

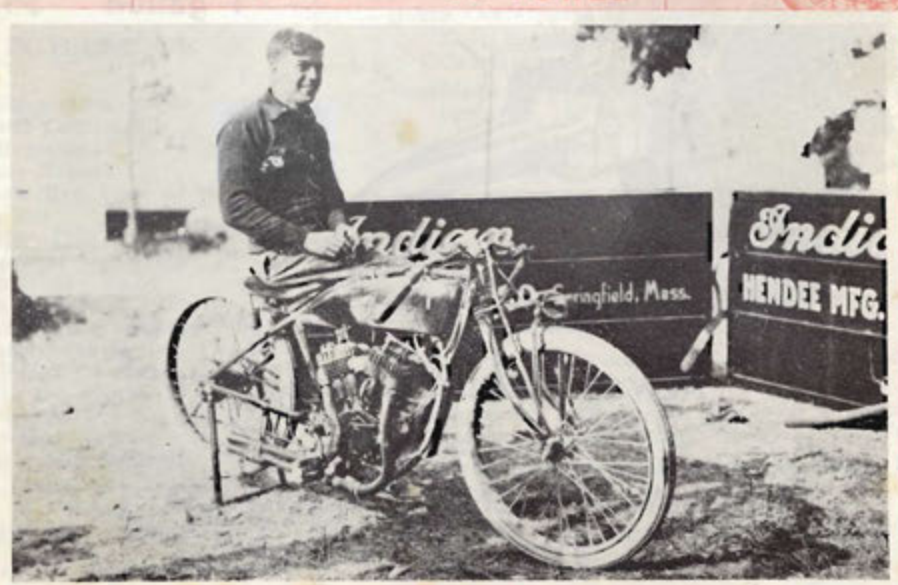
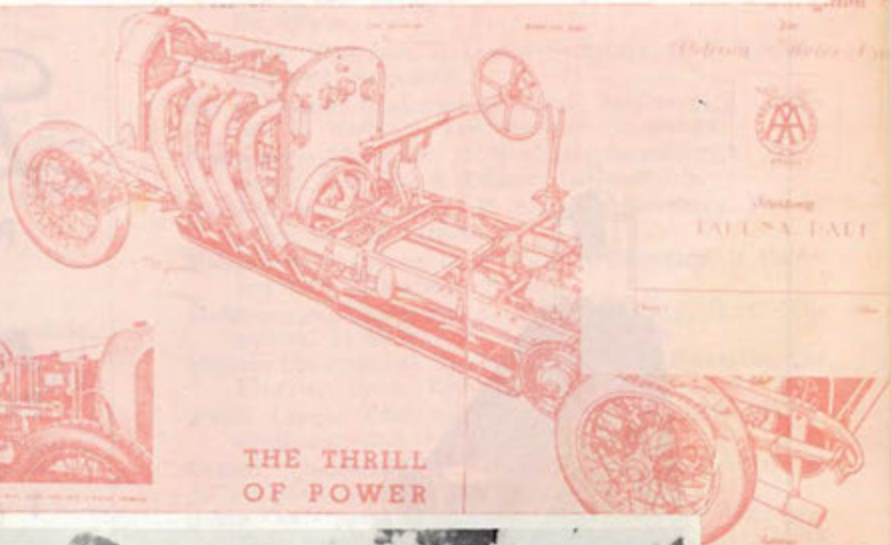
The
Vintage Car Club
of New Zealand Inc.

Dunedin-Brighton an And
Concours d'Elegance
1968

BEADED WHEELS

N.Z. VETERAN AND VINTAGE MOTORING

DECEMBER, 1968



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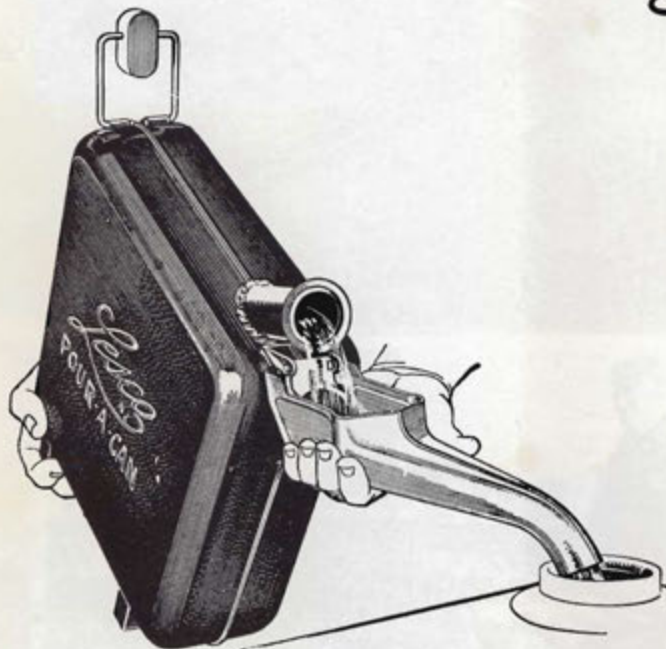
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Beaded Wheels is the voice of the Vintage Car Movement in New Zealand and of the Clubs whose efforts are fostering and ever widening the interest in this movement and form rallying points for that ever increasing band of enthusiasts. The fascination of age itself or revulsion from the flashy mediocrity of our present day is drawing an increasing number of motorists back to the individuality, solid worth, and functional elegance that was demanded by a more discriminating generation and it is to these that we dedicate—

BEADED WHEELS

VOL. XIII, No. 56 DEC., 1968

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COVER PHOTO:

A Kiwi Overseas.—Percy Coleman as a member of the Indian racing team at Marion, Indiana, during his visit to the U.S.A. in 1919.

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HAAST COMPARISON SERIES

No. 4 THE 1902 Crestmobile

by M. J. Poynton

When I started on the Haast Rally comparison series, of which cars from classes 6, 9, and 7 viz.; Rally No. 606, 1928 Alvis entered by Alan Dray of Wellington, No. 912 Chrysler entered by Charlie Maxwell of Wellington, and Rally No. 766 Sunbeam entered by Colburne Wright of Hawke's Bay, I intended to run the series concurrently but owing to other situations creeping in from time to time, there has been a considerable time lag in this series. Anyway, getting back on to the job I would like to present my selection for class No. 2 which is veteran cars having one, two or three cylinders, and veteran cars having four or more cylinders under 1500 c.c. The natural choice for the class is Rally No. 207 the 1902 Crestmobile entered by Bill Delany of Wellington. The Crestmobile being the oldest car in its class and consequently the oldest and smallest engined (capacity wise) to compete in the International Rally.

The Crestmobile story is in many ways quite romantic and possibly unique in that the car since its first ownership has remained at the same address, 150 Evans Bay Parade, Wellington, and it is only the ownership which has changed. The Crest Motor Company which manufactured this car, were based in Cambridge, Massachusetts, U.S.A., and only survived in business for four years, from 1900 to 1904. The history of the Company is very vague and Bill Delany has spent a considerable amount of time in collecting what little information that appears to exist concerning the activities of the Crest Company. It is known that the 1901 model cars possessed a De Dion Bouton motor (presumably the 1900 models did also), while Bill's 1902 car has an engine which carries the company's own name, i.e., a single cylinder air cooled motor with an automatic inlet valve. It appears that in 1903 the Company changed its policy and decided to make a much more

sophisticated car in the form of a shaft driven transmission with an 8 h.p. engine. Rumour has it that this car was intended to challenge the Model "A" Ford but this did not happen as Ford went on to much greater things while the Crest Company went out of business. All in all, the company produced a number of cars of which only three are known to survive, one having a De Dion Bouton engine.

The Crestmobile was imported into New Zealand in 1902 possibly by somebody in the Wairarapa but, be this as it may, the Crestmobile has the distinction of being the first car to be assembled in Wellington. As a point of interest it was also the twelfth vehicle to be registered in Wellington (registration No. W1012) when registration came into force in Wellington in 1906. The proud owner, a Mr Cerchi of 150 Evans Bay Parade, Wellington, had a bicycle shop in Willis Street alongside the Evening Post building where he started in business around the turn of the century, and was possibly not concerned by the Crestmobile's terrific thirst for the thin profile tyres which it has had most of its life, for he employed a mechanic named George Foothead who, among other worthwhile attributes, could also manufacture bicycle tyres.

Commencing in 1900 and continuing on till about 1920, Mrs Cerchi ran a Tea Rooms called the Bellavista, and this must have been quite a thriving business in the weekends as many people used to wend their way around the parade on foot or horseback and would have found the Tea Rooms conveniently situated approximately halfway around the parade. The parade as we know it today must be entirely different to the narrow goat track which existed in those days, and this factor could have largely influenced Mr Cerchi to purchase the Crestmobile because of its narrow track and light weight, as anything much bigger would

have difficulty in negotiating the parade.

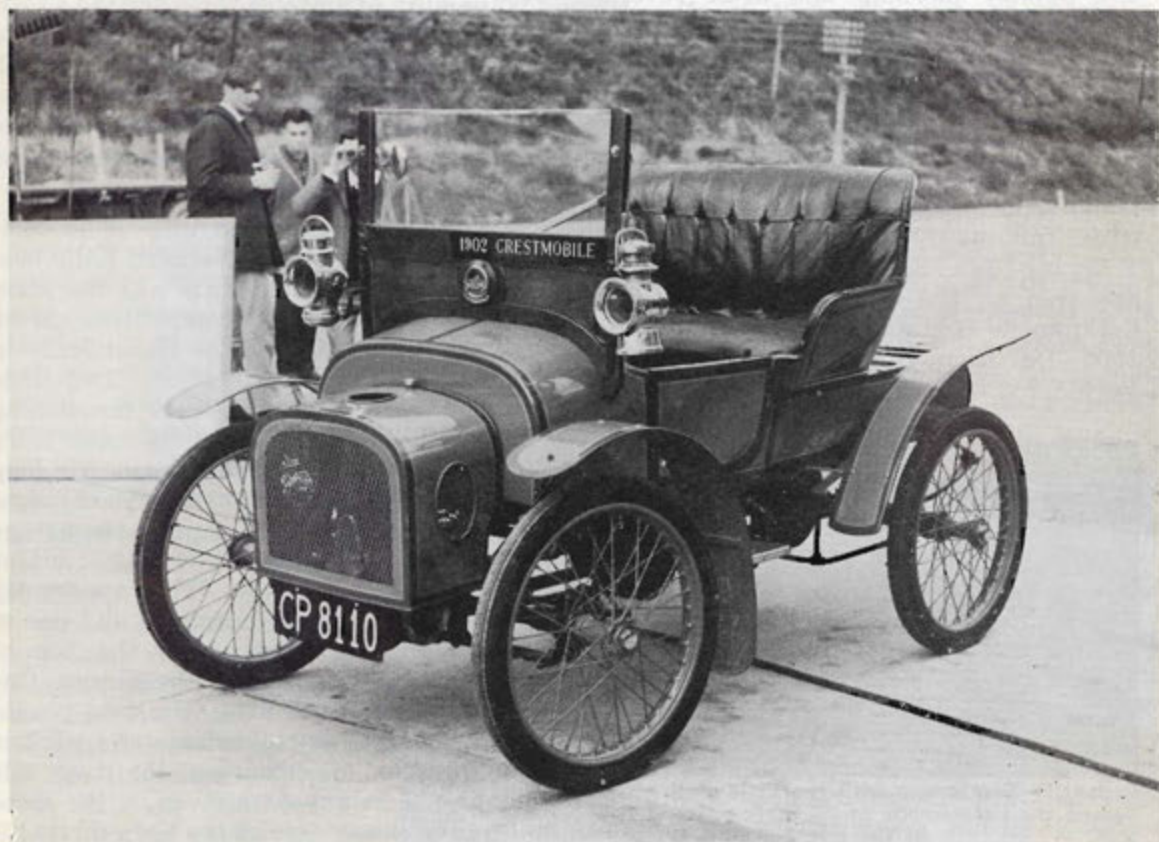
Bill has subsequently discovered that the Crestmobile was burnt about 1904 and it was at this stage that Mr Cerchi probably made certain modifications to the body, i.e., fitting of a "bonnett", wind-screen and mudguards, etc. It is interesting to note that when the car was equipped with its original dog-cart body it possessed a hood of some sort, presumably a surry top, but this had to be removed as it offered too much resistance and slowed the car down to a standstill in the wind, and also succeeded in blowing the car over on at least two occasions.

