through the holes that were present, the original

mohair upholstery underneath looked okay. So one Sunday while waiting for the boys at tennis practice I took the whole worn covering off. This revealed the original upholstery which was in quite good shape, with the arm rest in the middle of the back seat still there; it had just been covered over for forty or so years. This was one of the few things in the car's restoration to come in ahead of time and under budget.

Chrome was the next section of the "on the road restoration". I sent the bumpers along with the front grilles to be chromed only to have the platers leave one of the front grilles in the stripping tank too long, and it was almost entirely eaten away. They fully acknowledged that it was their fault, but I would have to use my contacts to find a replacement one. The Studebaker Drivers club parts officer George Panfilow did a great job and a replacement pair was found in California at a cost of \$1200. Wow!! They duly arrived, with a new centre chrome section to complete the front of the car.

During this time I was attempting to find out a bit of the car's history. I now have a list of owners from new to present day, and have spoken to the man who sold it in Wellington in 1981.

It seems Lester was the American Ambassador's car in 1939 and more than likely did very few miles in the early stages of its life, due to the war. It seems very few two-door President "Club Sedans" were made, and this example may very well be the only one left in the world. It was right hand drive from new, and was therefore

*Copy of an early promotional picture.*



*Rust repair, left hand front door post, March 1999.*



more than likely made for export in the factory.

The radio has been a real challenge, with it having been full of water at some stage. My radio "guru", Richard Davie, from South Canterbury has gone noticeably more grey at the experience. He needed a wiring diagram for the Philco radio that it was. Ten minutes on the internet with a Google search, saw me communicating with a man in London, Ontario, Canada, and a wiring diagram placed in the mail one day later at a cost of \$5. Amazing thing this internet. Anyway the radio is now working well, and even has preselect stations way back in 1939.

It seems that the 1939 Studebakers were the first cars in the world to be advertised on TV.

Most of us think of TV as a post World War II invention, but in fact it was present in October 1938 when Studebaker Commanders and Presidents were launched. Few receiving sets would have been present to pick up the weak signal that would have only broadcast for a 100 miles or less. Also I am led to understand that the picture resolution would have been very poor.

More recently I was able to find NOS rotary door locks and a voltage regulator. Still in their original packets and still available after 65 years, amazing.

Before the Studebaker Nationals in Christchurch this Easter 2004, I plan to get the rust holes and dents knocked out of the rear guards, the only bit of bodywork left to do besides some small dents in the roof. At some stage, the engine will have to be reconditioned, and then I think I will repaint the car.

The car drives comfortably at 60 miles an hour, has a good heater and handles pretty well considering its weight and age.

It is amazing the attention Lester attracts in his unrestored state. Most



people say "don't restore him, keep him as he is."

Anyway "on the road restorations" have suited our family well with the car only once breaking down on the side of the road with us being unable to fix it on the spot. Also, only a very small handful of people

have turned their noses up at such a rough car being driven on the road.

bw

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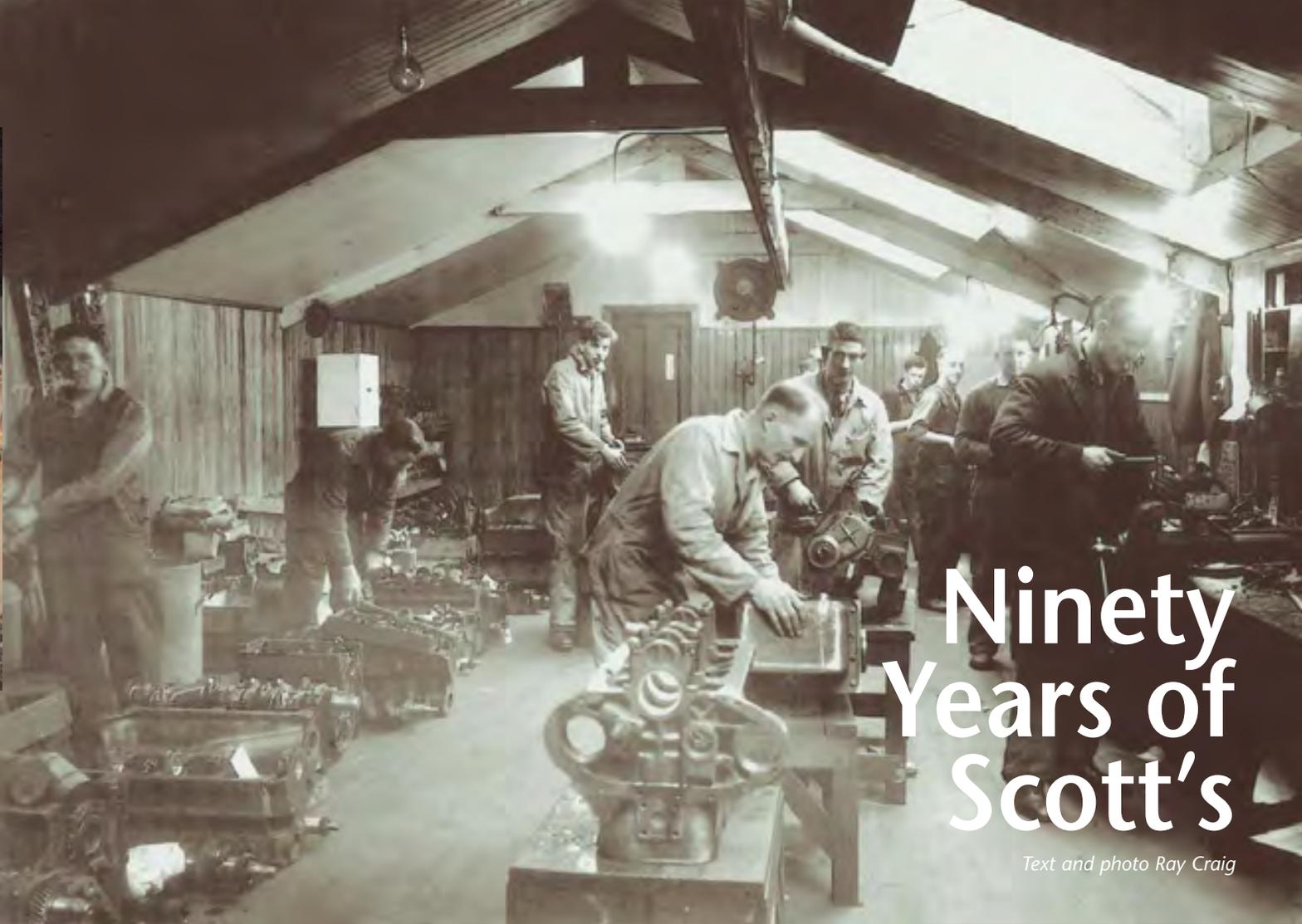
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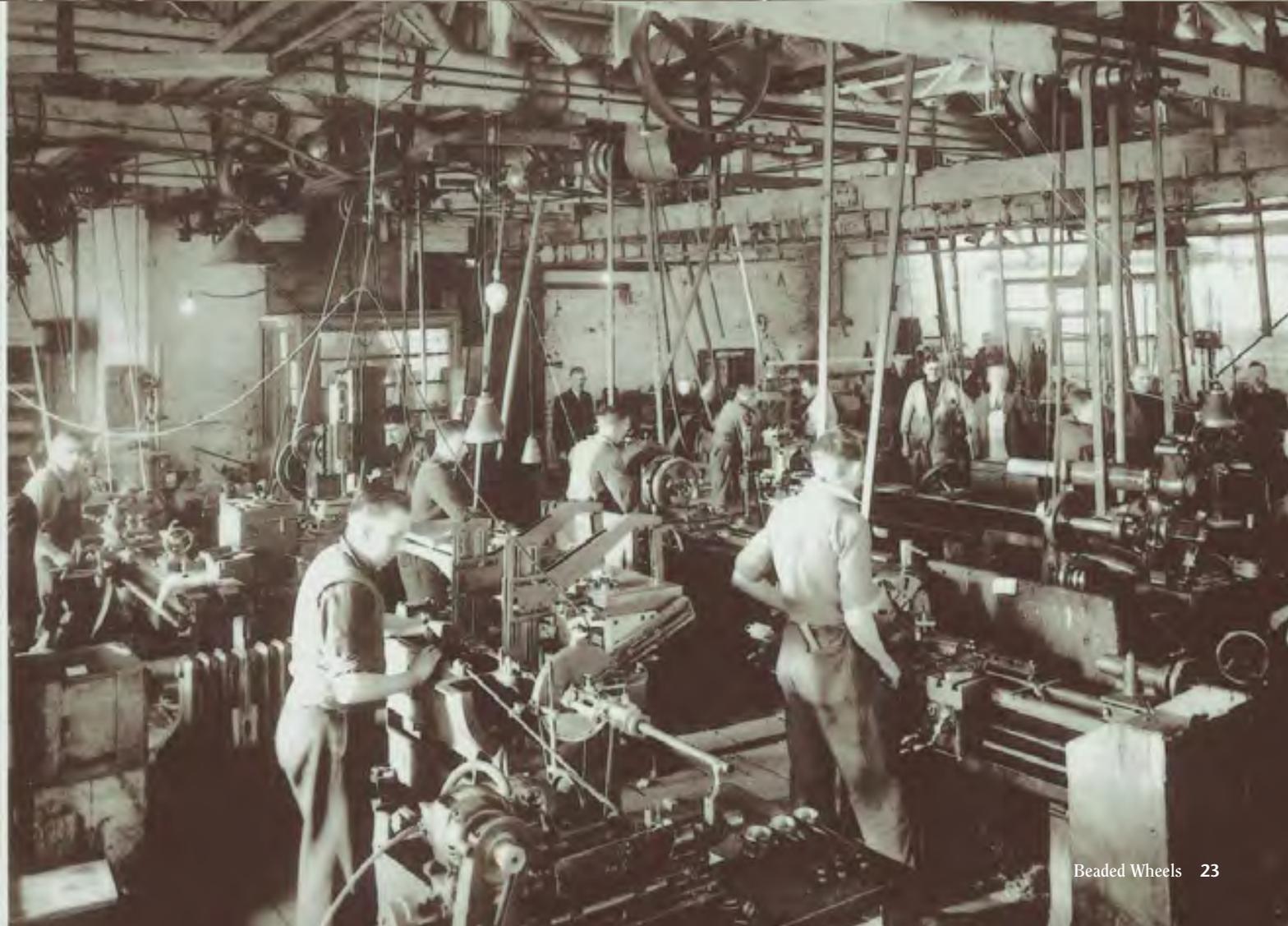
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# Ninety Years of Scott's

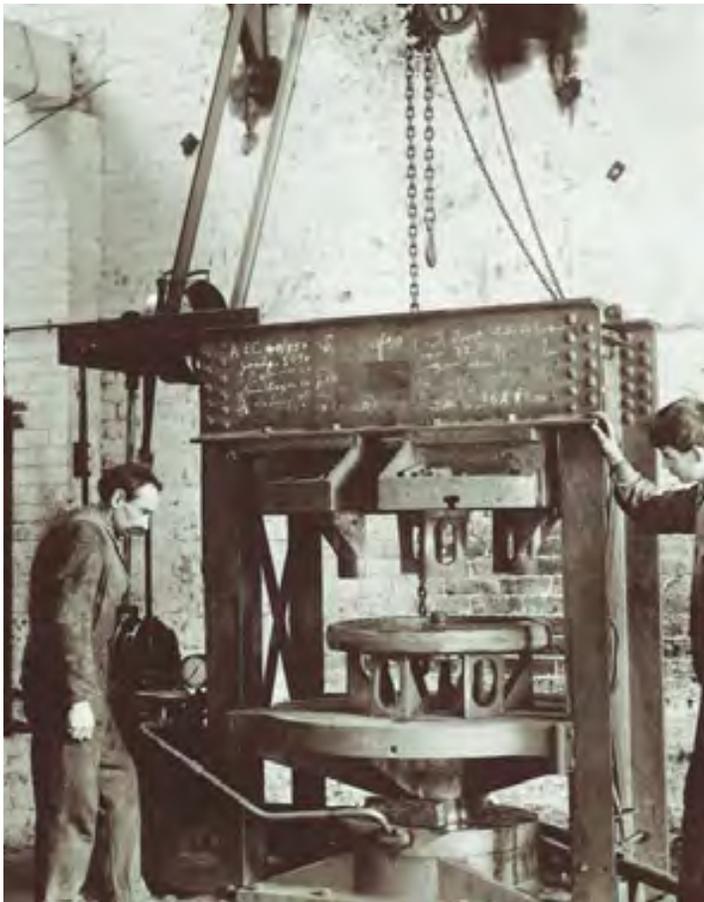
*Text and photo Ray Craig*



**Scott Technology Limited was established in Dunedin, New Zealand in 1913 as J & A.P. Scott Limited. During its lifetime the company has operated in many engineering fields and is now a leading manufacturer of automated production and process equipment.**

**The company structure developed reflecting the growth in the business from its origins incorporating**

**J & AP Scott Ltd Mechanical and Automotive Engineers Car – Truck and Tractor Service, Engine Reconditioners, Toolmakers, Manufacturers, Automotive Wholesalers and in 1997 it became a listed public company on the New Zealand stock exchange.**



Their first premises were a small building on the corner of Leith Street and Trent Avenue, Dunedin, built by Mr John Scott and Andrew P Scott. Andrew had returned from sea after gaining his marine tickets and had earlier served his engineering apprenticeship with Morgan and Cable, Port Chalmers, before going to sea. Andrew's brother John also served an apprenticeship with this company. Mr John Scott senior, a retired engineer with dredge experience, assisted in the initial stages.

Together they opened in this small building with John senior's lathe and drilling machine in 1913. The first apprentice was Bert Green. The second, Les Muirhead, died shortly after Ken Brown joined in November 1915. Some months before this they erected the section of the building along Leith Street, doubling the area. They now undertook motor garage repair work. In 1917 Jim Archibald, the next apprentice taken on, was indentured as a motor mechanic. About the same time, my father Bert Craig started. They both became foremen, Jim of the motor section and Bert of the upstairs machine shop. They spent the rest of their working lives with Scotts, receiving the latest technology self-winding watches in 1962 for 45 years service along with Ken Brown. Heavier truck work was now undertaken. Scotts had a good working arrangement with the New Zealand Express Co. who controlled the Dennis Truck agency in New Zealand. This involved major overhauls of all sizes of trucks shipped from the North Island as well as the South. More space was required and so a second storey was added for the upstairs machine shop. Gollar's Bakery was acquired on the corner of Albany and Leith Streets, this allowed them to cover the whole area down Albany Street to Trent Avenue.