Mr Cerchi died in 1932 and the car which had been used daily up until then, was put into the garage where the Tea Rooms had been (originally the Crestmobile had its own little garage at the side of the Tea Rooms as can be seen in the accompanying photograph).

Mrs Cerchi continued to live on at the house after her husband's death, as some

clause in Mr Cerchi's will had stated that the property could not be sold while his wife remained alive. Mrs Cerchi lived until 1943 and as Bill and family lived a short distance away from the property, they decided to purchase the old place if it came on the market.

After the long legal proceedings which always seem necessary to transact a negotiation of this type, Bill eventually found himself the owner of the property lock, stock and barrel. As the property was at this stage very old and had little or nothing done to it for many years, it took Bill several weeks of sorting and cleaning up to ascertain just exactly what he had finished up with in the way of goods and chattels. By this time you have probably guessed that one of the chattels was the Crestmobile. There it sat on rotten tyres covered in dust and junk, looking very dejected and the first thought that ran through Bill's mind was that it would finish up at the tip along with the other



two or three truck loads that had already gone. In fact, it was actually put on the back of a truck to go to the tip by one of Bill's hired hands and had Bill not arrived home at that very moment and decided that the car should have a temporary reprieve at least, that would have been that, and no Crestmobile.

Bill finally got the house ship shape and the family moved in and the garages were renovated and turned into spray painting booths. The Crestmobile being very small was tucked away under a cover and temporarily forgotten about until one day Len Southward called on Bill and said he had heard that a veteran car race was to be held in Lower Hutt in due course and what did Bill think of the idea of entering in it. Bill says that he was not particularly keen on the idea at all but Len's enthusiasm and persuasive ways decided him that at least it wouldn't do any harm to see if the old car would run and he would just take it from there. Len arrived one Sunday morning and after several hours of tinkering and experimenting, the car was eventually made to run.

The race that Len had been talking about was, in fact, the Lower Hutt to Upper Hutt Event which was sponsored by Andrew Smith, a Lower Hutt businessman in 1950, and it was run in conjunction with the newly formed Hutt Valley Motoring Club. Some of the vehicles that appeared on the starting line were the Crestmobile containing Len and Bill, the 1900 De Dion Bouton loaned to Rex Porter by its then owner, an old lady

living in Carterton, the 1913 Maudslay, owned and driven by Dick Moul, and the 1908 Calthorpe, owned and driven by Bill Shiells. Unfortunately the Calthorpe suffered gearbox trouble soon after the start and so Dick Moul had no competition for his car, but this however did not give him a victory for the handsome Andrew Smith Trophy which was donated by Mr Smith to Wellington Branch on its formation in 1958, was jointly won by the De Dion and the Crestmobile.

After the Lower Hutt to Upper Hutt race, the Crestmobile was returned to the shed and was not seriously thought about again until about 1957 when Vintage Car activities began to come into effect in the North Island as Wanganui Branch was very active and the separate Auckland and Waikato Clubs had also done a lot for the movement in their own territories. One of Bill's big problems in those days and this remained a serious problem up until a comparatively short time ago, was the availability of suitable tyres for the Crestmobile. As mentioned before, the original tyres had been long since ruined and Bill subsequently found that Germany was one of the few places in the world where he could get a tyre that would replace the original American tyres.

The car was prepared in time to compete in the first V.C.C. National Rally held at Picton in 1958 and this was the start of a long and varied competitive career for the car and before the Haast Rally in 1965, a complete restoration. Two little tit bits which are well worth mentioning about the car before it became Bill's property, was that firstly during its long retirement after Mr Cerchi's death, some boys succeeded in breaking into the garage and getting the car out letting it sit at the bottom of the dip. This apparently happened on several occasions and one of the neighbours always had the job of pushing the car back into the garage. One day however, just after the two pranksters had got the car outside and were in the process of removing the two side lamps, the neighbour arrived on the scene and gave chase. One of the boys threw his



Bellavista Tea Rooms with the little shed which housed the Crestmobile in its early years shown on the left.

side lamp back at the neighbour but the second boy and side lamp got away and this unfortunately is still missing. The other incident which seems so hilarious now, is that in 1942 when Mrs Cerchi's health was failing, an auction was held at the home and the Crestmobile was among the articles offered. Would you believe that no one was prepared to start the bidding at 5/- for it and it appears that several garages were approached about the car in case it might have some publicity value, but being war time no one showed the slightest interest and so the car was pushed back into the shed and remained there until the aforementioned events took place.

The specifications of the 1902 Crestmobile "Runabout Model B" are as follows:

ENGINE — No. 850

Single cylinder air cooled $3\frac{1}{8}$ in. bore by $3\frac{1}{2}$ in. stroke developing approximately $3\frac{1}{2}$ h.p., c.c. rating approximately 500 (with these specifications and the subsequent following details it can be seen that the engine bears remarkably close resemblance to the De Dion Bouton motor tricycle engine of 1898) a detachable cylinder head combined with an automatic inlet valve mounted in a detachable seating, and the exhaust valve below it is operated directly by a cam on the half speed spur wheel. A surface vapouriser was employed and a battery and coil ignition is used and originally the engine ran at constant speed, no throttle being fitted. Any variation in speed being brought about by manouvring the spark control.

GENERAL SPECIFICATIONS

Tiller steering, chain drive two speeds, no reverse fitted, column clutch and gear shift.

Some of the advertisements which appeared at the time that Crestmobiles were in production are rather interesting and the American advertisements generally read something like this:

The Horseless carriage for the novice. The only car that can be really driven and kept in repair by persons with no

mechanical knowledge. Can be supplied disassembled in three packages, engine, chassis and body parts. Easy to assemble and maintain, no mechanical knowledge required. Starts from seat, no vibration, grand hill climber, 100 miles per day without fatigue, carries luggage. Cheaper and more useful than a dog cart and horse for station work, pleasure drives, or country touring.

The English advertisements were a little more conservative. They read:

These reliable American cars are priced at 100 guineas. We are daily supplying these cars to country gentlemen—army officers, doctors, clergymen, professional and commercial men—who have had no previous experience of motors and who are driving and looking after them without the assistance of chauffeurs. We give prospective purchasers exhaustive trials free, by appointment, and all necessary instructions.

When Bill decided to enter the car for the Haast Rally, he not unexpectedly encountered several serious problems. The main one being that the organisers who had more than enough on their minds at this stage, were not too happy with the idea of a car which at best could only do an average of 12 m.p.h., and with the mileages envisaged each day and in particular the long first day hop, it was going to mean starting several hours before any of the other competitors. Another problem which was brought to Bill's notice, was the fact that the Crestmobile might hold up traffic for quite long distances at certain stages of the Rally. Bill stuck to his guns and eventually won his battle with the organisers and was allowed to compete. He then set about preparing himself, his family and of course, the Crestmobile for the monumental task ahead.

The family travelled in the Morris Oxford pulling a caravan and the Crestmobile's trailer which apart from housing the car at times, also carried all the necessary equipment to keep the car going for the ensuing period. Bill had been acquiring 12 new tyres and as it turned

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1907, 30 h.p., 6-cylinder Standard. The oldest known surviving example of the marque. The 3,312 c.c. power unit has its cylinders cast in pairs, and with the 'Roi des Belges' coachwork as fitted the vehicle cost £470. On open roads, the car is still capable of 40 m.p.h. and the petrol consumption approximately 16 miles per gallon.

out these just got him through with nothing much to spare, otherwise it was going to be a daily routine of servicing, scheduled maintenance, unscheduled maintenance and spending as many hours as necessary on the road to get to the next destination.

I scrutineered and drove in the Crestmobile a couple of months before the Rally commenced and it was quite obvious by that date Bill had things pretty well ironed out and the car not only looked extremely nice, but was also in tip top mechanical order and as ready as it could ever be for its greatest test, the Haast.

Bill's epic drive over the period of March 6th-18th, 1965, is well known, but what isn't so well known is the fact that the car was driven 1050 miles and to achieve this Bill had to spend up to 14½ hours on the road on the long drive from Christchurch to Pukaki, a distance of approximately 180 miles. Before the run could be started the next day a full check over was required and of course punctures galore and the subsequent using up of all the spare tyres. Remarkably however, the only mechanical failure proved to be a broken fuel line which over all goes to prove the tremendous amount of restoration work and service preparation that the car was given after each long day's run during the Rally. After listening to Bill's account of his nightly routine for preparing the car for the next day's run, I just cannot work out how he managed to get any sleep at all. It is obvious that Mrs Delany and Linda and Peter did their share towards keeping Bill and the car in a fit state to tackle these long lonely drives. As mentioned before when driving a car which at best can only average about 12 m.p.h., even 100 miles distance is a full day's work and it wasn't an uncommon sight to see Bill walking beside the Crestmobile while negotiating a long hill in order to spare the little engine from becoming red hot by having to pull his weight up the hill as well.

Well, this is all history now and is obvious that Bill wouldn't have missed

this marathon for the world as it is something he'll be able to tell his grandchildren about when they come to visit him and will no doubt want to know all about grandpa's funny old motorcar.

Since the Haast the car has been entered in the majority of the New Zealand Rally events and in 1967 Bill took the Crestmobile to Australia to compete in their National Tour.

The problem of getting suitable tyres became even more acute and Bill was finally forced to fit modern rims and narrow profile motor scooter tyres. These however, look very similar to the rims and tyres fitted to most of the small veteran cars about the turn of the century. From what I can gather this manoeuvre has permanently ironed out the tyre problem and probably gives a much more comfortable ride.

In writing finish to this article I think it is only appropriate that the final word should come from Bill and below is the little screed which went out with Bill's 1966 calendars, rather fitting don't you think!

THE 6th INTERNATIONAL RALLY AND THE CRESTMOBILE

The "old timers" pictured on this calendar against the magnificent Southern Lakes background are but a few of the 300 immaculately restored vehicles that took part in the Sixth International Veteran and Vintage Car Rally held in the South Island, New Zealand, in March, 1965.

This historic event was the biggest rally of its kind held outside Europe and great credit is due to the organisers for such a stupendous undertaking and a resounding success.

Competitors came from seven countries, and of the 300 veteran and vintage motor cars and motor cycles that took part only one or two were forced to retire with mechanical trouble and there were no accidents.

There were 80 different makes of vehicles represented, each portraying the fine craftsmanship, engineering skill and pioneering spirit of the makers of the

motoring history leading up to present day development. The many and varied features of these early vehicles accounts for the enthusiasm that goes into the restoration and preservation of these veterans of the road.

The Crestmobile, the smallest and oldest in the rally, completed the course under its own power and apart from being forced to trail over a torturous section of unsealed road on account of multiple punctures and a broken fuel line, covered 1050 miles in nine days of motoring at an average speed of 12 miles per hour. The longest day's driving from Christchurch to Pukaki (178 miles), taking 14½ hours.

The little Crestmobile is quite rare and has a unique history. Made in Cambridge, Massachusetts, U.S.A. The Crest Company existed only four years, from 1900 to 1904.

Evidence of the long period of trial and error of its designer is indicated by the fact that on parts of the chassis can be clearly seen stamped 1898, running parallel to Ford in the development of the American automobile at the turn of the century. It was the first car to be assembled and the twelfth to be registered in Wellington. The original registration number was W1012, the numbers commencing at 1001 in 1906 when registration came into force in Wellington.

Here are its specifications:

1902 Crestmobile, U.S.A.	Chain drive
"Runabout" Model B.	2 speeds
Seats two persons	No reverse
Single cylinder	No throttle (originally).
Air cooled gasoline engine.	Column clutch and gear shift
Max. speed 16-20 m.p.h.	Automatic inlet valve
Price (in 1902) \$550.	Later models (1903-4)
Tiller steering	shaftdrive.

As the owner and driver of the Crestmobile I should like to thank our staff who co-operated in painting and refitting, to customers, friends, well-wishers and the many kind people who helped in some way (many not known to me personally) with the restoration of the Crestmobile to enable me to participate in this memorable event.

E. M. DELANY,
and the Crestmobile crew.

GENERAL NOTES

FROM THE ADMINISTRATION OFFICE

Intending members for 1969 should from now on be advised that if they defer their application to May 1st they will be financial for the year 1969/70.

Would all members note that a printing error was made in the Calendar of events. Namely the 1969 Labour Week-end Rally was listed as being run by Wellington Branch, and this is incorrect.

Early in February all Branch Secretaries will be advised of any unfinancial members in their Branch. If they collect the subscriptions from these members and send to the Treasurer the Branch will be allocated an extra \$2.

PROGRESS REPORT — JAGUAR REGISTER

by L. W. Patterson

A small but rather interesting response eventuated from Beaded Wheels publicity on the proposed formation of the N.Z. Jaguar Register which is aimed at providing some record of this marque, especially with regard to the earlier models.

Mainly dealing with models up to the Mark VII the register has already been informed of some unique cars, especially the 1932 SS Saloon of Ron Roycroft of Auckland and the 1933 SS1 16h.p. saloon of Mr J. Armstrong of New Plymouth.

Both of these cars would be rated rare anywhere in the world and in restoring his car Mr Armstrong has acquired not only much specialised knowledge about these cars but also a substantial stock of spares.

Cars which have been reported to, or are known by the register include the 1932 and 1933 SSs, a 1934 SS1, 1936 SS 2½ litre o.h.v., 1937 2½ litre, two Mark IVs, one 3½ and one 2½ litre, a Mark V drophead coupe, and a Mark VII, as well as Ron Roycroft's Jaguar special with 230 h.p. engine in a tube frame, De Dion rear end and Halibrand type diff.

Then there are the two cars at Tirau including an Airline SS while the SS1 or II which "graced" the hillside outside Tauranga for many years and belonged to motor cycle enthusiast, Reg Hone, has gone down to Christchurch, where someone — as yet untraced — has a major restoration job where the body is concerned.

With one of the aims of the register being to source and pass on requests for parts, the register has information now where parts for 1934 and 1937 cars, 1938 1½ and 2½ litre motors, and 1947 2½ litre are available.

Although the register has barely scratched the surface of those who could be interested promises of help from Auckland and New Plymouth have been forthcoming but the South Island is represented by only one owner at present.

Recently, a branch of the Jaguar Drivers Club was formed in Rotorua and there is the thought that the register may link up with this group in order to widen its scope of bringing in as many as possible who are interested in these cars.

Those who are interested in participating in the register should contact L. W. Patterson, 37 Smiths Road Tauranga.

A VISITOR'S EYE VIEW OF THE HUNUA 100

by Max Avery

Another Hunua 100 is over, and looking back on it, I think it was probably the most enjoyable Hunua 100 so far. Even taking into account the fact that our three litre Bentley came to a clanking halt with a con-rod in two places soon after the lunch stop, it was a jolly good run.

There was no doubt about it. Huey, who had been busy sending it down the day before, turned on some sunshine, and the Auckland boys, inspired by Phil Jones, turned on a first-class fast touring route.

It was not as fast a touring route as Gordon Pearce, who was driving the short-chassis Red Label I was navigating, turned out, but as Gordon said, it always pays to have a few minutes up your sleeve. This caused me to say, on more than one occasion, that a few minutes might be okay, but was not a quarter of an hour (according to my reckoning) too much?

What with the magnificent Bentley noises coming through the bulkhead, the roar of the wind and the cheers of the passing populace, however, he just did not seem to hear.

This made timekeeping a little difficult, as the pace was such the navigating instructions came up in quick succession, and with a 55 m.p.h. gale swirling over the aero screens and trying to suck essential route sheets overboard, and the magnificent view of exciting curving metal roads being gobbled up under the gleaming German silver of the Bentley radiator, there was plenty to do without worrying about time.

I have found that one can get to most checkpoints within 100 or so points of the proper time largely by instinct, anyway. Gordon did not quite accept this theory, so token gestures like looking at the mileage recorder and then at the watch, and scribbling a few figures down on the top of the route sheet had to be made.

Most of the other cars in the Hunua seemed to be in much slower sections than

us. I mean, nobody passed us. I suppose they thought that since it was a Bentley it should be allowed to travel at the speeds at which Bentleys were made to be driven. Gordon was quite happy, anyway, and what with the set speeds and his intention of keeping a few minutes ahead, we got over the ground faster than somewhat.

"Exhilarating" is really the only word than can describe fast touring motoring in an open two-seater Bentley on a brilliantly fine morning, with wonderful panoramas of rolling farmland and the Waitemata Harbour visible beyond the immediate stretch of the road on which we were travelling.

Add to this the thrill of zooming past some beautiful vintage and veteran machinery, the cheerful banter with checkpoint marshals, the answering waves (and the odd kisses blown) to the admiring little groups which gathered at crossroads and farm gates to cheer, and you have all the ingredients of one of the most thrilling motoring experiences possible.

Mind you, we did not make all the checkpoints on time. However, instinct won out twice (although Gordon swore it was looking at the mileage recorder and the watch and the figuring) and we did not lose any points on two of the morning checks. Once the directions were a little beyond our comprehension, and we followed an American saloon which proved to be on the right track, but we are not proud.

Once Gordon alleged we were being baulked by an American utility which was proceeding down a one-way road (for which a safe speed would have been about 10 m.p.h.) at 20 m.p.h., but by having to stay behind the utility we got to the checkpoint bang on time. Which proves something?

The merry band at the lunchbreak looked as if they had not had so much fun since they last grilled half a dozen sheep over open fires, and after a good

tuck-in to a plateful of greasy mutton, washed down by the ice-cold sharpness of a dry white (insulated by half-a-dozen newspapers and mildly aerated by the bouncing around it got in the back of the Bentley) we were away for a brief but enjoyable run. The rally for us ended at the top of a hill about three miles past the first checkpoint of the afternoon. We had a great run up the hill. As I remarked to Gordon, the gear ratio was just right for the hill. The three litre sang beautifully as we ascended the metal incline, but at the summit there was this nasty, expensive, discordant sound. It was obvious she would sing no more mechanical operas on the highway for a while.

While Gordon poked around in its innards through the plug holes I hitched an enjoyable ride on to the finish in a 12/4 Riley, where our host for the weekend, Auckland branch secretary, Harold Kidd, volunteered to tow us in with his

Willys station wagon. And this after he had negotiated the 100 miles plus of the Hunua on a motor-cycle. It was fortitude of a rare order, but of such stuff are the club's members made.

We didn't have time to change before the dinner and social that evening, but nobody seemed to mind the mud on our shoes, and we gratefully accepted Bruce Catchpole's offer of a ride home in his Packard phaeton.

Up in a Bentley, home in a Packard, it was wonderful motoring all the way. And Gordon reckons he will have the Red Label on the road for the Tauranga branch national rally next Easter. Meanwhile, it means writing home to the U.K. for con-rods, and mucking about with nuts and bolts and unimportant things like that. It is driving cars that is important, says Gordon. But what must be done to keep them mobile, and percolating as they should, must be done.

HUNUA 100 - 1968

Auckland Branch big event of the year is the Hunua 100, run on the Sunday of Labour Day weekend, and is always well patronised by members from clubs throughout the North Island. This year's run was no exception, as we were joined by cars and bikes from the north to the capital city, altogether 21 entrants from out-of-town.

Under the rules adopted for the rally, the route is planned by the winner of the previous year's event, in this case Phil Jones, who pulled off the over-all prize on his Essex in 1967. About half the distance is covered in the morning, when a picnic lunch break is taken in very pleasant surroundings on a farm in the Mangatawhiri Valley. A barbeque is organised by willing and enthusiastic club members, and there is a pleasant stream nearby which is a great attraction for youngsters, the Hunua being very much a family affair. After a leisurely meal, the run continued for the remainder of the hundred or so miles, finishing usually about 4.30 p.m.

The locale is in, over, up and down the Hunua Ranges area and the surrounding countries, there being fortunately plenty of roads, and not a few tracks, for the crafty plotters to use to confuse the entrants. The run is checked and double checked by the club captain, and both from the navigational and mechanical aspects it cannot be fairly criticised as being "too tough". All the usual rally instructions methods have been used, Tulip diagrams, straight line diagrams, and so on. This year, Phil Jones organised a briefing and welcoming get-together on the Saturday evening, which was a good idea, and everyone was out of the Western Springs Hall by 10 p.m., an even better idea, as the first entrants were to be away by 8 a.m. the next morning.

Sunday dawned bright, clear, and warm, and luckily stayed that way until the run finished. Seventy-eight cars and motor-bikes left the car park at Papatoetoe Hotel at one minute intervals, navigators busy and drivers watching hand signals. The route took them via Maraetai to



Hunua Front-piece.—Rod Welch and his Ford.

Clevedon, where there was a quick morning tea break—if you were behind schedule it was very quick, or non-existent—thence over the hills to Mangatawhiri. After lunch the entrants proceeded through Bombay, Pukekohe East, and Runciman, finishing at Papakura and having enjoyed a 112 miles (or more, if you'd been lost) drive. Only one car did not finish.

The results are as follows:

Overall Winner and winner of the slow class: C. R. S. Wood, 1924 Austin 12-4, 100 points lost.

Second: R. Hicks, 240 points.

Third: J. Williams, 370 points.

Winner of the Fast Class: B. Walton, Vauxhall Hurlingham, 370 points.

Winner of the motor-cycle class: Bruce Anderson 415 points.

Winner of the ladies' class: Mrs J. Welch, 1015 points.

P.V. Section: Kevin O'Sullivan, 755 points.

Commercial Section: B. Massey, Ford T, 2405 points.

Veteran Class: A. Collins, Ford T, 370 points.

Mrs Welch did particularly well to win her award, as just before lunch the dependable Dodge threw a dynamotor chain. Husband Rod, driving the 1912 Model T, not far behind, worked hard to disentangle the bits, and had the Dodge ready to compete in the afternoon, albeit minus a starter and a generator. The winner, Chris Wood, who won this event in 1966 on the same car, lost no points in the afternoon run, lending credence to the widely held opinion that the rally is always won or lost on the afternoon performance. He is the first person to have won the rally twice.

Several innovations which were well received were the cut lunches available for those not in a position to cater easily for themselves, 36 lunches being taken up, and the finish at Heaven's Garage, Papakura, with a cup of tea and every facility free.

In the evening, to round off an excellent day, a dinner and social were held at which, at a fairly late hour, the winners were announced and prizes distributed. The social was a great success, being very well patronized by 350 happy people with good entertainment. By this time, the weather had packed up, but nobody cared, another Hunua 100 had been completed.



Hunua Tail-piece.—Earle Gill bemoans the Talbot's thirst whilst getting petrol for his priming cups!