A Brown and Sharp crank-grinder and a cylinder grinding machine, were purchased from the USA about 1927/8. I inspected this crank grinder recently. It has been rescued from the Works and Services Department of the Otago University who now occupy the old building. Scotts had left it behind when they

*Top: Staff photo, the date is unclear probably 1932-33, Ian McDonald dates it pre-1935.*

*Above left: The Chevrolet shop truck going to the Victory Procession 1945 with bomb-girl machinists onboard.*

*Left: Heavy duty tyre changer! Pressing solid rubber truck tyres on or off. Note the belt driven hydraulic pump. The chalkboard contains references to AEC truck (top left hand) and is it Albion on the top right? Maybe steam wagon centre left hand side, Goodyear also seems to get a mention. The operator on the left is Jim Scott a brother employed in the business. Photo probably dates from 1920s or early '30s.*



shifted the engine reconditioning to the City Motors building. The machine was in a neglected condition. The new owner has restored it to first class working order and pointed out how far ahead of its time it was with automatic advance or feed systems. It is now part of a collection of machinery, owned by an ex-Scott apprentice, and is now equipped with its own motor, instead of an overhead belt drive.

A tool room was added in 1940 equipped by the Government to assist the war effort. During the war Scotts machined 200,000 3 inch trench-mortar bomb bodies and 40,000 aircraft practice bomb bodies. The bodies were cast at two local foundries and Hillside railway workshops. Ten girls were employed on the machines on the day shift. Two shifts were worked. Machines for the war effort were commandeered from motor garages and factories from Balclutha to Oamaru, 26 lathes in all. Staff peaked at about 120 at this time.

Production machining turned Scotts' thoughts to manufacturing. They had the Scott wringer washer on the market at the end of 1949.

As well as all this they had the Case tractor agency, and were Leyland repair agents. I remember as a small boy seeing Leylands of Casey Carriers, Speights Brewery, and engines and buses of the City Council which were mainly Leylands in the garage for repairs. A Nash car sign was on the building about 1930. They had automotive warehouses in Dunedin and Invercargill which were taken over by Repco not so many years ago. The Scott name still exists but is now a very different creature. The largest motor dealership in Otago, started in 1895, is now Cook Howlison the Holden Toyota BMW dealers. They acquired the majority share holding in the late 60s and have since controlled the company. The original type of work including engine reconditioning all ceased.

Graham Batts, after his apprenticeship and 12 months British Trade Scholarship in the UK with his gifted design ability, and under sound management from others, took the Scott name into a new era of automatic assembly lines for appliance manufacturing and robotic automation used in the food industry and meat works. Multi-million dollar contracts have been won in the USA, China, South America, India, Australia, Poland and others. Scotts combined as Scott Penfold in Christchurch then took over CBS engineering to give an Auckland presence. Both are now under the Scott name. Scott now has offices in Sydney and Dallas, Texas.

My thanks go to the late Ken Brown and his daughter Lorraine Elvidge for her permission to use material and facts from Ken's hand-written history. Ken managed Scotts through much of the

Leith Street period. The foremen came up through the ranks and would be well known to older VCC and motor trade people of Otago and Southland. They are Jim Archibald and Lew Marks (Garage), Eric Yates (tractor), Bert Craig (upstairs machine shop), Ian McDonald (tool room machine shop), Archie Johnston and Gordon Driver (engine reconditioning) and Harry Zimmerman (production foreman).

A lot of water has flowed down the Leith Stream during the last 90 years, where Ken Brown told that in the early days they used to tip the steel and iron turnings until this sort of thing was frowned upon. I hope this history jogs a few memories. bw  
The company website details the extent of the activities this business is involved in today. Website: [www.scottech.co.nz](http://www.scottech.co.nz)

*The 1927 Brown & Sharp crankshaft grinder. Note the overhead belt drive. It is now fitted with its own motor and infinitely variable speed drive. Probably in original position.*





# ANZAC Weekend safari

*Text Doris McVicar and Raewyn Dodds, photos Raewyn Dodds, Brian Nielson*

Twenty-two Gore members left their clubrooms on Saturday 24 April and headed for the Central Southland Vintage Machinery Club Buildings, a former dairy factory on the outskirts of Winton.

The collection of old farm and industrial machinery was opened up for us to view. We were joined by eight members of the Southland Branch for the weekend.

The run after morning tea was through Nightcaps and Ohai to Mt Linton Station, 30 miles in 1¼ hrs with penalties for late or early arrivals.

Mt Linton Station Manager Paul McCarthy gave us excellent information on the early days and present work practices before escorting us to Rock Hut for a picnic lunch, more like a lodge than a hut as it sleeps 13 with all facilities. The trip in and out was an eye-opener with gravel roads to all parts showing us the rewards of many years of hard work and planning. An interesting side trip.

Onward to our accommodation at Shearers Quarters in Ohai, previously used as miners' accommodation for the Ohai Coalmines. These mines are still worked but only as open cast sites now. Charmaine and Darren Murray, our hosts, made us very welcome with open fires in the lounge and dining room and central heating in the sleeping quarters (coal fired of course). Our three-course evening meal was shearer's size portions! Entertainment was from a young Maori Concert Party. Gordon Diack, one of our Gore members, accepted the challenge and faced the Maori warrior, leaving all pakehas safe. The Maori warrior, Darren's son, gave us an explanation of the moves he uses in his challenge.

Sunday was another fine dry day and, after a cooked breakfast, we were off to Nightcaps to see a steam sawmill in action plus a paddock and shed of relics. The men found it hard to leave but some, mainly the ladies, enjoyed morning tea and Anzac biscuits

*At Wairoa, note the rusty steam engine behind the cars. It is the one from the Oreti River, which they are restoring.*



*Above: Leaving Rock Hut, the road to left is the one we used.*

*Right: Steam sawmill at Nightcaps. Note: woman 'manning' the traction engine!*

*Below: Waiting to go to Rock Hut at Mt Linton Station.*



at an old bowling green site where ceramic items were for sale in the old club house. We also viewed a restored miners cottage, an old church cum museum with other buildings taking the overflow.

Continuing down the road to Wairoa we viewed old railway engines and carriages from the privately owned line that operated from Wairoa to Ohai. We also saw an engine that had been dragged out of the Oreti River. What a restoration job! The Ohai Railway Board ladies served soup and buns on specially designed tablemats for our inaugural visit to their site.

Everywhere we went we were made to feel very welcome. The people of the district are all very proud of their history and willing to share with visitors.

Heading home, we stopped off at the Church of the Dolls, an old church full of dolls of all descriptions, even a naked lady, the Nerine Lily.

The weather made for an easy motoring weekend enjoyed by all who attended. All cars arrived home under their own power with no problems (that we were told about).

**bw**





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High resolution digital photos are acceptable if taken using a four mega pixel digital camera set at a high resolution. Please contact me if you wish to discuss an idea for an article.

The lucky winners of the Beaded Wheels caps for this issue are Bill Shiells and Colton Kerr. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

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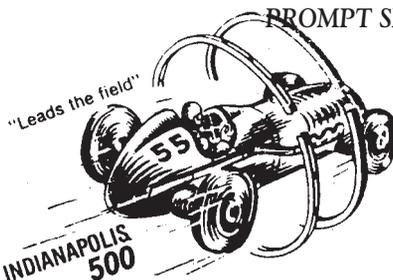
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# 100 Years of Motoring in the Bay of Plenty



*Text Garry Linkhorn Photos John Lucas*

In July 2002, the Bay of Plenty VCC decided to celebrate the 100th Anniversary of the first motor car to drive on Tauranga Roads.

The anniversary would fall on the 28 December 2003 and the celebratory event was to be a motor show.

We had 16 months to prepare, working within the bounds of the VCC and calling upon outside help when required. Ron Harvey, Tauranga's well-known motor magazine feature writer and president of the Bay of Plenty British Car Club was appointed co-ordinator. A committee of Jo Edlin, Ray Singleton, Albert Edlin, Arnold Mortensen and Garry Linkhorn were appointed.

Baypark Speedway, a recently completed venue with huge concrete pits covering a fully enclosed area of two rugby fields, with all amenities on site and parking for 2,000 cars was an obvious venue.

*Ray Singleton drives his 1906 Cadillac with Greta Hulme as passenger*



Planning got underway, with entry forms, flyers and information brochures distributed at motor shows, swap meets and posted out to VCC Clubs, Motor Sports Clubs and single Marque Clubs to get a broad coverage of entries.

The response was most encouraging as entries flowed in and local motor trade and associated businesses were canvassed for support.

Planning a suitable layout for the four hundred entries which included in addition to motor cars and motor cycles a mobile crane, two large army vehicles, twelve trucks of varying lengths, five motor-homes, a fire engine, double decker bus plus refreshment vendors was quite a task.

The weather forecast on the evening before the show had the committee on edge. Overcast with rain, heavy at times. Where had the sunny BoP weather gone?

Committee and helpers were on site by

*Club member Jos Nagles demonstrates how to ride a bone shaker bicycle.*



*Above: Well restored and maintained 1929 Ford Model A Pick-up and 1906 Reo Roadster of Bob and Ruth Taylor*

*Below: A miniature Vintage truck on mobile display*





Good collection of classic motor cycles on display



Classic line up of big car motoring.



Joe Scott's immaculately restored 1929 Ford AA tip truck



1910 Dennis double decker bus once driven on Tauranga Roads



Well presented 1959 Skoda Felicia Roadster of John Bayley



1937 Railton Drop Head Coupe restored by Chris Railton



Maurice and Valerie Nottle proud owners of 1971 MG B GT and 1961 Mercedes Benz 190 SL Sports Light

1932 Sunbeam Drop Head kept in marvellous condition by David Adams

A 1924 Evinrude Elto Outboard motor in immaculate and full working condition drew much attention

Motor racing history Ron Roycroft's 1925 Bugatti, now in care of Terry Roycroft



# NOTICEBOARD

6.00 am., ready to direct entrants to their allocated spaces. All display vehicles were in place by 10.00 am.

As a focal feature, in the middle area of the pits a circle of eight vehicles was formed with a larger circle of sixteen vehicles arranged outside the smaller group. These 24 vehicles had a special significance to the motoring history in our area. Centre spot was Ray Singleton's 1906 Cadillac. The first car on Tauranga roads was a Darracq which was not available for display.

Motorsport history was the feature of the inner circle, Ron Roycroft's 1925 Bugatti, the late Denny Hulme's first sports car, a 1955 MG TF and a tribute to the late Possum Bourne with David Loughlin's 1995 Subaru Impreza rally car. Also there was Lois Crawford's 1947 Sunbeam Talbot 2 litre Roadster, the only one remaining in the Southern Hemisphere. A 1860 Boneshaker Bicycle (real transport history), Jim Fleet's 1955 VW Beetle, Ivan Allen's 1911 Wolsley, and Joe Marsden's 1934 Alvis Speed 20 completed the group.

Nostalgic cars made up the outer circle, Graham Weld's 1923 Tourer, Jack Hoven's 1918 Studebaker tourer, (Jack had six other Studebakers on show), Peter Butler's 1930 Ford Model A Sedan, Jim Webb's 1939 Chevrolet Coupe, Les Duggan's 1955 Ford Zodiac, Chris Railton's 1937 Railton Coupe, Hank Verryt's 1964 Mini Coupers, Truby Hollister-Jones' 1969 E-Type Jaguar, Ian Rolls' 1935 Morris 8 Roadster, Bill Troughton's 1906 Ford, Wallace Brownlee's 1939 Chevrolet Sedan, Neville Lucas's 1970 MG B Roadster, Cliff Arnolds' 1948 Morris Minor, Dave Ryan's 1963 Triumph Herald Coupe, Andy Belcher's 1991 Toyota MR2 Rally Car and Maurice Nottle's 1923 Moon Sports Tourer.

From 10.00am onwards we had a steady stream of visitors with the total attendance topping 3,000. The official opening was completed with Greeta Hulme cutting the ribbon. Retired radio announcer and motor car enthusiast George Stewart provided a roving report with remote microphone during the show keeping the public informed on special cars on display, interviewing their owners and other personalities present.

The total entrants topped 500 and a breakdown of largest exhibits showed Fords 58, Triumphs 29, Austins 26, MGs 23, and Morris 20.

During the afternoon the Tauranga Rescue Helicopter gave a low fly-past in recognition of a donation we were making with the proceeds of the show.

The standard of presentation of all vehicles was excellent, the day went very smoothly and the weather was fine until around 5.30. Our sincere thanks go to the Baypark Speedway Manager Barry Andrews and staff, our numerous sponsors and to all the entrants some of whom travelled long distances. Special thanks to all VCC members for dedicated services and to John Lucas our photographer, and to others who helped so willingly. 

*Ivan Allen's superbly restored 1911 Wolseley 16/20.*



Hi. We are Richard and Anna Fahrion and we live in Edmonton Alberta Canada. We are members of The Alberta Post War Car Society. A couple of our members attended your 2000 Rally as passengers and had a most wonderful time. They are planning on attending your 2006 Rally and have passed some information onto us. We are also interested in attending and would like to make a request. We have already received an information and registration package from the Rally Secretary. We are very much interested in taking one of the Rally Tours from Christchurch to Invercargill as well as the Hub tours around Invercargill. We would love to be able to hook up as passengers if at all possible. Tour in order of preference would be Route 5-C, then 6-C, 7-C, and 8-C. We would be flying into Christchurch from Hawaii and would have a couple of luggage pieces. One 'Carry on' - about 10 Kg, and one about 1½ times larger - about 10-15 Kg as well as one backpack each. A few stats about ourselves. I am about 180 cm tall and weighs around 76 kg. My wife is about 165 cm tall and weighs around 48 kg. We are both upper middle age and are retired. We hope that we are not too late in making this request, as we still have to make accommodation reservations. We are looking forward to going back to New Zealand as we were there in the mid 80s.

We would appreciate receiving any information or suggestions via E-Mail.

Thanks

Richard and Anna

Email: richardf@ecn.ab.ca

## Dear Sir

My wife and I are intending to come over from Perth Western Australia for the Vero Rally in 2006 if we are able to borrow a vehicle for the occasion. We have already booked our accommodation in Invercargill so we are optimistic that we may find a generous person prepared to trust us with their vehicle. I am currently restoring a 1946 Buick and we also own a 1926 Chevrolet which I restored from the ground up which is our normal rally car. Unfortunately the cost of shipping from WA is rather prohibitive hence the request for a loan car. We have been fortunate to participate in two previous New Zealand rallies the first time with a loan vehicle and the second as the driver of a club member's vehicle. I am a current member of the Veteran Car Club of WA and an ex president .

Ian and Margaret Baxter

Ph 0892204122 work or mobile

0417799991 or

Email ibaxter@iinet.net.au.

# Overseas Events

This column has been introduced to inform our many members who travel overseas. A selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. In any case, readers are urged to check the date of any event with organisers before making plans to attend. Readers are invited to submit new and updated information.