The Great Days of the Grass

by GEOFF HOCKLEY



Part 5

THE BOOMING SPORT IN THE '20's — THE CASE OF THE VANISHING GRASS-TRACK RIDER — THE ANTI-MOTOR-CYCLE MAGISTRATE — A KIWI IN THE U.S. — SOUTHERN GRASS-TRACK REVIVAL — WOODMAN'S TERRIFIC COMEBACK

The 1919 racing season provided many thrilling performances as new riders and machines made their debuts and the old favourites demonstrated their mastery of the grass mile to bumper attendances at every fixture in the Northern racing circuit. A brace of Reading-Standard four-valve singles made their appearance at Marton in the hands of T. Bruce and E. Armstrong, but their performances were not impressive. These machines were handled by several different riders, including Bernie Shearsby, at various times, but they seemed down in speed and were seen no more after a season or two. Highlights of the Marton meeting included a popular double win by Jack Sweeney (Indian) and the winning of the big race of the day by the up-and-coming Claringbold on a Harley. At the Manawatu Motor-cycle Club's 1919 meeting the big event was, or should have been, the N.Z. Heavyweight Championship, which although attracting only three entries—Coleman, Mangham and Crawley—they were recognised as being the aces of the "heavyweight" or 1000 c.c. class and an exciting contest was anticipated, as

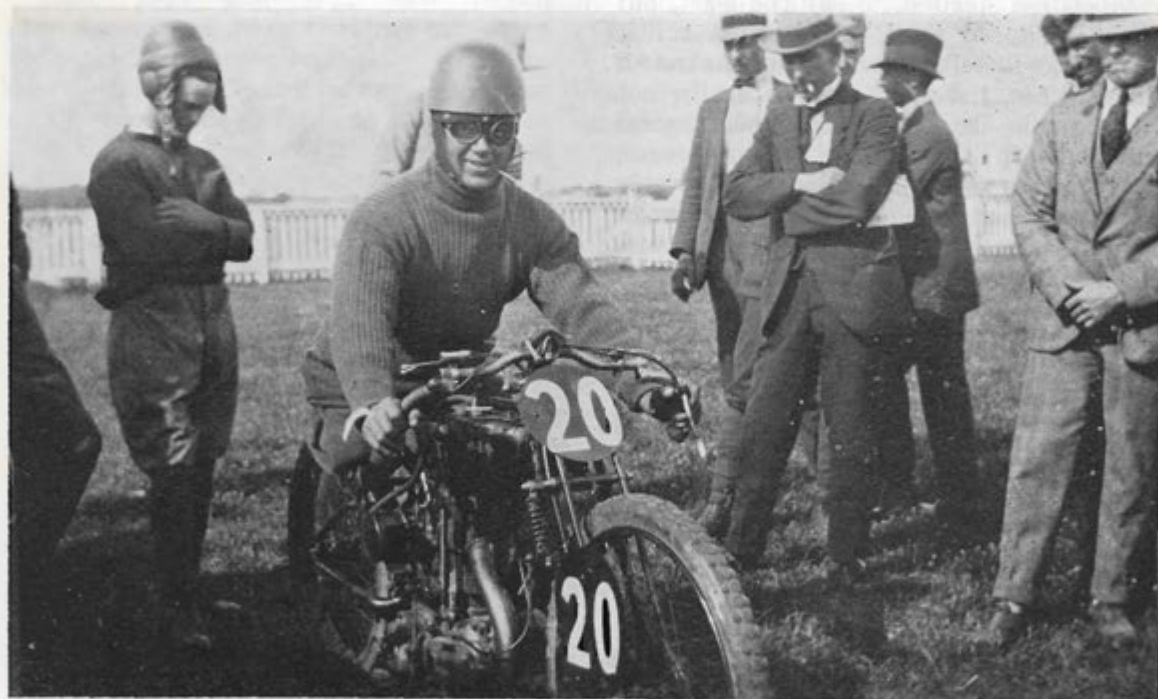
rumour had it that the two Harley stars were "gunning" for Coleman. But alas for high expectations! When the starter's flag dropped and the straining pushers-off heaved manfully to coax the single-gear big twins into life, only Mangham could get started, and had covered almost one and a half laps before Coleman succeeded in getting his temperamental eight-valve cracking, while Crawley failed to get going at all and finally deposited his sulky steed none too gently against the fence. Coleman set off in pursuit of Mangham and chased his rival furiously for the 15 laps, but could make little impression and Mangham won as he liked in 14min. 30sec. The promoting club came in for a good deal of criticism for this unfortunate fiasco, but it was difficult to see what other course the officials could have adopted other than stopping the race, in which case Mangham would have undoubtedly been justified in protesting.

Speeds on the mile track were creeping up each season, yet serious accidents were rare. One episode which seemed as though it might have serious con-

sequences, but which ended on a note of comedy, took place on a certain Northern track when a competitor was riding to the limit of his considerable ability—and beyond—in a frantic endeavour to stave off a furiously-pursuing Coleman. As he went into the turn out of the front straight, heeled over at a hair-raising angle and fighting a wildly-sliding rear wheel, he realised in the split-second before disaster that he was going too fast to get round. Next instant a rending crash and a cloud of dust, through which the horrified spectators glimpsed man, machine, and fence rails mingled in hurtling chaos, announced that the rider hadn't got round. The horse-drawn ambulance sped to the scene in the best traditions of the Deadwood Stage, "with the curtains flappin' and the driver slappin' the reins", and arrived in record time to find a milling crowd gaping at a ten-foot gap in the outer fence and at a bent and battered racing machine jammed between two of the belt of macrocarpa

trees bordering the course—but of the rider there was no sign, until peering upwards through the foliage the astounded crowd saw a bruised, battered and tattered competitor painfully lowering himself through the branches, where he had been catapulted by the impact. "Just been bird-nesting", he announced as he at last reached terra firma and collapsed into the arms of the ambulance men, who speedily bore him away for a patch-up job.

Not so fortunate was a competitor at a Takapuna meeting some time later. H. P. Finn drifted out on a bend and touched Coleman, who was passing him, and hit the inside fence, receiving injuries which later proved fatal. Coleman managed to avert disaster by straightening up after a hair-raising wobble. The coroner's remarks at the subsequent inquest, in which he delivered a condemnation of motor-cycle racing and announced that it should be banned forthwith, brought a speedy reply from Mr R. E. Champtaloup, captain of the Auckland Motor-cycle Club.



GIANT-KILLER.—Alan Woodman, the phenomenal one-legged speedster, on the 350 "big-port" A.J.S. which performed sensationally at Canterbury Park. Note the Indian dropped racing handlebars and other "Woodmanised" touches.

In a spirited statement to the newspapers, Mr Champtaloup produced statistics showing that motor-cycle racing fatalities were so few as to be practically negligible as compared with fatal accidents in horse racing, a fact which the worthy magistrate appeared to have overlooked. Anyway, nothing more was heard of his proposal to ban the motor-cycles from the tracks. In passing, this is the first time in the course of these notes that we have referred to Takapuna. This famous Auckland track, in the opinion of many riders the finest and fastest in the country, was the scene of some of the most exciting contests in the 1920-30 period, and we hope in some future issue to devote an article in this series solely to Takapuna race meetings.

In April of 1919 New Zealand's most celebrated grass track rider left these shores on a visit to the United States, where motor-cycle racing was booming after the war and factory-supported teams of professional racing stars made competition spirited, to say the least, but the 21-year-old Kiwi, although at a disadvantage in being practically an unknown quantity in the U.S. and naturally not being able to command the fastest machines in the Indian factory team, nevertheless made a decidedly favourable impression at his first appearance in American motor-cycle racing. This was the occasion of the 200-mile National Championship run at Ascot Park, Los Angeles. Ascot was a one-mile banked track with an asphalt surface, a far cry from the dusty New Zealand grass miles. The formidable Harley-Davidson team, an almost invincible combination of fast and reliable machines, top-notch jockeys and flawless organization, filled the first five places in the Ascot 200-miler (incidentally, the winner was Ralph Hepburn, who some years later graduated to car racing and was killed at Indianapolis in 1948). But in sixth place, and the first Indian rider to finish, came Percy Coleman, after riding a consistent race on the slowest machine in the Indian team. The "Pacific Motorcyclist" said, "Coleman,

although only 21, is a cracker-jack. He has been racing for seven years in the Antipodes. The way he rode the pole at Ascot was a revelation." Coleman's next appearance was in the 200-mile National Road Championship at Marion, Indiana, later that year, but broken valve springs forced his retirement. He returned home before the end of the year, with his reputation considerably enhanced after demonstrating his ability to keep his end up in the fastest of overseas company, and made a re-appearance on New Zealand tracks at Napier on December 29, but engine trouble dogged him in the Napier Heavy-weight Championship and Len Mangham won the title, with Claringbold taking second place and Coleman limping into third position. At Gisborne on New Year's Day, 1920, Steve Whitehead riding an Excelsior from the 80sec. mark, won the big 15-lap event, Rube Jones and his



CHAMPIONS THREE.—Coleman, Woodman and Stratton, stars of the final Canterbury Park speed carnival.

N.U.T. took the Poverty Bay Lightweight Championship and Coleman won the 10-lap open from the scratch mark. Other winners were Jack Sweeney, Bill Davy and Neville Souter. Mangham escaped injury when he hit the inside fence and was thrown heavily, but he was able to carry on in the next race. At Awapuni race-course on Anniversary Day Coleman was in terrific form, and though conceding no less than three minutes start to the limit man in the 10-lap open, won comfortably from Rube Jones and Len Mangham. In the 15-lap event, the limit men had covered four laps before Coleman got the "go" signal, but by the time twelve laps had been covered both he and Mangham had passed them. Coleman finally won in the fast time of 13min. 15sec., with Mangham half a lap back. Coleman also took second in each of the two 8-lap events also after conceding big starts. Other winners were Sykes (Royal Ruby), Sweeney (Indian) and Jones (N.U.T.) and Mangham (Harley-Davidson).

1920, 1921 and 1922 saw record attendances and many thrilling tussles on the northern race circuit—too many to describe in detail, and in any case some of the most exciting racing was seen at Takapuna, with which we hope to deal separately later. 1923 was notable from the point of view of speed-starved southerners for the consent of the Canterbury Park Trotting Club to again permit the use of the excellent one-mile course at Sockburn for a motor-cycle race meeting. The demise of this splendid track was imminent, as it was soon to be absorbed as part of the expansion scheme for the adjacent R.N.Z.A.F. base, so the Pioneer Motor Club weighed in with vim and vigour to make the track's swan-song one to be remembered, and the meeting on October 22, 1923, was in many ways the finest of the long series on the famous old course. Perhaps with memories of past thrills, the public turned out in their thousands to witness some of the most exciting duels ever seen on the track, which was in perfect condition. A galaxy of grass-track talent was on hand, includ-

ing the uncrowned king of the grass miles, Percy Coleman, on this day at the very peak of his form and making his debut on a new Harley-Davidson two-cam, Alan Woodman, idol of the Christchurch public and making a triumphant return to the "grass" with a 350 "big-port" A.J.S. of amazing potency (the first to be seen in Christchurch), the hard-riding Spencer Stratton with a brace of Indians, Tim Bell with a business-like-looking big valve Excelsior and other visitors. In addition to these, the local stars were in top form, including Harold Piper, Les Monkman, Alan Morland, H. D. Singleton, and others. Piper, later to be well known in the aviation world, won the novice handicap on a Harley after a closely contested race which had the crowd on its toes and whetted its appetite for the bigger events. The 10-lap Heavyweight Handicap went to Les Monkman, also Harley mounted. The fireworks really started with the 8-lap Canterbury Championship, for machines up to 500 c.c. The field, which included Spencer Stratton on a potent-looking Indian four-valve single and Coleman with a four-valve single Harley which appeared to have seen better days, was composed solely of "five-hundreds" with one exception—Alan Woodman's diminutive 350 c.c. A.J.S. The one-legged phenomenon received an ovation from the crowd as he stumped to the starting line on his crutch and climbed aboard his little mount, and when the race got under way it was clear that he had the legs of all the larger machines with the exception of Stratton's Indian, and the event resolved itself into a three-cornered dogfight between Stratton, Woodman and Coleman which had the crowd on its toes until the finish. Stratton crossed the line a winner, with Woodman within striking distance in second place and Coleman finishing third, having been unable to pass Woodman despite riding the corners "flat" in typical Coleman style. The three placed men were cheered lustily, Woodman in particular receiving a terrific ovation. We are reminded of an episode concerning Coleman and the Harley four-valve single

which may be worth relating. The machine, which he had brought with him as a second string to enable him to compete in events for which his new big machine was not eligible, had seemed somewhat down in speed in practice, and the ingenious Percy conceived the idea of a blower to cram some extra mixture into the cylinder. With the facilities of the local Harley dealer at his disposal he fabricated what must have been one of the earliest superchargers applied to motor-cycle engines, although actually little more than a fan driven by a bicycle chain and sprockets from the engine mainshaft, geared up and running at colossal r.p.m. We are unable to recall if the device improved the machine's performance—we don't think it was actually used on the race day—but we seem to remember that consumption of chains was at an alarming rate and that head racing mechanic Herb Longdin was less than enthusiastic after plodding around the course on practice evenings kicking red-hot pieces of disintegrated chain off the track and fitting a new one every lap or so from a supply in his pockets.