## 2005

February 20-25	1905 Dunlop Reliability Motor Contest 2005 - Sydney to Melbourne Veteran Car Tour <b>Contact:</b> Andrew McDougall Ph 0061 3 9486 4221 AUSTRALIA	September 10-18	Steam Rally in Maryborough, Qld <b>Contact:</b> L Kathage 07 3379 2193 AUSTRALIA
March 12-14	Our Northern Heritage Tour 2005 - VCCA (Tasmania) <b>Contact:</b> John Biggelaar, 44 New Eccelstone Rd, Riverside, Launceston, Tas. 7250. Ph 03 6327 3462 TASMANIA, AUSTRALIA	September	Beaulieu Autojumble* ENGLAND <b>Contact:</b> Ph 01590 614654
March 24-25	Kankanya 2005 - 4 day event Veteran Car Club of Queensland AUSTRALIA	September	Great Dorset Steam Fair* ENGLAND
March 25-Oct 23	AUTO Special Exhibition & Activites <b>Contact:</b> Verkershaus der Schweiz, Conference Center, Lidostrasse 5, 6006 Luzern - www.verkershaus.ch LUCERNE, SWITZERLAND	September	Goodwood Revival*historic racing ENGLAND <b>Contact:</b> Ph 01243 555055 Tickets sold in advance, no gate sales
(March ?)	Ballarat Swap Meet* VICTORIA, AUSTRALIA	September	VSCC Donnington*Races ENGLAND <b>Contact:</b> Ph 01608 64777
March	Austin 100 year celebrations England. <b>Contact:</b> Peter Fry (NZ) 04-905-3938 or Will Holmes (NZ) 06-304-9397	October	Fall Meet (ACAA)* USA Hershey Swap Meet near Harrisburg, Pennsylvania.
May 21-29	Tour of Southern Ireland - Vintage motorcycles <b>Contact:</b> Bob Fisher, 23 The Lennards, South Cerney, Cirencester, Glos GL7 5UX, England UNITED KINGDOM	November	London To Brighton Run* ENGLAND
May	28th Annual Boulogne Bicycle Rally - Vintage bicycles FRANCE	Nov 12-13	Bendigo Swap Meet - Victoria AUSTRALIA
May/June	Queensland Vintage Car Club 50th Anniversary Rally <b>Contact:</b> Peter Ransom Ph 0061 4 28592 828 AUSTRALIA	<b>2006</b>	
June	Gordon Bennett Centenary, Auvergne, France <b>Contact:</b> Jean-Claude mattheiu at email: estagier.mathieu@wanadoo.fr FRANCE	March 19-April 2	Tassie Tour 2006 15 day motorcycle tour around Tasmania - pre 1960s motorcycles. <b>Contact:</b> Mike Glenday, Canterbury Branch NZVCC motorcycle convenor, phone 03 344 0425 AUSTRALIA
June 25-26	RACQ Centenary Motoring of Yesteryear 2005 <b>Contact:</b> 0061 ? 3872 8674 BRISBANE	November 18-19	Bendigo Swap Meet - Victoria AUSTRALIA
July	Le Mans Classic* FRANCE	Spring	Spring tour - Golden Jubilee AUSTRALIA Veteran Car Club of Queensland
July	Silverstone Races* ENGLAND	<b>2007</b>	
August	VSCC Prescott* Hill Climb ENGLAND <b>Contact:</b> Ph 01608 644777	June 10-July 31	Peking To Paris - A re-enactment of the original 1907 event - early veterans <b>Contact:</b> Daniel Ward, ph/fax 0207 464 5881 email daniel.ward@threadneedle.co.uk
August	Shelsley Festival* Hill Climb ENGLAND <b>Contact:</b> Ph 01886 812211	to be advised	Peking To Paris - 100th Anniversary Run pre-1970? cars organised by Enduro Rally. <b>Contact:</b> Ph 44 1 1235 85 1291, fax 44 1 1235 85 1292, email mail@endurorally.com, web www.pekingparis.com
August	Pebble Beach* CALIFORNIA, USA	November 17- 18	Bendigo Swap Meet - Victoria AUSTRALIA
September 1-8	Terrific Toowoomba 2005 National Veteran Car Tour based at Toowoomba, Qld. <b>Contact:</b> Bruce Wright, 5 Carson Drive, Bunya Downs, Qld. 4055. Ph 07 3351 8828 AUSTRALIA	<b>2008</b>	
September 6-10	Carolina Trophy Vintage Road Rally, Asheville, North Carolina 800 miles <b>Contact:</b> Carolina Trophy, 13532 Waverton-Huntersville, NC 28078, phone 704 766 0197, fax 425 663 6464, email: info@caronlinatrophy.com USA	November 15-16	Bendigo Swap Meet - Victoria AUSTRALIA
		<b>2009</b>	
		November 14-15	Bendigo Swap Meet- Victoria AUSTRALIA
		<b>2010</b>	
		November 13-14	Bendigo Swap Meet - Victoria AUSTRALIA

\*Dates of annual events will be added as they become known.

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# ROSCO'S ROCKY ROAD RALLY

Text and photos Dave Duirs, Far North Branch



"A race for the finish!" 90 mile beach Far North Crisp's 30 model A & Duirs' '55 Peugeot 203 lead the way followed by Mackay's '63 Oxford & Win Matthews' '27 Chevrolet.



Above: Organiser Rosco Pennell at the Gate to Nowhere giving instructions.

Below: Topp's Citroen Light 15 leading into the mighty Aupouri forest



We all knew the organiser for our September run, Rosco Pennell, was a bundle of energy and tricks, so when he announced he had a challenge where "your car will get dirty and you will need to help each other" we knew it was for us and our Redex Peugeot 203.

An early start had us assemble at the Pennells' at Kaimaumau where the bulldust started. Ten cars from the 20s to the 60s lined up as Rosco colourfully waxed on to explain the pitfalls of the day with the help of his very detailed, almost comic strip, navigation sheets which were obviously simple enough but bound to fool some of us! However, with my great navigator and the Pooleys on board as assistant navigessors, we should be able to get along just fine.

We were checked for the mandatory shovel and a tally of fire extinguishers was noted before we were all given bits and pieces (nuts and bolts) which we were told to guard with all care.

"Stick together. I don't want you lost and we meet at the Forestry HQ helipad for a body count."

At only the second clue we were already facing in a different direction from those in the following cars so, like sheep, we changed direction to join them and then study the plan which took us through farm land, into the cut-over and newly replanted Aupouri forest block over dusty roads to the HQ for our first rendezvous...yes indeed the "straight ahead rule" had applied, meaning that some did not go straight ahead as they obviously thought Rosco was wrong!

We motored back into the forest amongst the beautifully high pruned stand

of radiata pine down to the Coast Rd which we followed parallel to 90 Mile Beach for nine miles over some rough bits, through gates and cattle stops with chains across with the bonus of stopping to watch a mob of wild horses on the dunes...content they were to allow us to admire them until someone hopped out for a photo and they took off, presumably at the sight of the legs!

The next stop, which we all initially passed (like sheep again) was at the Hukatere look out, a great big mound sticking out on its own with incredible views up and down 90 Mile Beach. Most of us walked and puffed to the top and down again and compared notes over a cuppa. We also discovered that the bits and pieces we had been given earlier were in fact the clue to our soul mates for the day. Match your bit with some one elses and you have a friend for the day...two of us never did find our matching pair in spite of sitting next to each other all day!

Speedos were reset (very important the master said if you want to find yourself again if you get lost! How I'm buggered if I know?) and we headed back towards Ngataki into the great pine "jungle" which was surprisingly clean on the forest floor, no doubt thanks to the horses and lease grazing by local farmers from time to time. We seemed to go round and round and up and down and eventually ended up on Big



The young ones: Duirs' Peugeot 203, Pooley's MG B GT, George Coulson's 50 Prefect, MG B GT.



Woollams' '27 Buick kitted up ready for the sand dunes

Flat Rd to lunch, joined by our back up 4WD courtesy Rod and Tina Foley who were not lost, just inconspicuous. Our leader was a bit agitated now that he suddenly realized that he was responsible for our welfare in this great wilderness where most of us had forgotten where North was and didn't really care, so he reminded us that the next bit would be challenging and the low slung ones (cars) and high blood pressure candidates should take the alternative route if they wanted to get home in time to watch TV that night!

With lunch devoured, speedos zeroed again we were away to find "McKenzie Flat" Rd with "a rough sand hill" and "look out." Well, the former turned out to be a sand pit with a right angle turn which we and George Coulson's Prefect handled OK. Once stirred up, the Vuletich Cortina got stuck and was man-handled to hard ground followed by the Woollams Buick which caused the Crisps in their Model A to hesitate which promptly sunk to the axles. They were dug out and then the Odell's Chevrolet Pickup bogged down only to be shown by Winston Matthews in his '27 Chevrolet how it should be done by roaring through in great style. Needless to say his passengers had abandoned ship at this stage. Of course the "look out" referred to earlier was not a scenic wonder but "look out as in you are going to get stuck." We missed out on most of this action as we boxed on looking for an imaginary steep sandy hill which was going to stop us in our tracks. George and Roger in the Prefect found one and had several goes at it until they realized they were lost (they must have used that zero your speedo logic (magic?) mentioned earlier to come to that conclusion) because they were found again later all by themselves after we had all pronounced that they were NOT lost. The road remained two deep sandy ruts with a high central grass ridge and this gave the

Cortina a bit of exhaust trouble which enabled some folk to see George's beautiful bare legs as he lay under his beloved Ford with some wire fix it...just as well the wild horses didn't see those legs; they would turn 90 Mile Beach into many miles beach.

We met up with the Topps Citroen which was complaining about a hot radiator and the Mackay's Morris which had no clutch which was soon diagnosed as not a tow rope problem: a) because to get mine I would have to unpack the remains of my lunch and the forthcoming afternoon tea from the boot and b) the slave cylinder was releasing too slowly, so Warren was able to safely "drop his clutch" without any harm and it sounded great. Eventually the thing would engage and he wouldn't have to change gear again until

...Needless to say his passengers had abandoned ship at this stage.

he got back to Auckland( or the next steep hill and the next one and the next one).

After many crossings of "Arterial Rds" and many other "roads" some of which were rough metal or sand tracks or grass we ended up via Lake Rd and Hukatere Rd (believe me!) to another "Reset your speedo", so we must all be lost, nearly lost or enjoying ourselves or all of these. I suspect our leader was also lost because he had given out all the instruction sheets and was forever passing and coming back and forth on the flash new BMW bike.

Several more times we crossed that Arterial Rd and others with interesting names such as "6 Truck Rd" all the while admiring the great forest of Aupouri which feeds the Juken New Zealand Triboard and Northern mills and enables so many to put food on their tables as employees of those

who work this great plantation, the legacy of the foresight of folks like the late Des Ogle who conjured up the idea of stabilizing the sand dunes with marram grass and lupins and radiata pine.

"Look out for Rosco's Gate" led us out of the forest down by a lake on the Hill's calf rearing farm (reset speedos!) where we followed the farm race past the cowshed and back on to the metal road past the little Waiharara school and on to the tar seal...must be nearly over now but surprises were still to come if it was before 3 pm. It was, so into Cox Rd and metal we went and ended up right amongst the farm buildings, up a steep ridge which nearly caught that ailing clutch. We were now in the dairy farm race and just as well it was before 3 pm, we now realized for obvious reasons. We rock and rolled around as we took the cow highway down hills, over swamps and up again, across pasture to what looked like a dead end in a corner. We motored through some long grass, through a boundary gate and on to a dirt track to wallow along past the old bus and hey presto, tar seal and the way was set back to the Pennell's to tell a few lies, study the dusty old cars, share a great afternoon tea. Those of us who had been good received a chocolate fish with a super big one for our back up crew, Rod and Tina who thankfully were not needed.

This was a great day and obviously our hosts went to a lot of trouble to plan for us...many, many thanks! Also thanks go to the Juken Forestry guys for allowing us to play in their forest and a special thanks to the farmers for letting us taste their patch and to the participants for enjoying themselves and giving us a few hours of forgetting the rest of the world. bw

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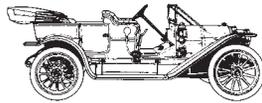
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Don't forget to keep your eyes open in February for your renewal advice for your membership to the Vintage Car Club Of NZ (Inc.) – payment for these is always due by 31 March



1928 MODEL A ROADSTER sound mechanical condition. Excellent runner. WOF and Reg. Some spares, including engine and tyres. \$25,000 ono. Phone 03 574 2605. Mem.



1929 HUDSON TOWN SEDAN. Body off restoration 1990s. Very good condition. WOF Rego wire wheels and trunk. Motors well. Phone 03 302 1940. Mem



1936 AUSTIN 7 RUBY. Very good condition runs well. One family owner from new. Original papers. Complete tool kit. Some spares. Current WOF and Rego. \$7,500. Phone 03 384 4148. Mem



1928 MORRIS COWLEY 4 DOOR SEDAN. Fully restored. Good all round condition. Goes well. Spare parts included. \$11,500. Phone 03 217 7176. Mem



1929 HILLMAN STRAIGHT EIGHT. Wooden boat tail, brass lights and radiator. Twin side mounts, restored for 2000 International. High ratio back axle for 100km cruise vacuum assisted brakes. Halogen headlight inserts. Tonneau cover. No roof. Spares & owners manuals. Interesting history \$20,000 ono. Phone David 06 877 4559 or 021 689 076. Mem



1936 CHEVROLET SPORTS ROADSTER. Very rare body by Holden. Leather upholstery including dickie seat. Twin side mounted spare wheels, Superb condition. WOF and Rego. \$42,000. Phone 09 435 5599



1929 BABY AUSTIN 7 TOURER. Classic English character car, owned by Rev Best of Ashburton (30 years) then stored by wife (20 years). Six owners, very original car with history. New hood, curtains original upholstery underneath. A little gem Tom Thumb \$12,000. Phone 03 442 6116



1932 AUSTIN 16/6 BURNHAM DELUXE saloon. A rare model fully restored to the highest standard by the owner 13 years ago. Has since travelled approximately 2,000 miles. \$25,000. Interested? Phone Frank 03 384 3020



1936 NASH LAFAYETTE, 1936 Dual ignition ohv Ambassador motor, 12 volt, overdrive, new tyres, 90s restoration last owner 30 years. Reliable art deco tourer. \$15,000 ono. Phone 03 542 4334 or email pallas@ihug.co.nz



1929 DODGE DA SEDAN excellent condition. Full body off restoration completed late 1980s. Immaculate interior, good rubber. Some spare parts Current Reg and WOF. Nice touring car. Reluctantly for sale at \$17,500. Phone 09 423 7182. Mem.



1932 FORD B4 PICKUP TRUCK. Reg and WOF. Drive anywhere. Needs nothing, and any inspection welcome. View in Christchurch. anytime \$24,500 ono Phone 03 322 1256. Mem.



1938 WILLYS SEDAN. Reliable and comfortable. A very original car with a history. VIC registered, warranted and ready to drive away and rally. \$9,000. Phone 03 981 4574



1937 FRAZER NASH BMW 319/45 4 seater tourer with original leather upholstery, cable brakes, 6 volt electrics. Three family owners since 1937, currently in New Zealand but returning to UK February 2005. Excellent condition. For further details email [thebodgers@free.net.nz](mailto:thebodgers@free.net.nz) Phone Guy Bodger New Plymouth 06 759 0076. Mem.



CHRYSLER CONVERTIBLE COUPE 1930 Model 70, in showroom condition. A winner of the Todd Park restoration trophy. Serious purchasers should register their interest with owner. Fax: 09 378 0114 or Email: [shares@xtra.co.nz](mailto:shares@xtra.co.nz)



1953 ZEPHYR low owners 128,000 miles, good clean straight non rusty vehicle. If you are after a MK 1, then this is the one for you. \$6,000 firm. Phone 03 454 4776 Dunedin Mem.



CLASSIC 1956 Rover 90 car and professionally built 4 berth aluminium sheathed caravan with awning. Excellent history with one long term owner. All in original condition and ready to use as everyday classics. \$7995 for the lot. Phone 03 322 9151.



AUSTIN SEVEN RUBY. Rebuilt engine four new tyres, overhauled brakes rebuilt distributor, paint good. Upholstery excellent. This is one of the last of the sevens with a three bearing engine, and Girling brakes \$6,950 ono. Phone John Kinvig 04 479 8569



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CHRYSLER AIRFLOW SEDAN 1935 Straight Eight in showroom condition. Serious purchasers should register their interest with owner. Fax: 09 378 0114 or email: [shares@xtra.co.nz](mailto:shares@xtra.co.nz)



1918 CALCOTT Rare English roadster. Alloy body, leather upholstery including dickie seat. A beautiful Veteran motorcar. For further information Phone 09 435 5599.

## WANTED TO BUY

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.

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, Ashington, Essex, England, SS43Jl or phone 001 702 206686 for a confidential cash offer.

1928 MODEL A WELLSIDE pickup wanted. Tel: 09 372 9804 or [arbs@pl.net](mailto:arbs@pl.net)

1934 CHEVROLET JNR COUPE, rear bumper and irons, roof insert moulding, will pay appropriately for good parts. Many thanks to those who responded to previous advert. It is appreciated. Phone Philip 04 299 7075 or email [matai32@xtra.co.nz](mailto:matai32@xtra.co.nz)

42° or 45° Bosh magneto, early chief outer primary cover. Linkert 1 1/4 carb or parts, also for Ford bonus 4 speed gearbox plus hub caps. Can swap 159 H Schebler carb 3/4" or 1". Phone 03 322 4719. Mem

**1928-31 FORD A PICKUP WANTED TO BUY**  
Recently completed restoration required. Professional restoration preferred. Must be in immaculate condition interior and exterior with reliable engine. Email: [charnbill@hotmail.com](mailto:charnbill@hotmail.com)

ANNUAL VINTAGE VISITOR wants to buy low cost semi modern transport to accommodate passengers who do not want to sit in the back of Model A pickup. Year unimportant, estate car preferred, WOF essential, Required February 2005, circa \$1,000. Contact Leslie Murray fax 0044 28 97 542 533 email [lpm@thehill36.fsnet.co.uk](mailto:lpm@thehill36.fsnet.co.uk)

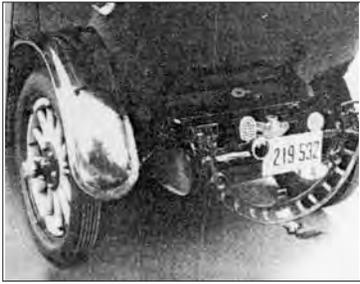
BOSCH ZR6 Magneto, BSA spanners, Enots hydraulic jack. Phone Roy Southward Phone 04 569 5728 fax 04 569 2511. Email [royatchanel@xtra.co.nz](mailto:royatchanel@xtra.co.nz). Mem

BUICK 1925 Std 6 Carb and Heat riser manifold, Cowl lights, radiator surround suitable for replating. Buick 1929 Std 6 Carb, Diff and torque, tube housings, rear spring diff mounts, brake drums, Parts Books 1925 and 29 Buicks Std 6. Phone Les 03 488 3776. Mem.

CORD 810 parts or information wanted. Phone Gary McVicar 03 358 8866 or write 540 Avonhead Road Christchurch. Mem.

J.A.P. SPEEDWAY MOTOR in any condition or any bike parts, wheels etc. Phone Terry 06 377 3391 or fax 06 377 4442. Mem

PANELBEATERS WHEELING MACHINE and swages. Phone 09 236 0662. Mem



LATE VET AND EARLY VINTAGE McLaughlin Buick rear tyre carrier as shown in the above picture. Also want similar age accessory American single bumper bar and fittings. Copies of *Horseless Carriage Gazette* (USA). Phone Neil Rooney 03 434 9470

**MKII ZEPHYR CONVERTIBLE BODY** or what you may have. Phone 06 304 9996 email maisonfrere@xtra.co.nz. Mem

MG PRE WAR SPORTS CAR wanted for long term ownership. Would consider anything from a complete resored car to a project, or even just parts. I also require late 20s to late 30s Jaegar instruments with black or white faces. Phone Peter Lyttle 03 693 9080 evenings or email lyttle@xtra.co.nz. Mem

MODEL A 1930 Coupe or Roadster in need of total restoration or parts towards project. Phone 06 875 0542 email gentry@paradise.net.nz. Mem

PRE 1930 NORTON MOTORCYCLE parts to complete projects, also could the couple from Ashburton area with the late 1920s Panther please contact me. Phone 04 567 9143 or 025 450 840. Mem.

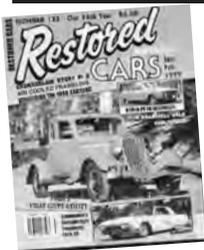
RILEY 4/72 or MG Magnette twin carb manifold wanted. Also SU small float chamber 30 degrees inclined back with support to the left (1891B or AUC 3495). Phone 03 455 3748 or email aldoc@xtra.co.nz

SINGER LE MANS 9 Alloy sump required to complete restoration. Phone 03 388 7003 Mem

VINCENT BLACK SHADOW Complete bike with machine Nos. Incomplete or disassembled considered. Phone 06 376 6712. Or write P Oswald, Kaitawa RD 1, Pahiatua.

FORD OR MERCURY 1946-48 RHD dash assembly WANTED (round speedo style) with or without gauges. Please send condition details and asking-price to PO Box 1285, Frankston, Vic Australia. Phone 0061 3 9769 6566.

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# SWAP MEETS and rallies



## TWIN RIVERS CLASSIC CAR PARADE 2005

23 January 2005.

Centennial Park to Hagley Park, Christchurch, following the Heathcote and Avon Rivers.

Open to all vintage, classic, exotic or unusual vehicles.

Assemble from 10.00 am with start at 2.00pm

\$15 per vehicle.

Pre-registration not required.

Avonhead Rotary Club in association with Classic Motoring Society.

**Peter Ross 0274303202**

## 1965 Haast International Rally

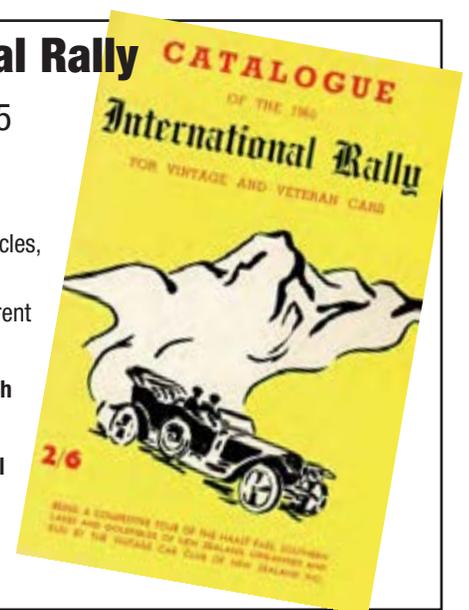
40th anniversary – March 2005

*Expressions of interest are invited from the:*

- Original participants with original vehicles
- Original participants without the original vehicles, but with a club eligible vehicles
- Original vehicle that participated with a different owner.

to attend a Social function on **Saturday 5th March 2005** and a run to Fairlie on **Sunday 6th March**.

**Then from there anyone can follow the original route if they so desire. If you are interested please contact: Ron Hasell, 27 Showgate Ave, Riccarton Park, Christchurch. Phone/fax 03 942 1105**



## RUAHINE RAMBLE

Manawatu Branch

Saturday 26 February 2005

This annual rally will follow the usual format of a ramble through the Ruahine country side to a quiet picnic spot. The Ramble will start from Mangaweka and end at the Manawatu Branch Clubrooms. Entrants from other branches are invited to attend.

*For further information and entry form contact:*

Ian Rowden 6 323 9577  
Dennis Milne 06 3290 722  
email milne@xtra.co.nz  
or Manawatu Branch VCC of NZ Inc,  
PO Box 385, Palmerston North

## SOUTHERN CROSS ANNIVERSARY WEEKEND RALLY

**BOP Vintage Car Club Inc, Tauranga**

Saturday 29 - Sunday 30 January  
2005

The Rally venue this year is Sapphire Springs in Katikati, there is a range of on site accommodation, hot springs and bush walks. there are also two motels in Katikati and Home Stay accommodation.

Join us for a relaxed, friendly weekend and some great summer motoring

*For further information and entry form contact:*

Deidre Hamerton  
4 Edinburgh Palce  
Bethlehem, Tauranga

All owners and supporters are all invited to

## 2005 NATIONAL SOUTH ISLAND EASTER RALLY

Join us to help celebrate  
50 years of Vintage Motoring in  
South Canterbury during Easter 2005.

### Rally Routes

**PIONEER** 50 miles return overall sealed roads. Suitable for fragile and slower vehicles.

**COUNTRY RAMBLE** Approximately 70 miles over sealed roads. Suitable for later Veterans, slower Vintage cars and motorcycles

**TOURING** 100 miles return over fully sealed roads covering South and Mid Canterbury. Suitable for cars and motorcycles capable of sustaining medium speeds over these distances.

**ADVENTURE** Approximately 100 miles return involving limited off road and unsealed distances. Majority of journey over sealed roads. Suitable for cars, motorcycles and drivers willing and capable of exploring.

**CRUISING** 170 miles over fully sealed roads. Suitable for those vehicles capable of sustaining road cruising speeds.

**CONTACT** Mrs Nola Day: 88 Acacia Drive, RD3, Timaru 8621.  
Email noladay@clear.net.nz Phone 03 688 2617

### TIME TABLE

#### FRIDAY

Registration, Briefing and Social gathering.

#### SATURDAY

Rally and Social evening and meal

#### SUNDAY

Public display, Concours, Field Trials Penzoil Trophy. Evening: Awards Dinner.

#### MONDAY

Farewell from Clubrooms. Parts shed open.

## SOUTH ISLAND CLUB CAPTAIN'S TOUR 2005

5 - 16 APRIL 2005 INCLUSIVE

### ITINERARY

Tuesday 5 April	= Assemble in Oamaru
Wednesday 6 April	= Cromwell
Thursday 7 April	= Cromwell
Friday 8 April	= Balclutha
Saturday 9 April	= Gore
Sunday 10 April	= Gore
Monday 11 April	= Dunedin
Tuesday 12 April	= Dunedin
Wednesday 13 April	= Moeraki/Hampden
Thursday 14 April	= Waimate
Friday 15 April	= Methven
Saturday 16 April	= Methven

Further information and recommended accommodation available from

The Club Captain Southern Region,  
Diane Ross, Keenans Road, R D 2, Ashburton.  
Phone 03 308 2356 FAX 03 308 2355  
email randross@xtra.co.nz



## NINETEENTH NATIONAL MOTORCYCLE RALLY

### & SEVEN DAY 'AFTER RALLY' REGIONAL TOUR

## Cambridge Feb 11-13 2005

*This is your LAST CHANCE! Formal entries have now closed, but a late entry is still possible. You'll be kicking yourself for missing this great event!*

Contact : The National Rally Secretary, PO Box 924, Hamilton or Phone (07) 856-7238 or  
E-mail: oaklea.cottage@xtra.co.nz

## The Horowhenua Branch of The Vintage Car Club of NZ Inc

## 2005 NATIONAL NORTH ISLAND EASTER RALLY

### EASTER 2005 • 26 – 28 MARCH

Contact Rally Chairman, Alton Harrison 06 368 3063  
Rally Secretary, Bruce Wilde 04 904 0173, email brunoel@paradise.net.nz



Entry forms available from your branch secretary or from The Horowhenua Branch, PO Box 458, Levin



## *The collector car sale event of the year*

Sale by Auction of the contents of

# **Woodland Park Transport Museum**

**at Waihi**

12.00 noon 20th February 2005

75 + European cars from the 1920s to 1980s

from projects to show quality

more than half offered NO RESERVE

Viewing 1.00 pm – 5.00pm Saturday 19<sup>th</sup> 9.00 – 12.00 noon Sunday 20<sup>th</sup>

For further information view our website [www.turners.co.nz](http://www.turners.co.nz) from early December 04  
or Contact Tony Herbert 09 580 9834

The Sale will be signposted from State Highway, Plenty of parking bring a trailer



# 28th PUKEKOHE SWAP MEET

**A & P Showgrounds, Pukekohe**

**Saturday 26 & Sunday 27 February 2005**

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

**PUBLIC ADMISSION \$8 PER DAY**

**Sites \$35, 1 or 2 days includes site and driver.**

**Gates Open 7am Saturday, 8am Sunday**

**CAR SHOW SUNDAY** (car and driver free)

In by 11.00 am not out before 3.00pm.

*Cars admitted to show at gate keepers discretion*

**Prizes for • Vintage • Veteran • Post War • Modified • Modern (Non-Jap) • People's Choice • Most Original • Best Japanese & Best Motorcycle**

**NO DOGS ALLOWED ON A & P GROUNDS**

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**For more information phone Bill 021 902 602**

FAR NORTH VINTAGE CAR CLUB



# autojumble and VINTAGE & CLASSIC CAR & MOTORCYCLE SHOW

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**SATURDAY 8 JANUARY, 2005 – 7AM TO 2PM**

Taipa Public entry \$2 per person, \$5 per family, Stallholders \$10 per site

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## 22ND ANNUAL SWAPMEET | CLASSIC AMERICAN CARS SHOW

Sunday 13 February, 8.00am - 4.00pm (Includes Car Show)

**Public \$5 • Vendor and open site \$10 • Accompanied Children Free**

This event is of interest to all collectors of Vintage and Veteran cars, collectibles of every kind, motorcycles, hot rods, one make clubs etc. Garage sale/boot sale available.

For any further information phone Adrian 04 528 7573 evenings or Fax 04 939 1008.

This event organised by the Early American Car Club. PO Box 6086 Te Aro, Wellington.

# SWAPMEET & COLLECTABLES DAY



Horowhenua VCC and  
Manawatu Classic Motorcycle Club  
Levin A&P Showgrounds, Entry via Tiro tiro Road

**Saturday 19 March 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

See You There



## Raid to New Zealand 2005

In February 2005 members of the Frazer Nash Section of the Vintage Sports Car Club will tour New Zealand in 37 Frazer Nash cars from 1925 to 1953, mostly pre-war chain driven types, plus post war models and Frazer Nash BMW 328's.

The Raid will take in both North and South Islands and the itinerary will be...