The 12-lap N.Z. Heavyweight Championship brought out a representative field, though three competitors—Coleman, Bell and Stratton—were obviously in a class by themselves. Just as obviously, Coleman was superior to his two main rivals. His new mount had shown its capabilities in practice and seemed to handle perfectly. Spencer Stratton was to be reckoned with on any sort of going and his Daytona Indian, made available to him by the local dealers, was one of the fastest machines in the country. Tim Bell's big-valve Excelsior, resplendent in blue enamel, was as formidable as it looked. These three were expected to provide the excitement, and the crowd was not disappointed, but a no-quarter duel for second place between Bell and Stratton distracted attention from Coleman, well out in front and riding superbly. He had never been seen to better advantage on the Sockburn course, coming down the straights like a tornado, easing for the

bends and then opening up and sailing around with the grace of a bird on the wing. A few furlongs in the rear Bell and Stratton were engaged in a neck and neck battle in which their positions changed several times a lap until the Indian man established a parlous lead going out of the straight on the last lap, and the finishing order was Coleman, Stratton and Bell. The winner's time of 10min. 27sec., and his fastest lap of 51 3-5sec., constituted records for the course. Later in the day he gave another remarkable performance in the 8-lap Place Handicap, winning from the scratch mark in 7min. 1-5sec. and reducing his lap time to 50 1-5sec. in doing so. Woodman on his little "Ajay" rode like a tiger in this event and a groan of disappointment arose from the crowd when engine trouble compelled him to retire. Other successful riders on that memorable day were popular private owner H. D. Singleton on his remarkable s.v. Norton and Alan Morland on his Indian. Only one accident marred the day, happily not serious, when Brown, a Christchurch Harley rider, could not negotiate the turn out of the front straight and demolished the fence, suffering facial injuries. It was obvious that with the exception of the amazing Woodman, the S.I. riders were no match for the northerners, which was only to be expected, due to the very limited opportunities which southern riders had had of participating in grass track races during the previous few years.

And so the curtain fell on grass track racing in the City of the Plains for some time. Three or four years after this, two meetings on Rangiora Racecourse were held, though no northern stars were present. It was not until the 1920s were nearing their end that a course adjacent to the city was obtained for motor-cycle racing. This was the New Brighton racecourse, which was the scene of many thrilling contests between the top-notchers of the "grass", and about which we hope to tell you in a future issue.

(Next issue — TAKAPUNA, TRACK OF THRILLS).

AUSTRALIAN 1970 INTERNATIONAL RALLY

Following the advice of Mutual Travel Service Ltd., being appointed official Travel Agents for the above mentioned event. Steady applications for travel have been coming into them along with enquiries as to shipping rates, schedules and what is it going to cost.

With this advertisement we are going to answer these enquiries as much as we are able, subject to all information to hand at the moment.

It has been announced that the Trans-Tasman Roll-on vessels will call at Lyttelton every second Friday and after loading will sail for Wellington where after loading they will leave on Saturday for Sydney, arriving Tuesday. The actual dates have yet to be announced and will be determined once the service commences early next year.

The Melbourne to New Zealand service will not take in Lyttelton which leaves South Island entrants the choice of motoring back to Sydney or shipping from Melbourne and bringing their cars across from Wellington on the inter-Island Steamer Express, or alternatively Picton ferry.

Rates are yet to be announced and as soon as we have these to hand we will be in contact with all those applicants who have registered with us.

"WHAT IS THE WHOLE TRIP GOING TO COST ME?"

We are hearing this being asked so print the following exercise which may give some guidance. In presenting this we do so advising that the rates are those in current use and subject to change by Airlines or Shipping Companies.

Present cost of freighting vehicle, N.Z. to Sydney and return is based on the unboxed rate of NZ\$ 13.65 per 40 cu. ft.

The cost of a late model Mini-Minor	\$142.00	return
and a Mark VI Bentley	328.00	"
which for an average would be	240.00	"

We are hoping that the Roll-on vessels with their speedier service and their ease of operation will bring the cost down and so use an anticipated average figure of \$200.00 return.

Air fare—New Zealand to Australia, should you be in a group of 30 or over, as explained in our advice 15th July	\$120.90	return
Entry Fee	25.00	
Accommodation — based on Motels and Guest houses, bed only, fourteen days at \$5.00	70.00	
Meals, fourteen days at \$3.50 per day	49.00	
Final Dinner and Dance at Melbourne	5.00	
	<hr/>	
	\$469.90	

The above is for one person with his vehicle, other members accompanying car and driver would be \$244.90 each. Petrol has not been included in the above quote (Did somebody say something about a Sponsor?).

Of the figures quoted above the air fare is paid for in N.Z. funds and we are pleased to advise that as a result of negotiations between the Reserve Bank and ourselves, the car shipping costs to and from Australia can also be paid for in New Zealand funds.

With reference to the quoted air fare above i.e., group of 30 persons, to take advantage of this will mean assembling the group as such at

1. Christchurch
2. Wellington
3. Auckland

If the group does not reach the qualifying number the air fare cost will be higher. It will be necessary therefore for all members wishing to take advantage of this group concession to plan their departure on the same day and this is where we can be of help in co-ordinating all applications.

In our original advice to all members we included some of the official bulletins from Australia and are pleased to notify you that bulletin no. 2 is now being sent over. To all those people who have registered with us for travel and require this bulletin, please write in and it will be our pleasure to supply you with one subject to supply.

One last reminder, if you haven't already registered for travel and want to be with fellow members of this Rally, please let us have your applications without too much delay so that all arrangements can be made.

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CANTERBURY BRANCH 18th ANNUAL RALLY

16th November, 1968

This year Canterbury held their 18th Annual Rally as usual on Show weekend and this event attracted 119 entries coming from as far away as Nelson, Timaru, Oamaru and Invercargill, with only 8 not turning up and most of these arrived in the afternoon.

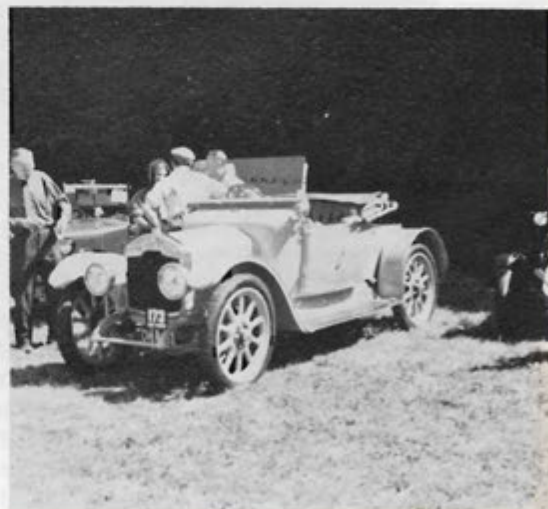
A new innovation this year was a pre rally gathering held at the Plaza Lounge where we partook of much noggin, natter and nosh and it was thoroughly enjoyed by all who attended. It had been a marvellous hot day with temperatures in the high 70s so it was something of a shock to find it raining on leaving the 'do'. We decided to blame it on the Southland boys who had mentioned earlier in the evening that they had had about three fine days in the last two months.

We awoke on Saturday to the sound of heavy rain and a heavy grey sky all around. Phone kept ringing—"Is the rally on?" "Of course it is, it's never cancelled." "Well I'm not B—— coming—far too wet—you're mad to go" was one comment. We finally made the start at the Northlands Shopping Centre to find vehicles parked all over the place and entrants especially the hardy motorcyclists and open veteran crews wearing all sorts of undecipherable gear trying to find what shelter they could from the rain, the public were everywhere and we arrived to find we should have left 5 minutes ago—couldn't get out so general mutterings about people who can't park properly, etc. At last flagged away by our past Mayor Sir George Manning and we were on our way.

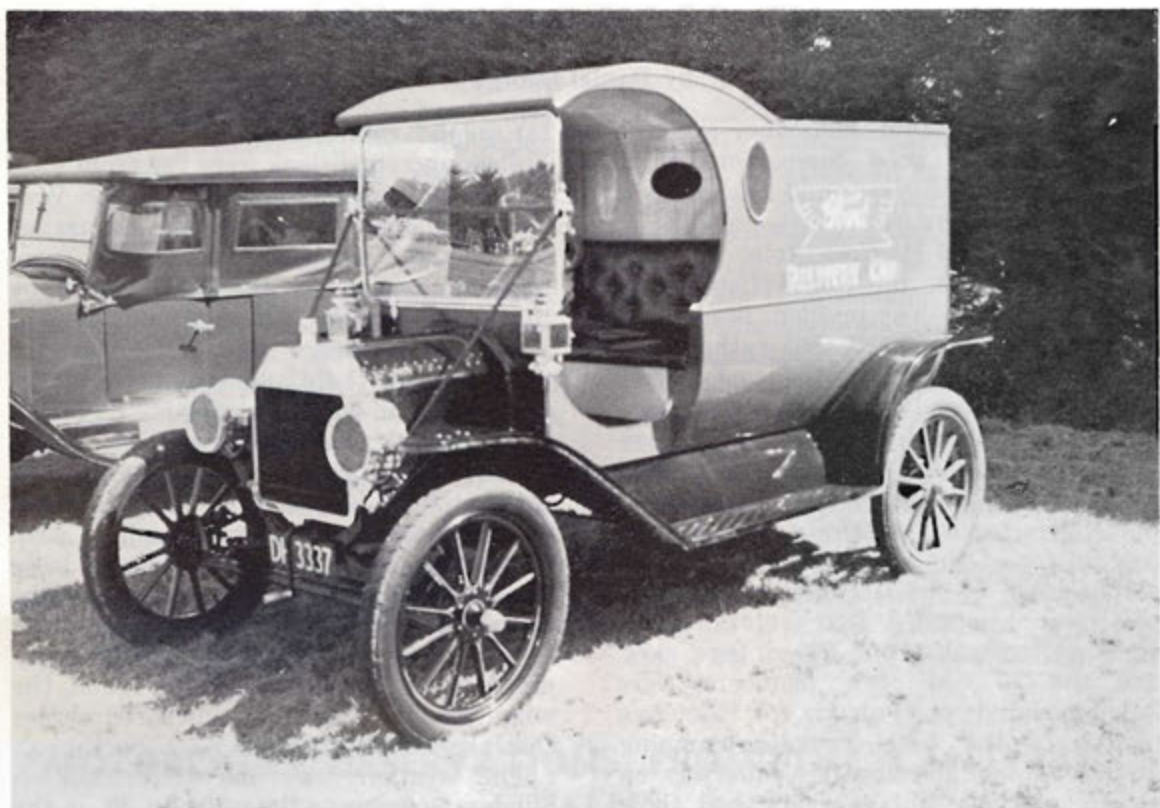
The route was an excellent one there being three choice of routes covering 30, 61 and 96 miles respectively—each covering similar country and all on sealed roads. As usual driving tests were varied and were held on the roadside en route being well run by various teams of marshals who were all a trifle damp! after standing out in the rain for upwards of

an hour, one question 'that of the time of day' was asked of the navigator. We understand that around 75% of the people didn't have a clue (maybe only 25% were wearing waterproof watches).

All the time it was pouring down but by about 10.30 there was sufficient blue sky to make a Dutchman a pair of pants so hopes were raised and by the time we reached our venue at Ouruhia Park it had stopped raining and the sun was shining. Immediately on arrival those entrants who had entered for concours were seen in frenzies of activity in an endeavour to get their vehicles back to the shining lustre they all were in the sun the previous day. A distinct advantage of owning a Fire Engine in full working order was seen when G. Nell proceeded to hose down said Fire Engine with first aid water carried on the engine. Unfortunately, there wasn't sufficient water for all of us. The overall standard of vehicles was very high and the judges had a difficult job of sorting out a winner in each class. There were quite a few newly restored first time out vehicles—one which warrants mention was the 1927 1000 c.c. Harley-Davidson



Eric Walker's 1914 12 h.p. Rover.—A restoration of one of the first Veteran cars in the ranks of the V.C.C.



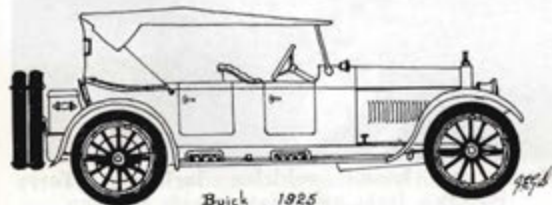
Veteran concours winning Commercial, Brian Moir's 1913 Ford.