FEBRUARY		FEBRUARY	
Auckland	7-9	Christchurch - Greymouth	18
Auckland - Tauranga	10	Greymouth - Franz Josef	19
Tauranga - Rotorua	11	Franz Josef - Queenstown	20
Rotorua - Taupo	12	Queenstown	21-23
Taupo - Wanganui	13	Queenstown - Dunedin	24
Wanganui - Wellington	14	Dunedin	25-27
Wellington - Blenheim	15	Dunedin - Christchurch	28
Blenheim - Hanmer Springs	16		MARCH
Hanmer - Christchurch	17	Christchurch	1

Organised by Frazer Nash Rally NZ Limited, sponsors Auto Restorations, Fazazz the motorist's shop, Penrite Oil, Renold New Zealand and Huntly Honda with assistance from Vero and Veteran and Vintage Cars.

### NZ CONTACTS

Gavin Bain 03 365 5206

John St. Julian 025 883 335,  
09 263 9171



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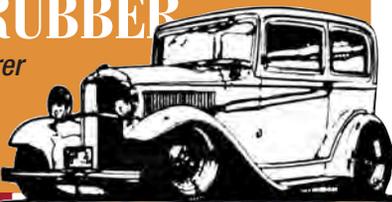


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31 YEARS IN VINTAGE RADIATORS

## Ashburton

Roger Hart

Club nights, with their diverse range of topics and speakers, form an important part of the branch make up. Particularly so, those which give members the chance of reliving some aspects of local history. This was very much the case with Viv Hansen's recent presentation

His ability to plot the exact location and recite on demand the history of Ashburton businesses during the period 1878–1908, as well as the postal history of Mid-Canterbury was quite startling and obviously the result of tireless research. Interesting to note that at one stage there were 85 Post Offices within the County.

The club's History of Garages group too, has within its eight year life, come up with a comprehensive history, much information and many photographs of the approximately 150 garages, petrol stations, motorcycle shops etc that have existed within the borough. Most long gone of course, but Smallbone Bros in Cass Street has been operating as a garage on the same site since 1919 (prior to that it was Jas Rule's Criterion Garage).

And expatriate Ashburtonians, please note that chief researcher John Carter is keen to beg, borrow and copy early photos of garages, including Smallbones, AIS, Baileys, Burnett's Motors, Langdon Machinery, Maw and Hellewell, Netherby Garage and Scott-Perkins.

Spring motoring started off nice and early on 29th August with an appropriately beautiful day for Milner and Jan Jacobs's enjoyable Mystery Meander. On this the assorted meanderers had to navigate by finding and identifying local landmarks to get by the shortest route to the ultimate destination.

For the combined run with South Canterbury branch on 19th September, the local contingent met up with those from south of the Rangitata, at Ealing. (Named after the borough in Greater London and not because of an abundance of eels). Amongst the seventy-five vehicles were four T Type MGs. These were observed to be in a "mildly competitive convoy" at one stage in which it was entirely appropriate that a certain Club Captain was seen to be demonstrating leadership qualities! This leadership continued with Gary running the Spring Rally on 17 October, this time with the able assistance of Peter Lambie. But spring reverted to winter requiring the use of windscreen wipers and, for the fortunate, heaters. Heard some mutterings about the inefficiency of a certain Rover heater though. However, having to shelter in a grandstand for lunch certainly brought all together very nicely, as did the afternoon tea at the Geraldine Museum.

Percy Rolston on his Royal Enfield and a Honda mounted Steve Gielingh (Steve apparently is able to convince himself this is a Matchless) ventured south for some magic motor cycling on the Dunvegan - possibly the first locals to do this since Steve fronted up 22 years ago on a proper motorcycle!

## Auckland

John Stokes

Recent memberships include Ken Campbell with two Veteran 1000cc Indian motorcycles and a significant AJS collection ranging from a 1923 350cc Big Port to a 1948 500cc model, a 1934 Ford V8 pickup is also included. Glen and Faye Graham brought their 1937 Buick which had its first branch outing at our Hunua 100 rally. Maurice and Molly Keane with a 1930 Austin Seven saloon and a '58 Triumph T110 motorcycle. Leo and Ann Nightingale own a 1934 Chevrolet Junior, '53 Hudson Wasp and '53 Matchless G9 motorcycle. Angela Page has joined with aspirations to own a Frazer Nash. Lance Anderson also has a significant motorcycle collection including a 1916 Indian Powerplus and a 1926 Excelsior. Stephen and Jamie Cashmore have a 1929 Morris Minor saloon, and Ralph and Lynda Charlton have joined with a 1937 Austin 7 Ruby Mk 11.

Vintage: Nelson Taylor has sold his 1929/30 Whippet 96A roadsters, which have gone to the Wellington and Nelson areas. Bill Millers 1930 Marquette roadster is having the woodwork done, Mike McGinley's Flatnose Morris engine is being overhauled, Mike Moffatt has brought an Aussie bodied 1930 Riley Nine. Commercial: Brian Fenton is going through the winning process with his Diamond T. Alven Bonney's KB3 International is ready for painting. Kevin Whitham has bought a 1951 ex-army Landrover, while his old Trekka has been restored by Phil Andrews, a partner in the original Trekka venture.

PV PW: Neil Otway has brought Ray Urbahn's immaculate 1934 Oldsmobile sedan. Don Johnson's 1939 Ford V8 coupe is now finished and Don seems pleased with it. Rod Rugg is doing a concours job on a '61 Mk 11 Ford Zodiac ex the Sydney British High Commission. Jeff Taylor has completed a 1962 Ariel Leader 250cc motorcycle.

We have started our fifty-year celebrations. Peter Maxwell has written an article on Horace Robinson our founding president and David Adams has done one on our formative years in the nineteen fifties. Sharran Price organised a display of memorabilia in our barn. Work in the barn has almost been completed so some of our spares may be displayed in a more searcher-friendly manner, thanks to Peter Wood,

John Poole and Mike Brown. Jim Francis, Bill Miller and Phil Jones received their fifty-year awards at our Hunua rally social. What Jim and Phil helped start has spawned three branches. The Hunua rally attracted 105 entrants and was won overall by Glen and Marion Morris in the '28 Model A Ford, a full article should be in the next issue.

## Bay of Plenty

Jim Webb

Our branch staged a mid week outing on 15 September, meeting at the Cascade Gardens to view a forest of trees, rippling streams, miniature statues and bridges, some wobbly and some stable. We moved through to come out in brilliant sunshine and have lunch together in one large group. Next came the two hour comedy show backed up by our own Tom Woods with skits and singing in various shapes and forms. Over fifty members and friends enjoyed the outing. Later in the month, 26 September, the Laming Trophy event was held. Thanks to Harold and Mary Smith who organised it with fuel economy in mind. This being the first beautiful spring day after atrocious weather, twenty-one cars motored in this close-to-home rally with the lunch venue at McLaren Falls Park. A peaceful setting for refreshments with the afternoon section up Pori Pori Road. No silent checks, no hitches and back to Kulim Park for the usual afternoon tea and comments. Plain sailing shall we say.

Our monthly Vintage Club Meeting on 12 October was well attended. With Dave Ryan at the helm the Shiny Parts Auction sprang into action. The items brought along for sale were limited this year. Dave pushed them through with many bidders getting more than they bargained for because unsaleable parts were included with their purchase! There were exclamations at the cheap and varied lots, which realised well over a hundred dollars profit for our club. Thanks Dave!

On 3 October upwards of twenty-five older cars left (no not in convoy) from the Wairoa Bridge to visit Murray and Margaret McClymont's new two-acre property near Kati Kati. A busy road with double yellow lines most of the way showed caring Vintagent Members keeping well left. With a few exceptions there is room for more care and consideration or our older cars on main highways will be in the gun. That's for sure! If we don't pull over and keep over changes for the Vintage Car movement are a certainty. Some don't seem to get the message. At our venue there was a beautiful, as-new 64 Chevrolet. Impala and another 83 Chevrolet. The Ute stood supreme, bull bars and all. A walk round the green fields, the beautifully colourful gardens with a welcoming, eye-catching

cone-shaped camellia tree, was certainly relaxing. Lunch in the big garages, was appreciated. Then back to the busy highway. Thank you Murray and Margaret.

The Te Puke Auto Barn on 16 October held a Monster Auction of old vehicles with the weather treating the hundreds who attended very kindly. Of the 74 for auction, 16 were sold under the hammer with other sales negotiable. The auctioneers struggled hard to find buyer confidence in the various models presented. A casual remark heard that the seemingly interested crowd suffered with short arms and deep pockets! An intriguing day for those who love old cars. There was a wide range from 1913 to the 1970s. There were bargain hunters and a few bargains too but buying cars of the twenties was not in vogue!

Another yearly event was our Swap Meet held on 17 October. This proved to be on a smaller scale than previous years in a very big warehouse which guarded us against inclement weather. Approximately forty stalls were set up and with the mid-morning sun encouraging a bigger clientele. Buying was keen from 7 am but by midday the show was over! All morning the ladies and some gents too were kept busy serving refreshments. A big thanks go to all those who contributed. There were so many helpers in that area. Gratifyingly a profit was shown overall.

One older member buyer was seen to arrive from afar on his Vintage cycle, bright coloured vest, helmet and all. Fuel prices must be prohibitive! Later he was seen pedalling away with saddlebags bulging.

May your holiday motoring be safe and happy, be it Vintage or otherwise.

### Canterbury

Tony Becker

October in Canterbury Branch means Swap Meet month above all other activities. Predictably 2004 was another successful occasion for hundreds of site holders who unfortunately, once again got the weatherman's cold shoulder for some of the time.

Weather aside, the show went on in good spirit, drawing big public interest as always. Notably the camp kitchen, toilets and showers felt the sudden impact of pressure over the weekend making servicing these assets, plus rubbish removal, a challenging chore for our small but dedicated team of volunteers.

Then there are further volunteers who erect and later dismantle marquees, clean-up the grounds of donated goods, guard display vehicles, handle inquiries, handle money, difficult customers and organise displays. These are the unsung folk we gratefully thank!

Also in October we enjoyed what is for many members and families the year's highlight, the Homestead Run. This year's organisers, Esme and Bob Humm arranged

three delightful properties in the Loburn district which allowed about 300 members with their 130 beautifully presented cars to lunch together in lovely Loburn Domain. The homesteads, two of which had not previously been available to visitors reflected the true heritage of rural and pioneer Canterbury on a stunning Canterbury day!

Another brilliant day was enjoyed in late September by Annual Vintage Rally contestants. Again led by branch Vintage convener, Esme Humm together with Bob, the 76 cars plus a motorcycle travelled from Cutler Park to Oxford via Waimakariri Gorge. Field Tests followed plus a peek at Oxford Museum. The rally dinner was held at Hornby Club. Rae Trophy overall winners were Keith and Yvonne Dixon, with Mike Glenday second and Bruce Ackroyd third. Ken and Kenneth Lowden Trophy for field tests was won by Jack Porter in his Ford A.

The Motorcycle section's Girder Rally to Akaroa was very popular again. About 50 entries with the usual stop at Duvauchelle for lunch. Another seriously-good-fun annual event on Canterbury Branch calendar was the motorcycle section's run late in September for Vintage scooters and mopeds. Another for these so called wheeze machines is Syd's Birthday Run run on 20 November.

Of some interest is the Oxford to Oxford in an Oxford marathon by Red Cross fundraisers Tim and Jo, whose Morris Oxford is due to arrive from Britain in February next year. Finally, the Canterbury Anniversary Show Weekend tour is on as we write, this being led by the Ainsworths into the Twizel/Mount Cook district and is very well supported.

### Central Otago

John Loudon

A garage raid in the Arrowtown area proved to be a good afternoon event, and from reports there is a lot of restoration underway. The event ended with a barbeque at George and Sandy Pages, where members were able to inspect all the toys that George has tucked away.

We have had some interesting speakers at monthly meetings. Recently Alan Markby gave us a run down on his early days in the motor trade with both highs and lows along the way. He also restored a number of vehicles during this time and is a foundation member of the PVCC in Dunedin. His current car is a very original low mileage Morris Minor 4 door in top condition. With increasing petrol prices this may be the way to go. Another interesting speaker was Phil Dunstan, talking about his visit to the 24 hour Le Mans Race. He had been contacted by a friend and invited on a VIP tour for this event. With a grandstand seat and corporate box right over the pit area, with all food and

refreshments laid on he couldn't turn it down. Their accommodation was some distance away which involved hair raising travel through the traffic. The event, included odd prangs to add to the excitement, had vehicles travelling at speeds of up to 300 kph. The sight of disc brakes glowing in the dark has to be seen to be believed. Phil says he will go back if the chance comes up again.

A time trial event organised by Bill Grant, over gravel roads in the Ida Valley area, was supported by eight teams with our chairman Alister Stewart winning on points.

The 30th Blossom Rally this year had 60 cars participating over a varied route which ended up back in Cromwell for an evening meal and prize-giving.

Our Swap Meet Sale Day on Sunday was another good day weather wise and earned a



Top: Mt Thomas Station, Homestead Run - 31 October 2004, Canterbury Branch.

Bottom: Loburn Domain, Esme Humm outlining the day ahead for entrants in the Homestead Run, Canterbury Branch.

few dollars towards our new shed project and towards general maintenance.

An Auckland visitor purchased our Commer truck as he is restoring a similar vehicle, and was amazed that ours had no rust.

At our last night meeting Peter Lormans from GTM supplies at Frankton Industrial spoke about their supplies. They stock all forms of hand tools, drills, grinders etc plus all types of welders electric and gas with all the gear etc. We all learnt something new particularly about the colour of drills etc for home use or tradesmen.

Thanks to all who have contributed to these notes and best wishes to all for the Festive season.

### Eastern Bay Of Plenty Sue Moore

In August several of our members met at Matata and headed for Tauranga, and were joined by other cars on the way. At the Pyes Pa Hall we met with members from Rotorua, Waikato, and B O P branches for lunch after which we proceeded together

with a garage raid. At Owen Goldsmith's workshop we admired his immaculate Daimler and other vehicles including a Model A, Dodge, Plymouth coupe and a Jaguar, all in various stages of restoration. Next stop was at Ivan Allen's where two equally immaculate Veteran cars – a 1911 Wolseley and a 1913 Renault DG stood in all their splendour! Here also, a Cadillac and a Motel T are being restored. Also, a bonus for the ladies at this stop was Mrs Allen's lounge where about 100 dolls, all imported from America, some standing a metre tall were beautifully dressed. Our thanks to B O P branch for arranging this interesting afternoon.

Our September run saw 12 cars leave Whakatane to motor to Opotiki stopping at Doug Wheeler's home on the way to look at numerous motor vehicles and parts thereof. As one member put it "a handyman's dream" or "nightmare" depending on how you perceived it! Our destination in Opotiki was to attend the Classic Film Festival and after parking our cars outside the movie theatre (where they were dutifully watched over by the "Keystone Cops" alias the local Lions club) we moved on in to view the 1926 silent movie "The Son of the Sheik" starring Rudolf Valentino. A live pianist played for the duration of the film and some of our members were dressed in 1920 – 30s attire so all enjoyed the experience of a by-gone era.

Also in September 44 members met at the Whakatane RSA club for our annual get together and dinner, which had been postponed in July because of the flooding. A pleasant surprise was to find Rob Knight the North Island Club Captain was also dining there that evening! We enjoyed a delicious meal and good fellowship. Thank you Nobby Clarke for once again arranging this pleasant night out.

### Far North

Dave Duirs

Rosco's Rocky Road Rally was a great challenge for those who were not put off by the advertising which guaranteed that our vehicles would get dirty and that a shovel could be needed! Cars from the '20s to the sixties spent the day rallying through the Aupouri forest with some spectacular scenery along ninety mile beach and challenges navigating in soft sand on some of the tracks. Once the forest section was over and the crews thought they were heading home, the instructions took them through two dairy farms where the cow races were the only way out provided they made it before milking time! The day ended back at the Pennell's ostrich and emu farm for a debrief and rewards of chocolate fish for those who had performed the best!

"Guess who is coming to dinner" was a lot of fun on a recent evening when Rosco's Rocky Road, Far North Branch

members nominated to either be hosts or guests and were organised so that those who were to be guests were notified at 6 pm on the evening, of their venue and the hosts only found out who they were hosting when they turned up. The venues were spread across from Kerikeri to Kaeo to Taipa and about thirty members participated with no more than three couples per home. The meals, entertainment and dress were many and varied and organisers Rosco and Raewyn Pennell somehow managed to visit each group to spy on the activities and partake of some of the goodies. A lot of fun and a special thanks to our hosts.

The tour planned by Nancy and Brad Topp was a very relaxed affair starting in Kawakawa and making its way to the historic Ruapekapeka battle site which gives a very good idea of the beginnings of trench warfare with many of the tunnels in the Maori camp still in good order. From there the group made its way to the Waioimo limestone caves which are a very short distance off the main road south of Kawakawa. The Kawhiti family run this attraction year round and it is definitely well worth visiting. Very good picnic facilities under the huge rock cliffs are provided and the guides give a interesting walk through the caves on a safe boardwalk lit by old pressure lamps held on high to observe the massive limestone formations and glow worms. Once out of the tunnel the walk back is through beautiful bush amongst huge limestone formations. We then made our way to the Mahoe cheese farm where we were first questioned by two young ladies on facts pertaining to our day's run which was a bit of a worry and which created a few laughs. A new furniture and craft shop tempted some wallets and many a piece of cheese was purchased from the cheese factory. The lucky prize winners of the day were rewarded with more exotic cheeses.

Murray Baird has volunteered to organise mid week runs from time to time



Topp's Tour, Far North Branch

and these will take the form of non competitive runs to a lunch venue for a chin wag every month or so.

Chairman Rosco Pennell brought his new BMW 1200GS motorcycle along to the last after meeting natter and this proved most interesting. It is now back in its crate for shipping to South America where Rosco will join a tour of like-minded bike people on a great adventure.

Winston and Lyn Matthews had a live day at their historic museum over Labour weekend and some club members were able to assist. This facility has been enlarged and is recommended as a must for both young and old to visit year round.

We trust that all members have a great festive season where ever they may be.

### Gisborne

Rodney Clague

Seven vehicles travelled to Hawke's Bay on the weekend 10-12 September to view several places of interest. The first call on Friday was to the Hawke's Bay branch clubrooms where we enjoyed our fish and chips at their noggin and natter and then had a look through their spares department and library, plus the continuing restoration of their Rolls Royce. Saturday saw us visiting Les Lemmon's museum at Puketitiri where we saw an amazing array of memorabilia that has been collected by Les and his family over many years. This was followed by a visit to the British Car Museum at Haumoana, again an interesting place. Sunday found us at the Millenium Museum, also in Haumoana, where there is an



extensive display of cameras and film projectors. A very interesting weekend.

The Fun Run on September 26 was organised by newsletter editor Janet Squires. This took us round the city environs, and at different addresses we had to check out the contents of strategically placed containers including one in a private letterbox. This run had the best attendance for several months including three of our new members. A great day.

October was a busy month too. The annual A & P Show was attended by 8 vehicles, plus we had a visit from Wayne Clarke from Hawke's Bay with his traction engine helping to celebrate 100 years of the tractor. As I write this 40, vehicles have arrived in Gisborne as part of the Hawke's Bay Safari, returning to Gisborne on Monday. On the last Sunday in October we hosted 11 vehicles and their crews from Wairarapa who were travelling around the East Cape. A group of Morris enthusiasts also invaded the district at Labour weekend.

Our kitchen renovations are almost complete, with the midnight oil being burned by the team in an endeavour to get it shipshape for the above events. The cooks and bottle-washers will be very pleased with the final result.

We welcome new members Brian Sutherland who has purchased the Squires' 1928 Model A Ford 'Buttercup', and Dave Dewar with a collection of Bedford vans.

### Gore Ron Osborne

On September 5 Invercargill Branch members joined us for a garage raid. Our first call was to Club Captain Jim McFadzien's workshop to view BMWs and Oliver tractors. We followed this with a visit to Robin Dickson's shed at Pukerau. Robin has everything in there and for those who have not been privileged to visit his collection, it is a sight worth seeing. He does not specialise in any particular make or model, and has cars of rare and very early makes right through to Cadillacs of the 50s and even Morris Minors and a Fiat Bambina. There is also a large collection of parts. We returned to the clubrooms for lunch before travelling out to Mandeville where the Croyden Vintage aircraft business is restoring old aircraft. This is an extremely interesting place and more recently a new building as been erected to house the planes. Our final call was to John and Mary Tremaines who have a large building which houses Fords, Morris Minors (many), and Valiants. I believe another building is planned for future exhibits. The Branch is grateful to those members who opened up their sheds for us.

Our Opening Run on 19 September also incorporated an economy run. Starting at the East Gore Service station to fuel up and returning to the Mobil Service Station to top up at the completion of the run. The

journey took us through Whiteric, Chatton, Otama, Riversdale, Balfour, back to Mandeville, Otama Flat and home to Gore. Very interesting with some even more interesting results. Best effort was Val Miller 1972 Mini 56.18 mpg. Gordon Diack 1947 Morris 8 44.49 mpg. At the lower end was Ken Youngson 1928 Chrysler 4 18.68 mpg. Another interesting result was from John Tremaine 1965 Ford Zodiac 30.66 mpg.

The Canterbury Swapmeet has come and gone and although the weather was cold the rain at least stayed away during the three days allowing full trading. It remains as popular as ever with large numbers attending each day.

Christmas is just around the corner, compliments of the season to everyone.

### Hawke's Bay Rod McKenzie

The Annual Te Onepu and Pukeora hill-climb events were held in late September with a smaller entry than last year and again it was judged as being successful by the entrants. Ron and Jenny Day have made this event their own, and it is due to their influence it all works so well. The fastest car at Te Onepu was a 1964 EH Holden from Wanganui with a 1955 Lotus Mk 6 the quickest at Pukeora. The most significant car was undoubtedly the 1906 Darracq Grand Prix car being given its first outing since Malcolm Campbell raced at Brooklands in 1914.

The mid-week runs are still being enthusiastically attended by many of our retired folk who have this event to look forward to each month. Ten to twenty cars turn out usually with runs arranged to all manner of interesting venues.

Every second year we have a run to Central Hawke's Bay to see the spring Daffodils and have a picnic lunch among them. Forty-nine club members turned out this year for what is regarded as the first run of the season. The first stop which took everyone's' breath away was to an Art Festival at the old Pukeora Home on the top of the hills west of Waipukurau. All manner of artwork was on display and additionally, antiques and locally produced wine were also for sale. This interesting stop was enjoyed immensely by all for its variety alone!

The branch has not had a Motorcycle rally for many years, so Glynn Clements took it by the scruff of the neck and put on a weekend run at which over 20 machines arrived. Even the lads with mopeds joined in towards the end.

The Central Hawke's Bay members arranged for a Night trial in early October. It was a very wet night as the 17 crews headed out into the hinterland. Upon arrival at the Ormondville watering hole we were fed soup and buns, to be followed by the rest of the meal when we reached the

final destination back in Waipukurau later in the evening.

Our members were saddened by the passing of Rob Hodge on the 14 October at his home. He was an active member of the club turning out to many events with his wife and companion Shirley, in their wee Austin Seven. I first met him when he travelled up to the bay on runs from his Wellington base, before he retired and made the decision to shift here permanently. We pass on our sympathy to Shirley and family at this sad time. Runs on the calendar for us to look forward to are the coming Safari to Gisborne, the Veteran Rally and Homestead run in November, and the Annual Art Deco affair in February. And some of our members with the good fortune to own Model T Fords, will be taking part in their Annual Rally in February being held in Havelock North.

Best wishes to all our motoring friends throughout the country for a happy Festive season and a bonny New Year!

### Horowhenua Shona & Peter Nightingale

The last couple of months have been quiet but our Sunday runs have been well supported. In spite of wet weather ten cars attended the Foxton Spring and a number of members with their cars put on a display at the local Cosmopolitan club on Bathurst Day.

Club nights are well attended. Last month a workshop was held to assist members in understanding and filling in the application forms for Vehicle Identity Cards. Fundraising for 2005 National North Island Easter Rally has been good with cars displayed in malls and raffle tickets sold. We have had a helpful grant from the council and the organisers are on track. Alton Harrison, the rally chairman has an enthusiastic committee with him and rally routes will all be on country roads taking in the spectacular Horowhenua scenery. He assures me that the weather has been planned and entrants will enjoy sunshine over Easter.

Horowhenua is rich in history and lies between the Tararua ranges and the coast. The venue is the A and P Show Grounds which gives a choice of route exits and is located in the center of town. During the weekend the entrants will visit a number of tourist attractions and may even see some Easter bunnies as they drive by. As you read this, entry forms and suggested accommodation lists will have reached your branch and the rally secretary. We look forward to receiving your entry.

Our Chairman Peter Hull has been restoring a 1952 Ford Prefect which he purchased from Eddie Dittmer. There is still a lot of work to do, refitting guards, window track, windows, windscreen etc etc. The aim was to have it on the road for the Tararua Trundle on 14 November and he says it will be there.

**Manawatu****Robyn Corpe**

On 21 August a very successful "garage raid" day was held. The first stop was at Murray Martin's garage where he and Dot showed us their cars, a 1930 Studebaker Director 6 Sedan, 1937 Austin Ruby, 1961 Holden Station Sedan and the 1964 Mercedes-Benz formally owned by eye specialist Fred Hollows. On to Opiki to view the heavy duty Ford, Model A and Holden vehicles of Des and Maureen Locke. A shared meal and a film was enjoyed back at the clubrooms.

The second garage raid was over to Dannevirke via the Saddle Road and the new wind mills. At Barry Hoffman's a good crowd looked at a Porsche, VW, Escorts and a Jaguar. Next stop Nick Boblear showed his Chevrolets in his garage, the walls full of memorabilia. On then to Rob and Margaret Milligan's garden, a 1930 Humber 16/50 Golfers Coupe and a 1950 Commer. Lunch was enjoyed in the woolshed.

Trevor Riley spoke at the August club night about his time in the Antarctic in the summer of 1967.

September Club night we all enjoyed a video of the 2003 Ruahine Ramble taken by Elizabeth and Fred Smits. Great to be reminded of what a wonderful day it was over hills and fords up Rangiwahia way. The floods cancelled this years Ramble.

Brian Halcox is a rejoining member with a 1935 Chrysler and we welcome Murray Leach with a Triumph Spitfire Sport.

Vintage Only Rally was held on 19 September. Twenty-six cars started from the Plaza carpark where a collection was taken up for the Arohanui Hospice.

Results from a great run organised by Dennis Milne:

1	John Stokes and Royce	1930 Whippet
2=	Len and Gladys Haycock	1929 Chevrolet
	Nigel and Michelle Fraser	1930 Chevrolet
4	Terry and Sally Reed	1928 Austin

Our Annual Swap Meet at Manfeild was held on 2 October. A great success thanks to the weather, Trevor Hardy and his great team.

**Marlborough****James McKenzie**

Since our last report the AGM has been held with a new Chairperson, Mrs Carol Wiblin, elected unopposed and a new Secretary Mr George Elliott. The new Club Captain was elected at a later members night meeting and is again your scribe.

The new Parts and Storage shed, with new concrete floor, has been pushed ahead by a very enthusiastic fundraising committee, Ladies Group, Bokes in the Parts Shed, and many of our members. A large Garage Sale plus a Monster Car Show which attracted 160 cars plus 80 motorcycles were held as successful fundraisers.

A Combined Motor Cycle and Car Run to Canvas Town to visit a commercial Model Car and Motorcycle building

industry was very interesting as was lunch at the Trout Hotel.

Drivers and Navigators entered the Straight line and Observation navigation test with enthusiasm on a monthly run where Carol and Graham Wiblin driving the Schacht highwheeler came out the winners.

Our Branch hosted to lunch the drivers and navigators of 65 cars taking part in the Classic Motoring Society Lord Nelson Rally, appropriately called Treading the Grapes.

The September run to Deep Bay, which opens into Tennyson Inlet and is off the French Pass road was supported by 16 cars. The weather was good and the scenery magnificent. Our hosts Chris and Cedric MacAdam, descendants of the first settlers of that property in 1886, welcomed us and gave an interesting insight into hardships developing farming and in living in a remote part of the Sounds.

Members night meetings have included a presentation by members of the Road Safety Council. An interesting talk by one of our members on his revisit to Cassino. John Pattie also shared some experiences of the battle 60 years ago. Members were also treated to an interesting travel talk and observations of living in Sri Lanka and Dubai by Ken Daldorf.

A Vintage car display at the Springlands School Gala day was much appreciated by the visitors.

**Nelson****June Campbell**

What a surprise to see John White's face looking at us from the TV screen! John travelled to Italy earlier this year to attend the 60th Anniversary of the battle for the monastery at Cassino and then did us the honour of coming over from Marlborough to our September Club night and tell us all about it. October saw a well attended Club night visit to the World Of Wearable Arts Complex to view classic vehicles, recent additions were a Maserati and Ferrari. In the costume section were winning entries from the latest WOW show.

Twenty-six vehicles gathered for a Blossom Run in September, this took us through the Moutere country roads, meeting for barbecue lunch at Kaiteriteri. A little bit early for the blossom as we emerge from this long winter but nice and green all the same.

Approximately twenty-three vehicles left the Founders Park clubrooms and motored north-east of Nelson city to spend the afternoon at Delaware Bay. A walk to the spit and afternoon tea was a pleasant way to spend the October Club run.

The motor cycle enthusiasts continue to support their runs. In September they braved cold and windy conditions to head south to the Belgrove Bar and Café to enjoy

a nice warm fire, a natter and a coffee. Way to go, boys!