Motor-cycle of Tom Smith which defied even the experts to fault and accordingly won the Vintage Motor-cycle concours. The Veteran car concours went to Brian Moir's 1913 Ford T Delivery Wagon, the Vintage Car concours to Rex Chenery's 1930 Model A roadster. After many hours of work by a very small band of workers our Club Truck made its debut resplendent in international red standing out against some of the more sombre cars amongst which it was parked.

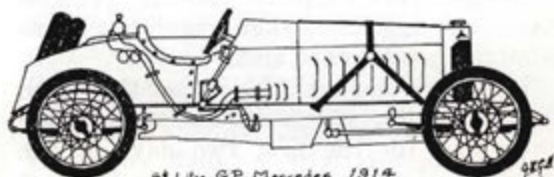
After an excellent lunch provided by a local Church Women's organisation, the afternoon was spent in looking at and

talking about V. & V. matters and everyone enjoying the sun which by this time was shining down brightly. Most of us were away by 4 p.m. to get ready for the evening's festivities.

An excellent Cabaret rounded off a well organised rally, at which the trophies were presented. Our thanks must go to our Club Captain—Les Humm, and his assistant, John Anstey, and the many, many helpers they had for a faultless event. The success of the rally points well to a well organised South Island rally next Easter as this team is basically the one which will run it.



Buick 1925



1.8 Litre G.P. Mercedes 1914

MT COOK RALLY, '68

by Daniel George

Over 200 miles of motoring, and the opportunity for good companionship in pleasant surroundings, amid one of New Zealand's great tourist areas, combine to make the Annual Mt Cook Rally the most popular event on the South Canterbury branch calendar. The problem is not how to attract entries for it, but rather, how to limit them. Due to the uncertainty about the proposed hydro-electric development in the area, little additional accommodation has been provided in Pukaki township in recent years, and another limiting factor is the number that can be catered for at the special luncheon in the games room at the Hermitage. The field this year comprised four veteran cars, eight motor-cycles, and 23 vintage cars, and the 70 odd crew members were accommodated at Pukaki for the two nights in the hotel, motels, camping ground cabins, and shearers' quarters on nearby stations, but everyone had their meals at the hotel.

The Mt Cook Rally was first held in 1956 to mark the 50th anniversary of the first motor trip to Mt Cook in 1906, by Messrs Rutherford, Wigley and Marchant in two single cylinder DeDions. It was an exhausting two-day journey over unbridged rivers and bullock tracks on that first trip, but two years later Wigley founded the Mt Cook Motor Co. and began a service from the railhead at Fairlie to Mt Cook, using 40 h.p. Darracqs, such as the one featured on the cover of the September "Beaded Wheels". Just how times have changed was illustrated by the Mt Cook Co's modern combination coach/freighter which left the Hermitage while we were there, on its scheduled 3½ hour, 132 mile run to Timaru. The Rally was originally restricted to veteran vehicles only, but later, vintage machines were allowed to take part also.

Perhaps because this was the 13th Annual Rally, the weather was mainly very poor for the first two days of the weekend. Gale force winds were forecast

for inland Canterbury and the Waitaki Valley, and conditions were far from ideal as the rally made its way through Waimate, Aviemore, Benmore, and Omarama, to Pukaki, although conditions were reasonably good for the picnic lunch by the shore of Lake Aviemore. There was a certain majestic grandeur about the mountains in their angry state however, as the wind-whipped clouds streamed about the lofty peaks, but this wild mood of nature was probably not appreciated by the motor-cyclists battling into the teeth of the wind, and in particular, Alan Storer, who had the misfortune to lose the hood off his 1912 Cadillac near the mouth of the Waimate Gorge. Heavy rain fell at times, especially during Saturday night, when thunder rumbled round the mountains, and lightning flickered across the lake.

The weather was fine at Pukaki on Sunday morning as the rally set off on the 37 mile leg to the Hermitage, but the rain was still falling when we arrived there. However, once everyone had savoured the warmth of the Hermitage, and gathered in the Snowline Room to listen to the piano stylings of Lew Pemberton, then the weather outside, the absence of a view of Mt Cook, and the lack of ski-plane flights, seemed to be forgotten. Fortunately the weather had improved by the time we set off back to Pukaki, and the



Homeward bound vehicles including Terry Wilson's Itala and Fiat outside the Inn.

end of the Time Trial, which this year totalled about 230 miles for the two days. By the time everyone had travelled home the following day, Labour Day, they would have travelled well over 300 miles, for the Timaru ones, and nearly 500 miles for those from Christchurch—quite a little jaunt.

The presentation of trophies after dinner on Sunday evening saw Bill Piddington win the Rutherford-Wigley-Marchant Trophy for the best overall effort by a veteran vehicle, with his 1911 Regal, Alan Baker won the Veteran Time Trial with his 1915 Humber, the Vintage Time Trial went to Mrs G. Humm in her 1930 Chevrolet Roadster, the best prepared vintage car was Max Hatherley's 1930 Hudson 8, while Dereck Brownie, 1925 B.S.A., was awarded the best motor-cycle performance trophy.

The real heroes of the Mt Cook Rallies are the motor-cycle boys, whose mounts are often single cylinder, fixed drive affairs, that are prone to all sorts of ignition troubles, particularly in wet weather, and have to be pushed up steep hills. Typical of the breed this year was Invercargill's Barry Barnes, who was seen running up several of the steeper hills beside his 1924 Douglas motor-cycle. Nor do the veteran motor-cyclists have all the trouble, as Dereck Brownie found out this year with his 1925 B.S.A., on which he completed the course after a terrific struggle.

Likewise, some praiseworthy efforts have been put up by single and twin cylinder cars on this rally over the years, and it is with some feelings of guilt that we pass them struggling against the elements and the gradients, while we enjoy the comfort of a Morris coupe.

MOTORCYCLE OBSERVATIONS FROM THE CANTERBURY RALLY

by Allan Wills

Of interest to M/C owners will be the recent change of ownership of Geoff Hockley's sparkling 2½ Single Harley Davidson to Harry Williams of Tai-Tapu. Harry has owned a number of bikes but this is the first restored one in recent years. Another notable addition to the two-wheeled ranks is the 1927 Harley Davidson of Tom Smiths of Christchurch. I think we shall hear more of this cycle in future concours events. I am beginning to realise after organising our forthcoming M/C Rally that the branches can no longer send M/C entry forms to only known M/C owners, we will have to blanket cover all members shortly. It is noted with interest that B. B. Moir of Rangiora (1913 and 1920 Fords) is restoring a Veteran M/C. Austin Hadler (Model T and M.G. owner) is to be seen sitting in his garage mounted on a Sausage tank B.S.A.

Many known car owners both Veteran and Vintage have turned their efforts in recent months to searching out M/C parts. Harry Barnes owner of 1930 Model A Cabriolet (and former owner of 1929 Sports Coupe) has a 1926 Triumph that he intends to restore shortly. Colin Cockburn who has been owner of numerous Austin 7's, Model T's and Fiats has a single cylinder M/C of American origin awaiting restoration.

Strange as it may seem a number of non-members are going to great lengths to restore motor cycles to first class original order yet are

not particularly interested in joining our club. We have not 500 yards from our Canterbury branch clubrooms the only fully restored horizontally opposed twin-cylinder Harley Davidson sport in N.Z. Yet the owner is not a club member. Is this trend towards two-wheelers N.Z. wide? Are members starting to admit that (along with PVT's) motorcycles are not things to be put right down at the bottom of a Rally entry form but are now an integral part of all our activities.



Canterbury Rally.—General view of the Motor Cycle fraternity.

VINTAGE CAR CLUB — BRANCH EVENT CALENDAR

DECEMBER, 1968 — FEBRUARY, 1969

WAIRARAPA

For those interested, monthly Club nights are the second Monday in each month commencing at 8 p.m., with Noggin and Natter evenings on the remaining Monday nights, commencing about 7 o'clock. The Clubrooms can be found by proceeding from the Post Office up Lincoln Road to cross the railway line, and turn right at the A.A. signpost after 400 yards. Contact the Secretary, Peter Smith, phone 3788 for further details.

SOUTHLAND

30 JAN. — MEETING:

Southland Club Rooms, Ariki Ave., Otatara, 8 p.m. Thurs. Contact Barry Barnes, Phone 82-039 Bus., 84-348 home, 206 Bluff Rd, Invercargill.

11 FEBRUARY — GORE SECTION MEETING:

Gore Club Rooms, 8 p.m., Tues. Contact Neil McVicar, 48 Wigan Street, Gore. Phone 6702.

7-8 FEBRUARY — RIVERTON RALLY, INVERCARGILL MOTOR SHOW:

Centennial Hall, Fri. evening, 7 Feb. Run to Riverton commences 9 a.m. Centennial Hall, Saturday, 8 Feb. Contact Warren Jordan, 41 Venus St., In'gill. Phone 89-212 Bus., 66-577 Home, or Ray Lindsay, 129 Duke St. Phone 89-089 Bus., 89-722 Home.

28 FEB./1 MAR. — GORE FESTIVAL RALLY:

Motor Show Friday evening, 28 Feb. Run to Te Anau for weekend commences 9 a.m. Sat., 1 Mar. Contact Neil McVicar, 48 Wigan St., Gore. Ph. 6702 or Ian Murray, 3 Mary Street, Gore. Ph. 5019 Bus., or 7535 Home.

HAWKES BAY

23-28 DEC. — MOTOR SHOW:

Apple and Pear Board Store, King Street, Hastings.

1-2 JAN. — COMMUNITY CAMP:

Porangahau.

2-6 JAN. — MOTOR SHOW:

Centennial Hall, Latham St., Napier.

8 JAN. — NOGGIN AND NATTER:

Whakatu Hall, 8 p.m.

12 JAN. — PICNIC RUN:

Peter Kelly, Phone 39-653 Hastings.

12 FEB. — NOGGIN AND NATTER:

Whakatu Hall, 8 p.m.

23 FEB. — HOMESTEAD RUN:

Rex Scarrott, Phone 86-896 Hastings.

MARLBOROUGH

3 DEC. — BARBECUE:

5 p.m.

14 DEC. — AFTERNOON RUN:

1.30 p.m., followed by buffet tea and Christmas Party.

18 JAN. — BARBECUE RUN:

4 p.m.

26 JAN. — AFTERNOON PICNIC RUN:

For information ring:

Club Captain, 89-166 Home; Secretary, 6707 Home; 3359 Business.

CANTERBURY

18 JAN. — ASHBURTON SUB-BRANCH 1st ANNUAL RALLY:

Contact J. R. Morrison, 15 Baker St., Ashburton.

15 FEB. — SOUTH ISLAND M/C RALLY:

Leaving Canty Branch Clubrooms, 55 Colwyn Street, approx. 9 a.m. Contact Rally Secretary, A. J. Wills, Box 29, Tai Tapu.

23 FEB. — HOMESTEAD RUN TO LONGBEACH:

Leaving Ross Haynes' Garage, Rolleston, 9.30 a.m. Contact Ashburton Sub-Branch committee for more particulars.

NOGGIN AND NATTER:

First Thursday every month, except January. Branch Clubrooms, 55 Colwyn Street, Christchurch.

AUCKLAND

9 JAN. — CLUB NIGHT:

at Western Springs.

25-26 JAN. — 24 HOUR RELIABILITY TRIAL:

Starting at the Museum of Transport and Technology at 2 p.m., finishing at Western Springs Stadium, 2 p.m. 26th January.

26 JAN. — GYMKHANA:

1 p.m. - 4 p.m., at Western Springs Stadium.

26 JAN. — SOCIAL EVENING AND DANCE:

Held at Blockhouse Bay School Hall, 8 p.m.

2 FEB. — "PRIDE OF OWNERSHIP" MOTAT

Starts 10 a.m.

13 FEB. — AUCTION

Held at Western Springs Museum of Transport and Technology. For further details contact Mr J. Lewis, Ph. 677-459 or Mr N. Dewhurst, Phone Manurewa 66-824.

OTAGO

24 JAN. — NOGGIN AND NATTER:

The Annual Dunedin Brighton Veteran Rally noggin and natter night to be held in the Cellars Bar at the Provincial Hotel, commencing at 9.30 p.m.

25 JAN. — DUNEDIN-BRIGHTON VETERAN RALLY:

With the briefing at Otago Motors at 9 a.m. and the evening "do" to follow after. The secretary for this event is Mr B. R. Mooney, 34 Kilgour Street, Dunedin.