An annual event which passes quietly but brings a lot of pleasure to the passengers is carried out by the ten or so drivers who take their vehicles to The Wood Retirement Home in Nelson and take (some of) the residents for a ride. There are always the keen ones who want to ride in an open car, I guess it brings back memories for them and Branch members enjoy being able to provide this treat for them.

The Canterbury Swap meet (as always) attracted quite a few members who travelled down to McLeans Island to hunt for treasures and catch up with old friends. This is an enjoyable event in the VCC year and we acknowledge the time and effort put in by the Canterbury members who organise the event.

**Northland****Austineer**

This year the Far North tour entries may make our 100 target again. The route this year takes in views of central rural Northland, our best coastal beach access road, the oldest NZ settled town, a tour through a pine forest, past the oldest NZ stone building and on up to the Far North Branch to be wined, dined and entertained.

It is amazing where some of our club members get to. At our once a year joint Whangarei-Dargaville club meeting, the guest speaker Ann Lupton spoke about a very interesting tour on the Trans Siberian Express. Hong Kong to St Petersburg, 11,500 km with temperatures ranging from 6°C to 34°C. Yes Siberia is cold even in summer. She saw the terracotta warriors, Moscow with 8,000,000, and the hectic traffic of China.

Many cars are being refurbished or restored at present with typical pre-international rally concentration. Certainly there is a great focus to complete a project.

Coming up the Dunny Run (Interclub event) on 20 November, Gymnic 21 December, these will complete the 2004 events. We can then look forward to some beach action on the 6 February Beach Run.

**North Otago****Tony Aker**

Our opening run for this year was on August 22 with 10 vehicles and crews leaving the clubrooms and travelling via Weston, Enfield Coalpit Road and Horse Gully to arrive on the plains near Papakaio. The route included Coalpit Hill, scene of past hill climbs but now widened and corners eased to be safer for truck traffic and no longer a challenge of any sort. We toured across the plains to the end of the timed section at the Waitaki Bridge rest area before going on via mainly back roads to the Jollies Motor Museum in Waimate. Here is a collection of vehicles of predominantly French origin including many 2 CV Citroens. A feature of the visit was the large

cockatoo which is not caged during the days and roams at will on the property. On this day he was located playing in the coal bin. I think he was originally a white bird!

Afternoon tea on the homestead lawn was followed by a run home via SH 1. Results were

- |                   |                 |
|-------------------|-----------------|
| 1= Geoff Ralls    | 1956 Packard    |
| 1= Len Withers    | 1969 Daimler    |
| 3 Rebecca Deadman | 1958 Minor 1000 |

The September Club Run was the lady driver's event with a field of seven contestants including a very striking statuesque blonde driving a 1948 Citroen. The whiskers were a bit of a give away though Graeme. The run covered the Oamaru urban area and Kakanui with many searching questions to be answered and was most enjoyable. No results have been announced yet and no divorces as a result of husband's navigation have been reported.

Guest speakers Ivan Main and Bill Mitchell at our September Club night gave an interesting talk on Branch history and past events with photographs and articles available for viewing.

Our most recent Club Night had guest speaker Davie Hill speaking on the restoration of an Auburn of about 1930 Vintage. The history of the vehicle was most interesting as it had started life as a large sedan but had been stripped of its bodywork and rebuilt with extensive chassis modifications as an open wheeled racing car and it is in this form that the car now exists as a tribute to Dave's skill and dedication.

### North Shore

Peter Aitken

Our report missed the closing date for the last issue, hence our late apology to the de Latour family. Our Branch sadly expresses our condolences on the passing of Frank who was our foundation Chairman. Just recently, Frank had spoken to our Branch of his various duties in his capacity as Speed Steward on the Management Committee.

Our AGM has seen several changes to the committee - a warm welcome extended for Richard Hadfield and Robin Strachan; also Maurice Whitham who has volunteered for duties as Secretary; the writer, as Treasurer. Many thanks extended to long term committee members Peter Lloyd and Club Captain, Kevin Lord; also Gaylene Cullen as previous Treasurer. We also appreciate the service and work carried out by Angie Duke, our retiring Secretary. On the restoration scene, the two Packards of Arnold Van Zon and Henry Rynbeek are progressing steadily, hoping for completion in time for Vero Rally 2006; both cars looking so big and impressive in their open Victorian body style-ratio

Our Clubrooms are also receiving the restoration treatment - a few rotten boards replaced, repaint, etc. will give the grand old building a new lease of life.

The triple run on 22 August combined with North Shore, Wellsford and the Hibiscus Coast Enthusiasts Group rally organised by Paul and Kathy Collins, helped by Dallas McNeil. Thirty or so cars enjoyed a very nice run - finishing at the Matakana Museum.

September 18-19 Spring Splendour Tour to Whangarei, this year was once again well organised by Joy and Len. All who participated enjoyed their old car jaunt to Northland, with Gaylene and Brian Cullen extending their hospitality.

October 3 Open Day was well attended, with Len Woodgate giving a demonstration on the use of our wheeling machine and quickly showing the procedure for shaping metal to any given pattern. Our monthly run was organised by Robin Strachan. It was an interesting run to Huia on the Manukau Harbour Entrance and deserved a larger turnout. Hang in there, Robin!

### Otago

Arthur Bennett

Our Commercial and Veteran Run was cancelled on its advertised date as snow had made a weekend visit to Dunedin making roads dangerous. No sense in buckling the fender to prove one shouldn't drive in hazardous condition. On the second date which was clear and fine a run down to Sawyers Bay and over to Outram, four commercials and four Veterans - with a predominance of Model T's amongst the rest. A Quiz Night organised by Leonie and Gary Young was also affected by the weather. Six teams managed to seek answers right or wrong for the Mastermind. The brainy ones went under the nom-de-plume of "The Austins" which also included Chris and Mary Whelan. Leonie hopes to run several of these nights next winter. A very good "GM" night rally in conjunction with the Vauxhall Club was held. We also hosted members of the Vauxhall Club who were attending their national meet and AGM at a barbecue on our Friday night Noggin and Natter. Over Labour Weekend a good number of motorcyclists entered the Dunvegan Rally. We are looking forward to the Vintage Venture weekend run on 19/22 February. Contact Peter Daniels to enter and also our swap meet at Tahuna Park on the 19 March. The last one was well attended and there will be plenty of just what you want in boxes, trailers etc.

### Rotorua

Doug Green

The September Club Run was to Auckland by bus to the Auckland Zoo and Motat. Twenty-eight members turned out for the damp trip but both venues were worth going to and everyone had a good day out with dinner on the return trip.

Our annual barbecue run was another good turn out with again about 28 cars

taking part in a fun afternoon and a great barbeque tea.

Our annual pilgrimage to Taurumanui this year for the Journey Through Time rally was supported by 12 cars and we joined up with 50 other vehicles for the run to old school and past school sites around the Taurumanui area. As is expected, everyone had a wonderful run through some of the best Vintage motoring in the North Island as the King Country never seems to run out of historic places to visit. It must have been a very busy place in its heyday and is still a large sheep breeding settlement. It was good to see the clean country and motorable roads for our old cars.

Malcolm Adlam is having his '52 Chevrolet rebuilt in Rotorua with brakes, steering etc being restored to back to new for fun rallies.

Phil Monk is having his Graham Paige checked out and some parts rebuilt for the trip south in 2006. This should keep the Graham trouble free for the next few years, as his car is restored and in perfect running order now.

Our Sulphur City Rally is coming up and hopefully will be as large and as great as last year. We have beautiful country in our area and we are a great group to be around so see you there!

### Southland

Paul Rodmell

The October Mid-Week run had 32 starters in 14 cars setting off from the Racecourse entrance in cold and overcast weather which cleared somewhat as the day wore on. The cars travelled along Rockdale Road, then onto the Gorge Road-Invercargill Highway and the Tokanui-Gorge Road Highway. A couple of right turns lead to the Curio Bay Coastal Route, which in turn led to the second most important "event of the day", the comfort stop at Fortrose. The route went then by the Main Coastal Route and round the loop back to Curio Bay and the Community Hall. Here the Curio Bay Ladies had a most enjoyable dinner prepared at \$12.00. This was put on by the community members to raise funds for the preservation of the Petrified Forest and development of the Curio Bay Camping ground facilities. It was great sitting there having dinner overlooking the sea. This was a great outing and full credit was due to Jack and Olwyn Toomey for organising such an interesting trip. The country looked marvellous, with plenty lambs on green pastures, the roads in excellent order and the company was great.

Because of insufficient entries, the Teretonga Timer had unfortunately to be cancelled.

After the October meeting there was a very interesting presentation of the first car journey, with a reading of the marvellous picture book "Berta Benz and the Motorwagen", which was written by Mindy Bingham. The accompanying colour wash

illustrations in dazzling detail and evocative power by Itoko Maeno were viewed using Power Point and a data projector.

The Southland Branch is looking forward to the 50th Anniversary Celebrations 4-6 February next year. On Friday there will be a Welcome, Noggin and Natter. The Commemorative Rally and Dinner will be held Saturday, while on Sunday there will be a Light Lunch followed by the Farewell. As well, Neil McMillan is writing a Commemorative Book of the Branch history.

### South Otago

Bill Cross

The South Otago branch held a successful dinner on 14 August 2004 attended by some 64 members including partners at the South Otago Town and Country Club. Prior to dinner Club Captains Ian and Wilma McDonald conducted a run south of Balclutha. Janet Cross, Noeline and Stuart Milne (1965 Wolseley) answered most questions correctly and took away the prize of the evening. Neville King entertained the diners with several movies of life in South Otago in yesteryear. During the evening Wilma McDonald was presented with the D G Williamson trophy for the lady contributing most to the branch over the previous year. The Laytham trophy for best restoration was presented to Phil Sell for the excellent job on restoring the 1967 Triumph Spitfire.

At the August branch meeting Treasurer Paul McNabb, gave a full report on the annual meeting of the New Zealand Vintage Car Club Inc.

The Annual Weekender has been well prepared by Ian and Wilma McDonald and the date set is 25-27 February.

Kevin van der Water of the Otago Post Vintage Club spoke to the branch at the September meeting on the future of the Otago Auto Spectacular seeking new ideas to enhance this already successful venture.

Neville King has dressed the window at the South Otago Museum with several features of the VCC movement.

The Alexandra Blossom Festival was held in glorious weather on 25 September with Percy Burrows (1928 Plymouth) John Cook (1967 Oxford traveler) and Wally Ollerenshaw (1954 MG TD) taking part.

Our opening season run, organised by the Club Captain to Bull Creek on Sunday 12 September, was supported by 22 Vintage vehicles including a 1911 AC Sociable three wheel car driven by Stuart and Andrew McCraw of Waitahuna. Other cars making the journey over the hill from Milton to the Coast were, Noel Willets 1931 Ford A, Jim Beeby 1937 Austin Seven Ruby, Graeme Jarvie 1937 Pontiac, Len Glassford 1950 Bradford, Wally Ollerenshaw 1954 MGTD, Neville King 1954 Sunbeam MC, Ian McDonald 1955

### Southland Vintage Car Club 2004 Service Award

At the SVCC AGM Dave Harris was a popular recipient of the club's service award. Dave has been our *Rumour* Editor for many years and has done a sterling job. We may not have always agreed with his views but he certainly challenged our thinking. Dave regularly issued the challenge to members to contribute articles for publication and warned that any surplus space would merely give him a forum for talking about his beloved Oakland.

In addition to being our Editor Dave was, and continues to be, involved in a wide range of club activities. He was a key organiser of the 2000 millennium rally to Te Anau involving the Southland, Gore, South Otago and Central Otago Vintage Car Clubs. The rally was so popular that it is being held every three years, and again Dave was instrumental in the success of the 2003 event.

Dave's enthusiasm and willingness to give things a go are much appreciated and we look forward to his active involvement in the club for many years to come, assuming of course that we don't interfere with his love of fishing.



## Gateway Gambol

*Text and Pictures: Glenys McKenzie*

This rather novel event was held on the afternoon of Saturday 11 September. Entrants were given a sheet with various numbered images on it, twelve in total, and another sheet asking questions relating to the images. Sound easy? The trick was to identify the images, all of which were entranceways to various sites around the City of Invercargill. The images ranged from the carved entrance gate to the Murihiku Marae, to the entrance way to the returned servicemen's section at the Eastern Cemetery, to a mural on the City of Invercargill Caledonian Pipe Band Hall.

Having identified the images, entrants then needed to plot a course around their locations so that they could find the information necessary to enable them to answer the relevant questions, while clocking up the shortest possible distance.

After much discussion among each team, entrants headed off on their quest. A map of Invercargill proved to be most helpful as a number of locations were identified on the map. The entrance way to the Ascot Park Hotel Motel proved, surprisingly, to be the most difficult with its trellis type appearance and tree insignia leading some to believe that behind it lay a gardening shop.

Congratulations to Faye Martin, winner of the senior navigators section and ably driven by husband Allan in their 1929 Ford A Pick Up, and Amy and Thomas Jenkins as joint winners of the junior competition.

*Below: Alan and Faye Martin conferring in their 1929 Ford A Pick Up*



Zephyr, Les Bennett 1956 Vauxhall, Peter Dawson 1959 Hillman, Keith Collier 1960 Zephyr, John Bellaney 1963 Oxford, Paul McNabb 1965 Vauxhall, Stuart Milne 1965 Wolseley, Peter Umfreville 1966 Wolseley, Leon Magure 1965 Hillman, John Cook 1967 Oxford Traveller, Phil Sell 1967 Triumph Spitfire, Bill Falconer 1970 Rover, Wayne Batt 1973 Datsun, Joe Smith 1974 Rover, Jack Knight Morris Minor, Mel Tapp 1979 Renault.

Three branch motorcyclists enjoyed the Dunvegan rally during October 2004. The overnight stay was at Scouts Green Park at Puerua in South Otago, where members of the branch catered for the evening roast meal. Stuart McElrea riding his 1970 Triumph Bonneville took out the overall prize and Phil Sell on the 1951 Norton Dominator was presented with the Dunvegan Rock. Ian McDonald on the 1950 Triumph Thunderbird made up the local trio.

### South Waikato

John Lee

On Sunday 17 October the club were invited to join with the Hamilton Sunbeam Talbot Club at Matamata for a get together lunch and then view the collect of Mr J H Troughton. It was a beautiful spring day and we saw a line up of American, German, English tractors started and run by Mr Troughton. Some lucky members were able to drive some of the vehicles. There were several Chevrolet trucks and a three wheeled Japanese truck, plus many stationary engines adapted to hacksaws, punching and pivoting machines. A Graham Paige was in line with a Model A, Model T bus and a Ford Model N. Our oldest member Joanna Mathis was invited to go for a jaunt with the owner in the Ford N (1906).

Several sheds are full of the bygone era, tractors, cropping, drill boxes for seed planting etc. While moving about the collection I was struck by the lack of knowledge that I have of old machinery and cars and wonder who will in future be able to maintain this and other similar collections. Many thanks to Mr Troughton for starting up and running so many pieces of his pride and joy.