27 JAN. to 1 FEB. — MOTOR SHOW:

The Otago Branch is to hold a Motor Show at the Drill Hall. The show will be open daily 11 a.m. to 11 p.m.

31 JAN. — CLUBROOMS OPENING:

The Clubrooms will open for the year and will be open every Friday night at 8.30 p.m. thereafter.

21 FEB. — WELCOME INVERMAY HILLCLIMB:

A welcome will be held in the Clubrooms for the competitors and friends taking part in the Invermay Hillclimb.

22 FEB. — INVERMAY HILLCLIMB:

With Scrutineering starting at the hill at 4.45 a.m. After at 4.30 p.m. a noggin and natter in the Cellars Bar, Provincial Hotel, with an evening in the Clubrooms at 8 p.m.

23 FEB. — INVERMAY COMPETITORS' FAREWELL:

A farewell in the Clubrooms at 10 a.m. to competitors. The Organizer for this event is Mr I. G. S. Sharpe, 28 Michie Street, Dunedin. The Clubrooms are at 40 Park Street, and all are welcome to pop in.

TAUPO

19 JAN. — PICNIC RUN:

Assemble at 1.30 p.m. at Auckland Glass Co., Heu Heu Street.

8 FEB. — CLUB RUN:

Details not yet finalised.

15-16 MARCH — TAUPO BRANCH RALLY:

Full details will be on Entry Forms to be published later.

The name of the Branch officer to contact is Mr G. Monk at the Auckland Glass Co., phone 532, or 1091 after hours. His address is 30 Frederick Street, Two Mile Bay, Taupo.

LETTERS TO THE EDITOR

Dear Madam,

Mr Osgoods article on John North Birch in the September Beaded Wheels was most informative and brought to light some new facts on this strange man, but in the interests of accuracy there are one or two points that should perhaps be clarified.

It was suggested in the article that Birch designed the Fairy motorcycle and that the patents were sold to Douglas.

In actual fact the Fairy was designed by William Joseph Barter of Bristol.

Amongst previous designs of Barters was the Avon Trimobile, a 3 wheeled vehicle using a horizontally opposed twin motor. Barter became convinced that the horizontally opposed principal with its easy starting and vibrationless running was the answer for motorcycles.

He therefore designed a 200 c.c. motor which because of its daintiness and small size he called the "Fairy". A company called Light Motors Ltd was formed and production was commenced.

All this took place during 1905 and it was early in 1905 (February actually) that John North Birch left England for N.Z. hence eliminating the chance of any connection between the two or his

being able to bring a Fairy to New Zealand with him.

Being a Bristolian, Barter went for his castings to Douglas Bros. who had their foundry and engineering shop at Kingswood Bristol (the writer who has the only known 1905 Fairy has noticed the Douglas initials on the minute con-rods). Douglas Bros. (William and Tom) were engineers to the shoe-making trade of which Kingswood Bristol was the centre and for 20 years they had been engaged in maintenance and had developed a foundry for the casting of shoe lasts, etc.

William Douglas's sons were keen motorcyclists and persuaded their father to enter the motorcycle manufacturing business. He agreed to only on the condition that Joseph Barter join the company and take over management of this side of the business.

As Douglas Bros were already making many of the engine parts for the Fairy, Barter left Light Motors Ltd and joined Douglas. This was in 1907.

By late 1907, in time for the Stanley Show in November, Barter had designed for Douglas a new 300 c.c. horizontally opposed motorcycle plus a vee 4 model. These were for 1908 manufacture and sale. Only the 300 c.c. model went into production, some 27 being built altogether (of which only 24 were sold). During this time Light Motors Ltd were still marketing the lightweight Fairy plus a monstrous 6 H.P. version Barter had designed before leaving. Fairy machines were on sale in opposition to Douglas for at least a year after this.

Regarding Birch and Bradburys, Mr Osgood mentions that John North Birch sold the patents for the engine cast integral with the frame to Bradburys in 1903.

According to Bradburys records they purchased the patents in 1902 from Frank Birch.

It would appear that although John North Birch made the George Eliot cycles and motorcycles he used his brother Franks motor design in his motorcycle. As a matter of fact Messrs Robinson and Price of Liverpool also used this design from 1900 to 1903.

Frank Birch is also known for the Perks and Birch motor wheel. Frank was working for Perks while they both developed the motor wheel. This invention was sold to Singer in 1900, both Perks and Birch going to work for Singer whilst the Singer motorcycle was being developed.

We find Mr Osgoods articles most interesting and hope he can manage further instalments for Beaded Wheels.

Yours faithfully,

ALAN BREHAUT.

22A Cain Street, Timaru.

Dear Madam,

On the four original Dunlop beaded edge pressed steel wheels of my 1912 Austin Ten, there is a design feature, the purpose of which eludes me, and it is possible someone in the movement may be able to explain it.

The Wheels have three holes in the base of the rim, one of them the valve aperture. The others are much smaller, about five-sixteenths, and are equidistantly spaced one sixth of the circum-

ference either side of the valve. There is no third hole to balance the layout. Both the small holes, which are flat sided, have been filled with a wooden dowel. I was short of a spare wheel for the car, and bought at a club auction, three more old wheels of a similar pattern, but Sankey Patents. These have each got three small holes, evenly spaced, two of which have flat sided five-sixteenth bolts, protruding one inch, with long plated acorn nuts with thick leather washers under them. The third holes are bunged-up with wood.

The studs, both in size and length, are not substantial enough to secure a Stepney, nor do they appear to be the type used as clinchers.

Any ideas?

Yours sincerely,

D. E. WOOD.

P.O. Box 84, Pukekohe.

Dear Madam,

I have been very disappointed with the content of the last few issues of "Beaded Wheels"; such items as 'The Up-Jenkins Special' and 'The Line-shooting Game' remind me of what my fifth form English master used to say about some of my essays "—the most unmitigated tripe I have ever read". I thought at first advancing years were making me unduly critical and irritable, but at a recent gathering of some of our branch members, I found I was not alone in these opinions. One member of many years standing said that whereas once he used to look forward to the arrival of "Beaded Wheels", now about the only thing worth reading were the classified advertisements. Therefore, I feel compelled to offer a few suggestions for improving our national magazine.

The purpose of "Beaded Wheels" must surely be to provide news and views about the vintage movement for our members; anyone wanting sick humour is well enough catered for by various other publications, and the TV screen, without "Beaded Wheels" having to provide it too.

One way of brightening up "Beaded Wheels" would be to feature a road test of a vehicle every issue, such as the excellent tests of the 1924 Velie in the December 1967 issue, and of the 1913 Maudslay in March 1968 issue. Then again, it is interesting to read descriptions of major rallies held by other branches, and so see how the other half of the movement enjoys itself.

A very worthwhile field of endeavour would be to provide a few technical notes on restoration methods in every issue, with particular emphasis on any new materials and processes that may have become available. In this respect, I understand that the V.C.C. of N.Z. receives copies of several overseas motoring journals on a reciprocal basis, and material from these can be reprinted, provided the magazine and the writer are acknowledged.

You may well ask where is all this material going to come from, especially if we produce six issues per year, when at the present time only four or five branches take the trouble to send in any notes. My suggestion is that 40 cents of the branch share of subscriptions should be retained in a "Beaded Wheels" fund. With, say 1600 financial members, this would yield \$640 per year, or about \$107 per issue for six issues. Excluding

advertisements, "Beaded Wheels" consists of about 24 to 26 pages, so that it would be quite possible to pay \$4 per page (including photos) for all material used. This payment would go to the Branch to which the writer belongs. This system would provide an incentive to branch committees to ensure that their members were contributing to the success of "Beaded Wheels"—if they want the same share of members subscriptions that they have been accustomed to in the past, they will have to earn it by the ink of their pens. Payment for any material contributed by the Editor, along with any surplus in the fund at the end of each year, could be used to help defray printing costs.

Its an old saying that people get as good a government as they deserve—meaning that the calibre of a government depends on the interest that the individual takes in the election. The same holds true for "Beaded Wheels" the quality of it must depend on the effort that the individual puts into making it an interesting journal once again.

Yours sincerely,

D. G. MORAN.

Taiko, No. 4 R.D., Timaru.

REGISTRAR'S RUMBLINGS

Many thanks to the members who sent in photos following the request in September Beaded Wheels. The collection of Register and Dating Forms awaiting "Further Information" from owners is steadily growing instead of decreasing.

The Dating Committee Chairman has advised me that the following registered vehicles are now dated.

155	287	518	552	556	577	592	596	643
648	681	691	697	698	702	705	708	721
732	738	740	745	753	780	800	812	837
840	865	871	898	904	907	916	918	924
937	938	941	944	945	953	955	968	983
991	1016	1019	1046	1049	1054	1056	1057	1059
1068	1073	1076	1079	1087	1091	1098	1099	1104
1132	1140	1172	1179	1180	1194	1204	1206	1212
1214	1229	1244	1245	1263	1278	1290	1291	1295
1301	1305	1311	1312	1318	1329	1334	1338	1342
1349	1362	1363	1364	1365	1366	1367	1368	1369
1370	1371	1372						

During the past 7 months 264 vehicles have been dated and owners notified. Details of another 19 are at present with various Overseas Organizations for definite dating. Quite a few more (47 in fact) would have been dated had owners replied to the requests for additional data, photos etc. within a reasonable time. Some forms have been held up for over 8 months awaiting this "Further information". A little more co-operation from some owners would certainly be appreciated.

Makes dated this year include:—

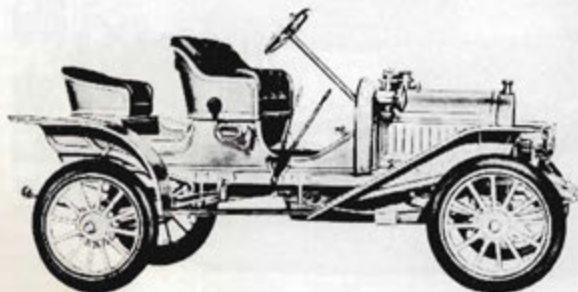
Austin 7, Auburn, Bean, Chrysler, Dodge, Fiat, Ford A, Harley-Davidson, Hupmobile, Indian, Morris, Plymouth, Vauxhall, Wolseley, plus several makes with only 1 or 2 registered vehicles. Buick, Chevrolet and Cadillac lists have been brought up to date.

DATING CERTIFICATES

Early in the New Year all recently dated Veterans will be issued with Dating Certificates. When this is done a start will be made with Vintage Certificates.



SPARK PLUGS ... RIGHT FROM THE START



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- On every OLDSMOBILE since 1911
- On every GMC Truck since 1913
- On every CADILLAC since 1914
- On every CHEVROLET since 1916
- On every PONTIAC since 1926

Original equipment on all new
General Motors cars and trucks



W7250

BRANCH NOTES

AUCKLAND BRANCH NOTES

by Doug Wood

I didn't know, when this job was given to me, that notes for both the magazine and the supplement were wanted, but it is amazing how the news collects. Undoubtedly, the most important development in our branch is the decision by the committee to proceed with the building of our club rooms. We have been trying for years to own premises for meeting, social events, workshop and storage. An eminently suitable site at the Museum of Transport and Technology at Western Springs has been made available, and our architects have designed an attractive and functional building of which we will be justifiably proud. Finance is coming from schemes directed at our members, who we are sure will back this project with the enthusiasm it deserves. Our membership continues to grow apace, and a home of our own is long overdue. Funny how Yachties manage to get their own club houses so prolifically; they surely cannot be a more enthusiastic bunch than we are!