### Taranaki

Colin Johnston

The breakfast run was held recently and the popularity of this event is evident with the members turning up to enjoy an early morning run and ending with a fully cooked breakfast and talk over a hot and welcome cuppa. Organised by Wally and Rosaline Hunt this years event was won by Veronica and Steven Oliver. Seven cars competed in the Ladies only drivers run which was won by Beryl Watson and friend Jean. The Lions Fun Run was organised by Harry and Pauline Davy of Waitara and was well attended with over nineteen entries. This

rally has invited guests from the Lions Club and along with our members makes it a real fun run. It always ends up at the New Plymouth airport at the aero club clubrooms this year the first VCC member home was Bryan Morris.

The Rubber Duckie Motorcycle Rally has been held and this year's overall winner was Robert Guddop of New Plymouth, he also won his post war section. The rally took off from New Plymouth and took in some North Taranaki roads with a morning tea break at Urenui then on through Waitara and the lunch break was held at the Hurangi Hall. Prize-giving was held in the true Rubber Duckie tradition and was enjoyed by all who attended.

Harry Davy from Waitara has sold his 1926 Dodge tourer and it has been purchased by local member Murray Aldridge of Bell Block. Steven Oliver is making steady progress on his 1908 Cadillac with the upholstery being just about completed. John Muter in Stratford is still looking for a Wisconsin motor for his very rare 1912 Cutting motor car. This car has some interesting history from Taranaki and we hope to see this car restored soon. Any help would be appreciated by John.

Our branch has lost an enthusiastic and very keen member with the passing of Noel Jannings who was a past Club Captain and committee member of our branch. Noel attended many rallies in both Taranaki and the North Island and will be remembered for driving his 1930 Dodge Straight 8 and Wolseley 1500 or his 1938 Morris 12 motorcar. There was never a dull moment when Noel was speaking in his capacity as Club Captain and he will be sadly missed by all of us. Our deepest sympathy is extended to Margaret and all the family

### Taupo

Jack Hindess

The big event for our branch was the National AGM held at Wairakei in August. This was well reported in the last issue. Sufficient to say that the local organising committee headed by Chairman Frank Maxwell and Secretary Val Moore are to be congratulated on a job well done.

At our September club night we had David Holroyd of Marsden Hall Antiques along to speak about his vocation and in particular English china and sterling silver. Those who brought items of interest had them appraised by David who also spoke about their history and likely value. A mini Antiques Roadshow, made more enjoyable by the participating members recounting how they came about their treasures.

During September, club captain Ray Harwood took us on a mystery tour around some local attractions, that we as locals, tend to take for granted. We visited Aratiatia Dam and watched the gates open and fill the Rapids. This is done three times a day in winter and four times daily

in summer and it never fails to impress visitors. The tour continued to the National Equestrian Centre, Lava Glass, Wairakei Steamfield, and Woodturner and finally the Honey Centre.

October club night gave us the most innovative and exciting presentations at a monthly meeting from Carol Lockwood and Janet Grey directors of Fashion/Wearable Art Extravaganza at the Taupo-nui-a-tia College. These two talented ladies have recently produced their eighth successful Wearable Arts show in Taupo. They brought along selected items for display and also used a big screen presentation to show what their students created in the way of Wearable Art, the choreography and the whole stunning performance.

### Waikato

Cazna Payne

August started with a wet but enjoyable outing to the Huntly Coalmines Museum. Later in August 24 cars and crews turned out, most in period or novelty costume for the annual Ladies Rally, starting at a Chocolate factory and visiting some craft and pottery places on the way – excellent to be waited on by the Club menfolk at our lunch stop!

The September Bonnets in the Backblocks tour was a great success and we understand travelled over some marvellous countryside.

Bill Shiells was a recent visitor to a Club night and gave a fascinating talk on the Talbot chassis Hall & Scott aero-engined vehicle.

The Post Vintage Rally in October saw a very healthy number of entries, over rural roads in the Waipa District – an excellent combination of open road driving with some straight line thrown in to keep us on our toes. Overall winners were Shirley and John Foot.

*At the AGM at Wairakei prior to the tour.*

*This 1951 Bristol low-bridge bus spent 19 years in service for Wilts and Dorset in South England before attempting a world tour beginning in 1970. After 40,000 miles and three years of travel the double-decker arrived in New Zealand where the tour ended.*



October was a busy month with the annual Absolutely Anything Auction where lots of bidding, and Colin Storey as Auctioneer, made for a very entertaining evening. Sharman Orr and Graham Pate organised an October shed raid to a collection of Chevrolets, another collection of Windmills, stationary engines and Vintage tractors at Jalea, with the final stop being to Mustang Alley – a restoration shop near Walton.

November promises to be just as busy with the Veteran Rally 6 November, a Club run to Te Kuiti to take part in the Waitomo Centennial celebrations (20 November) and on the following day, (21 November), the Cambridge Swap Meet.

The Branch Library has recently gained a considerable number of new items from the Ray Treanor collection, and Librarian Jan Dearlove has embarked on the massive task of inputting these, plus the rest of the Branch collection onto a Library database.

We are pleased to welcome new members – Kelvin and Carol Spence (transfer from Northland), Dennis and Ramona Collins, Chris and Rayne Brewster, Don Norman (transfer), and Martin and Leigh Dillard.

#### Wairarapa Frances Elwin

The annual Janice Groves Memorial Rally was held on Sunday 17 October, and took the form of a run through country roads to Alfredton and back to the clubrooms. The event was organised by John and Olive Hebron of Wellington. A very successful event with the winners of the Janice Groves Plate being Graham Hodder in his Veteran Saxon and the Navigator's Spoon going to Nicolas Groves grandson of the late Janice Groves.

Our garage raid was organised by Chris Slater. Chris took us over the hill to the Wellington area and arranged places of interest for club members.

Club nights have been varied and interesting with club members giving talks on different topics. The Pot Luck evening organised by Doreen O'Brien was a great night out and fun for all who attended.

The Wairarapa branch extends best wishes to all other club members for a great Christmas and even better New Year.

#### Waitemata Keith Humphreys

By Waitemata standards it's been a quiet couple of months although I doubt the immediate neighbours of Wallace McNair and Anne Thomson would think so. The much vaunted 1906 Darracq restoration was completed and an appropriate party was held to celebrate this momentous achievement. This is a car for only the truly brave, and many there were brave enough to experience a step back in time when racing car drivers were true heroes or truly insane?

Wallace has completed quite a number of extraordinary restorations, some of them



Top: The collection of Windmills on the October Club Run, Waikato Branch.

Above: Some Glamour Girls on the Ladies Rally at 'Something Fishy', Orotic, Waikato Branch.

almost miraculous, but this one seemed to have taken the cake and somehow inspired more than the others.

Back at the more serene Branch headquarters, things have been muted by McNair/Thomson standards. With the cancellation of the "Rusty Nuts Ramble" through lack of support, there has only been another "Pebblebrook" Hillclimb. This too was poorly supported although initially there was a good entry, probably the threatening weather report put off a number of entrants from attending? In the end, there were only six starters and seven drivers.

It was great to have Don Suckling pull up to the start line in the famous old Gee Cee Ess special although sounding a little rough with its distributor not enjoying the ingress of moisture.

As usual Steve Aldersley was spectacular in his Austin 7 Special enjoying the slippery surface. It was also rewarding to have Auckland Branch member Leo Fowler compete in his Austin 7 Special. FTD was a close fought thing with Don Suckling getting first with 1:06.79, Ryan McDonald was close behind at 1:07.19, and Steve Aldersley very close too at 1:07.34. As the road got increasingly slippery, the day was called off early, but with such a small entry everyone had had plenty of runs.

Coming up we have a Drive & Dine on new committee member, Martin Cooper,



our major speed event, Chelsea Walsh on 14 November and a Drive & Dine on the 12 of December.

Attached: Don Suckling in the Gee Cee Ess Special

#### Wanganui Fay Chamberlain

Two more club nights have come and gone. Les Wilson gave an interesting talk on the "alternative" group to the Civil Defence team after the disastrous February floods, and this both entertained and informed members. A few recruitments even followed. The October club night started off as a noggin and natter, but developed into a most interesting evening as Ed Boyd invited members to stand up and say why they joined the Vintage car club. We found out a lot of history and interesting details about each other that night!

We had a shed raid this month which saw around 30 members visiting 4 sheds where restoration is going on. Ray Alderton has been busy on the woodwork of Barry Gillam's Veteran Crossley (from Masterton). For the motorbike fellahs a trip to Mark Hoskins shed in Toi Street saw his partially restored Harley Davidson. Stephen Voss, (the branch's upholstery chairman) had Will Holmes' 1913 Austin as work in progress. Finally a complete rebuild of a MG 1954 completed the afternoon's visit.

As a final event for our 50th Birthday Year, the ladies in the kitchen are having another of their fine potluck teas. As usual, the "restoration of the year" will take place in early December.

#### Wellington Elisabeth Smits-Brouwer

Just back from overseas where we enjoyed some Swap Meets that were bigger than in New Zealand and we have seen a variety of European cars. It is great to have an interest and I did not realise how easily you can make contact and friends. Just as it is in New Zealand you all have all a common interest.

There have been lots of activities in the club. We had the Festival Rally where 25 cars and crews had a great trip through the geological formation features of the Hutt Valley and ended up in Totara Park Play Centre for a nice afternoon.

In September we had the Toms' Tour that was very nice and challenging.

For the September club night Neale Ryder provided us with a very interesting insight into the sorts of things that the

WOF Testing person would be checking on our Vintage vehicles. He also provided some interesting pointers into the sorts of checks, which we could carry out on our vehicles before we present them for a WOF check. Things like greasing all the joints and checking that all lights are in working order. He also had an interesting array of worn parts, which had been removed from vehicles and replaced so that a WOF could be issued. Thanks Neale for such an interesting and informative presentation.

For the October club night Bob Ewing and Alan Pratt had a lot to tell us and to show some interesting pictures and books. Of the fascinating places they have visited during their recently completed overseas trips.

Two days of Touring through the Wairarapa and Manawatu regions with good company and lots of laughs. Once again Wairarapa, Manawatu and Horowhenua Branches provided splendid hospitality for our members. One of the great advantages of being part of a National Organisation with outstanding resources throughout the country.

From what I hear, the event next year will have even more than the 25 entries we had this time. Many thanks to Tom and the many helpers who made this weekend possible.

Len Wilson and Wilf Milner put together a most enjoyable day for the visit to the Wellington Vintage Machinery Club where we held the annual Gymkhana and the Commercial Rally. Congratulations to John Venerberg the winner of the Commercial Rally.

The weather was superb and the hospitality great and yes we did manage to get some driving tests completed!

Congratulations to Greg Walker who won the Gymkhana event overall in his 1965 Valiant. Kristy was a bit of a mean competitor in the Massey Ferguson Tractor as well!

We only had 15 vehicles and all had a good time. Thanks to Len, Wilf and the marshals who got it all together on the day.

The Social run in October started in heavy rain going over the Rimutakas' – what a spectacular scenic trip.

The rain continued to fall but undaunted, 12 Vintage cars and 3 moderns set off for the Awaiti Gardens in Chester Road, where our first stop was for morning tea which was welcome at Awaiti and there was a bit of reluctance to leave the warmth and dryness of the café to tour the gardens but with our umbrellas nudging each other, we trudged around and soon forgot the weather. The gardens were a picture, lots of brightly coloured rhodos and some perfect small maples which looked dazzling if somewhat dripping. In case we thought the trip was going to be a doddle, we were given a puzzle to play with on the way. We had to identify the items on a list, note the first



Top: Mark Hosking with his 1925 Harley-Davidson, Wanganui Branch.

Above: Ray Alderton with his woodworking handiwork on Barry Gillam's 1911 Crossley, Wanganui Branch.

letter of the word alongside a number, which gave us clues for working out a puzzle on the next page. Complicated? Once sorted, we had a little spiel about Henry Ford.

The sun was trying to shine when we left for Hood Aerodrome where we inspected the Vintage aircraft in and around the Hangar and the Sport and Vintage Aviation Society provided us with a barbecue lunch.

As a result of the morning downpour, the floodway on the road between Martinborough and Featherston had been put into operation and we had to use the little bridge over the floodwaters, which were raging through the area. Doug and I had never seen this before and we were astonished at the volume and force of the water as it surged through.

The November meeting will be with Roy Southward, telling and showing us about "The Roys Rolls".

This year we will have Children's Xmas party with Father Christmas. Have happy times when motoring your Vintage. In this year and in 2005 to come.

Merry Christmas and a Happy New Year.

### Wellsford

Rita Jorgensen

The weather stayed reasonably fine for the Triple Combined Run on 22 August. The Hibiscus Enthusiasts club organised the first section which started from the Manly primary school on the Whangaparaoa Peninsula. About 30 vehicles set off around the Stanmore and Arkles Bays area and then on to Silverdale and Stillwater to the

lunch stop at Postman Road Hall. North Shore Branch plotted the second section through Wainui and Upper Orewa, out the back of Waiwera to the Puhoi Settlers Memorial Park. After a short pit-stop the vehicles followed the route planned by the Wellsford Branch through the back of Puhoi to Highway 16, inland over Mount Auckland to Kaipara Flats then Warkworth and onto the Matakana Country Park Museum to finish the rally. The entrants included a number of Vintage cars and one Veteran. The different plotting styles has made this event very popular, now known as the Rodney Romp and listed as an official calendar event.

A dinner was held on our August club night at the Top of the Dome restaurant and branch trophies for the year were presented. The most travelled award went to Tom and Maureen Belch. Many of our readers have probably met up with them on car and motorcycle rallies around the country.

A home video made in 1929 by Irving Johnson of a voyage on the square rigger, Peking, around Cape Horn made interesting viewing at our September club night. The vessel was built in the late 1800s and was sailed the wrong way from east to west against the prevailing wind. They were almost becalmed at first then a large storm blew up. It was tummy-churning to see the sailors high up the mast furling the sails or shinnying down the edge of the sail to the deck, or out on the bowsprit with the huge seas crashing over the deck. All in a days work for some!

Our September run was a fine days motoring up the coast through Leigh and Pakiri and on to browse through an antique shop at Mangawhai. Fish and ships at Waipu Cove, with more antique shops to visit at Waipu village before home via a different route with a stop at the Te Hana arts and crafts. One member went next door to look over the wreckers yard and made some interesting discoveries. Thanks to Brian and Vivienne Guest for a great day out.

Perfect sailing weather was a lucky choice for a cruise on the Kaipara harbour. Members embarked at Shelly Beach on the South Head Peninsular across from Helensville. An interesting trip with a full commentary included. There is a lot of history in this area. The boat almost went out to the bar. North Head does not look far from there but by road, up to Dargaville and right down the narrow neck of land to Pouto. I think Kaipara Harbour is the second largest by coastline in the world!

Wellsford Branch extends best wishes for a good Christmas and enjoyable motoring in 2005. Where has the year gone?

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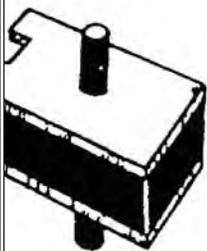
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