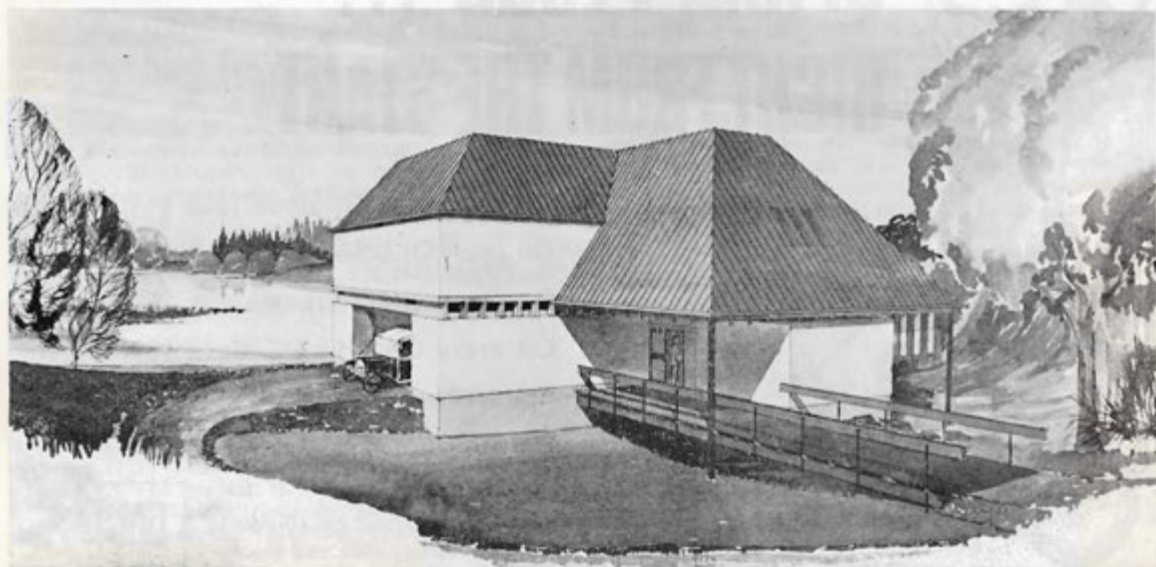
The September run was enjoyable and rather unusual. It took the form of a fuel consumption test over a hundred-odd miles on the ton/miles basis. At the same time, each car had an observer from the Institute of Advanced Motorists who judged our standard of driving. We had a lunch break at the Hot Springs at Miranda on the Thames Estuary, changed observers, and proceeded along the coast road in excellent weather. The Hurlingham Vauxhall of Brian Walton returned 18.6 M.P.G. on an all up weight of 3985 pounds, and won that part of the contest, while Allan Roberts was awarded first place by the I.A.M. I believe most people lost marks by driving too close to the vehicle in front.

Jim Miller of Pukekohe has a panel beating shop and a yard which is refreshingly different at time of writing. Breaking the monotony of repairing moderns he has his own 9/20 Humber being readied for the Hunua, his 15/40 Humber is having the body built, George Gibb's Taihape based 3½ litre Bentley is having the Park Wark body titivated, the Zagato body and panels from Dale Court's Alfa are being tidied up, and the 1912 Austin Ten is having mudguards fitted.

News has reached me of another restoration completed after three years toil — Bob Atley's 1924 Gardner which we will look forward to seeing on future runs. John Blakey is working well on his 1926 Austin 12-4, and there won't be anything sloppy about this car when finished. Harold Denton has the Moon off the road, giving it a refurbish. Rod Welch is going well in the rebuild of another rare American model — the Davis, on which he has spent a lot of time and hard work. Deryk Winterbotton has been fortunate in finding another 16.9 'Beam which will help him with parts to complete his chassis.

A fruitful form of fund raising is participation in school Gala days and such like, for which the club always has requests for cars. Brian Walton looks after these, and is doing a grand job, though a little more support from members would make his task easier. He has formulated a standard of payment by, and rules for, organisers—no transmission punishing parades behind horses or marching girls, no hordes of sticky fingered children, and so on. These outings are proving quite popular, and twenty cars turned out in a recent Papakura High School do, with a satisfactory gain for the Club Builders Fund. Brian has a few more requests for vintage and veteran publicity, of which more later.

Elsewhere you will find the story on this years Hunua 100, which attracted a goodly number of cars and bikes and quite a few "first timers".



Auckland's proposed new Clubrooms.

Apropos the Hunua, it has been said that it's not worth trying to win, as the winner has to set the following years' event, no easy task. However, from my experience as a marshal in this years run, I think I can give the lie to this, as a more determined and route conscious field of entrants would have been hard to find, and everybody seemed keen to do their best. I take my hat off to the motor bike gentry, especially the solo riders, who battle wind and weather, balance a bike, navigate, time keep, and stay cheerful over roads with sometimes unpleasant surfaces.

Early in November we held a most enjoyable picnic, combined with a concours, at a private beach on the Manukau Harbour. The weather was perfect, the tide was in, and the concours was judged a success. It was based on an American System, whereby each person judged his own car with a set list of credits or debits. Once you get the hang of it, it works very fairly, and cuts out a lot of work by judges, who are usually criticised after a concours anyway.

About twenty cars turned out, E. C. Miller 9/20 Humber, and Frank Knight, Dodge Six had top marks, followed by Hayward's One Tone Ford T, Bob Atley's Gardner, Alan Robert's Velie, Les Key's Austin 16 Saloon. It was meant to be a fun day, and it was.

Brian Walton organised a T.V. appearance for ten cars in connection with the presentation of the Golden Disc Award on A.K.T.V.2. This went over very well, and augmented the Club Funds to a very worthwhile amount. These cars did the job, which consisted of a very short run carrying the award winners from the studio to the reception room: Bryan Jackson Rolls-Royce; Allan Roberts Velie, Rod Welch Model T, Dave Lane Studebaker Director, John Irvine Sunbeam, Brian Walton Vauxhall, Barry Birchall Whippet, Alan Colins Model T, Earle Gill Talbot, Dennis Worley Model A. A very photogenic turn-out.

Progress on the organisation of our 24 hour run in January is proceeding steadily. Sponsors are being found for the entrants' cars, and a satisfactory number of entries are showing up. The route will be a sort of figure of eight centred around Western Springs Stadium. More about it in the next issue.

SOUTH CANTERBURY NOTES

by David George

SPRING PICNIC: As a trial run for the Mt. Cook Rally, two weeks earlier, on October 13th, 23 members motored through to Rob Shand's home at "Strathconan", near Fairlie, for what looks like becoming an annual Spring Picnic. When the party arrived at Strathconan, a strong nor'west wind made conditions very unpleasant, and everyone welcomed Rob's invitation to have their picnic lunches within his rather large reception hall. Fortunately, after dinner the wind gave way to a fine, warm afternoon, and members and their families were able to bask in the sunshine, swap stories, and inspect vehicles, etc., while the children delighted in rides on the resident donkey, and Bill Piddington's Regal. 10 members travelled by veteran or vintage vehicles, while the remainder, including Andrew Anderson and George Winslade from Christchurch, travelled modern.

OTAGO NOTES

by David Goodman

Having been reminded to remit some notes I will try to give the latest of news.

This Branch is at present working on a Motor show that we are going to run during festival week in January. This should be quite a show and we have been very pleased with the support that we have received from the local businesses and motor houses. Many and varied are the attractions that the show committee have in mind to keep it swinging and make it a show to remember. Also being worked on are the annual Dunedin—Brighton Veteran Run and the Invermay hill-climb to which we will be pleased to welcome old and new entrants.

There are several local cars being worked on at present and Gordon Sharpe up to his ankles in wood shavings is making progress on the body of his Bentley. The mill of Bob Oakleys Alvis is getting the treatment from Brian Middlemass now that the 4cvt has successfully passed its circuit day. Perhaps we should change the city name to Alvis Town with the amount of Alvi now in the Branch as there are two more examples belonging to George Tofield and Dave Gamble getting the treatment as well. Des Ruddle has blown the dust off his Morris so he will, we hope, start again on its restoration.

Several Motor Cycles are also being restored, so when these are finished the Branch will have an excellent line up that would satisfy the most discerning critic.

The Branch extends a welcome to all visitors and would like you to come to the Clubrooms at 40 Park Street, as they are open every Friday night 8.30 p.m. to midnight.

WANGANUI BRANCH NOTES

by Colin Thomas

Though absent from these pages for some considerable time, the Wanganui Branch is by no means asleep. We have had quite a busy year and are looking forward with enthusiasm to the motoring season ahead.

Without a doubt our biggest and most successful project this year has been the Transport exhibit in the Wanganui Museum. With the extension of this fine building we have been allotted an area just inside the main entrance. Here we are able to display three vehicles at a time, plus a Motor Cycle stand and numerous display cases containing a wide range of components and historic photographs depicting motoring through the years. To visitors to our city, this is a MUST and if you "Vintage Bods" can tear yourselves away from our display, the Maori Court, Colonial Cottage and other displays are of outstanding quality and tremendous interest.

On September 24th the branch held a most successful public film evening in the Davis Lecture Hall at the Museum. About 150 people attended with a pleasing representation from other branches and the general public. A very entertaining programme included two sound coloured slide sequences which were expertly produced by some of our most energetic members.

While these events have helped to bring the club before the public, the most gratifying aspect of it is that we have had a recent influx of new members. We welcome them with open arms as new blood is a necessary ingredient to keep the club alive. We look forward to meeting them in competition and it is always exciting to see new cars appear on the scene. Several restorations are under way including the Cockerell Austin 7, a National Chevrolet, a very rare Swift, an Essex and an Armstrong Siddley slipped silently into town recently.

It's good to see these restorations going on. Keep it up chaps. I hear that Albie Voss has been adding a few miles to his recently restored Model A tourer. Have'n't seen this car yet but I believe it demands a second glance.

A Sunday trip to Wellington was well supported by some 30 people during October and they were favoured with a conducted tour through Southwards Museum. Good weather prevailed and a lighthearted atmosphere was enjoyed by all.

Preparations are well in hand for our annual Burma Trial in January. Most members will be pleased to hear that this year we will take you over a new route and we are anticipating a good entry to take in the change of scene. We are also hoping for a lunch-time swim and some light entertainment in the evening. However, more of this later. SEE YOU AT THE BURMA.

On behalf of all Waanganui Branch members I extend the compliments of the season to all and wish you happy vintage motoring or long burnings of midnight oil whichever the case may be.

MARLBOROUGH NOTES

by C. Patchett

We recently celebrated our 10th Birthday, the branch was formed in September 1958. 15 Veteran and Vintage cars and a number of modern ones complete with families journeyed to Waikakaho Valley for a picnic followed by a buffet tea at Riverlands Hall. We had a few short speeches, a lot of long beers, chopped up fairly wide birthday cake, tidied up a couple of hundredweight of party fare ranging from crayfish and roast meats through to fruit salad, Ice cream and coffee then topped the lot off spinning some fairly tall yarns. Altogether a happy turnout.

Restoring vehicles of course is the life blood of all branches and someone is always finding something worth hammering out and putting back into shape. Model A's seem to head the list in our "Parish" at present and at least one is being prepared for the Australian trip. We also have a very nice 1926 Ford T Doctor's Coupe slowly going along the assembly line. It shows great promise and should end up as one of our sparklers. Another excellent local restoration about half way through is going to be lost from our branch through the owner being transferred. It is a 1925 Overland 6 Tourer owned by Rod Russell who is moving to Ashburton to live. I'm sure the Ashburton boys will be thrilled to have this nicely restored vehicle in their fleet. We in Blenheim will also miss the promised unveiling ceremony and christening party however we won't give up as it only costs 3 cents to post a fiver from Ashburton to Blenheim.

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Other branches may be interested to hear of what we call our twice yearly Warrant of Fitness evenings. We have an arrangement with the Transport Department testing station who open up shop on an evening in both September and March. We all go along together and the Staff willingly give up an evening to put our vehicles through the hoops. The advantages of this arrangement are many, for example members do not have to knock off work in the daytime and if faults are found we are able to help each other adjust brakes, lights etc., then drive the car around to the other end of the queue again. Last September 20 vehicles were put through between 7 p.m. and approx. 9.30 p.m. We pay the normal charge of 70 cents and when all cars are passed fit for a further six months the Social Committee provides a welcome cup of tea accompanied by the usual natter. These two evenings each year have become highlights of our calendar.

BAY OF PLENTY NOTES

by Max Avery

In the Bay of Plenty the main emphasis of branch activities is directed toward the organisation of the North Island Easter rally, 1969, and branch runs are patterned on sections of road which will be covered in the course of that rally.

Since all branch members will be helping run the rally, and will not be participating in the runs, visitors need have no fear that local knowledge will win the day!

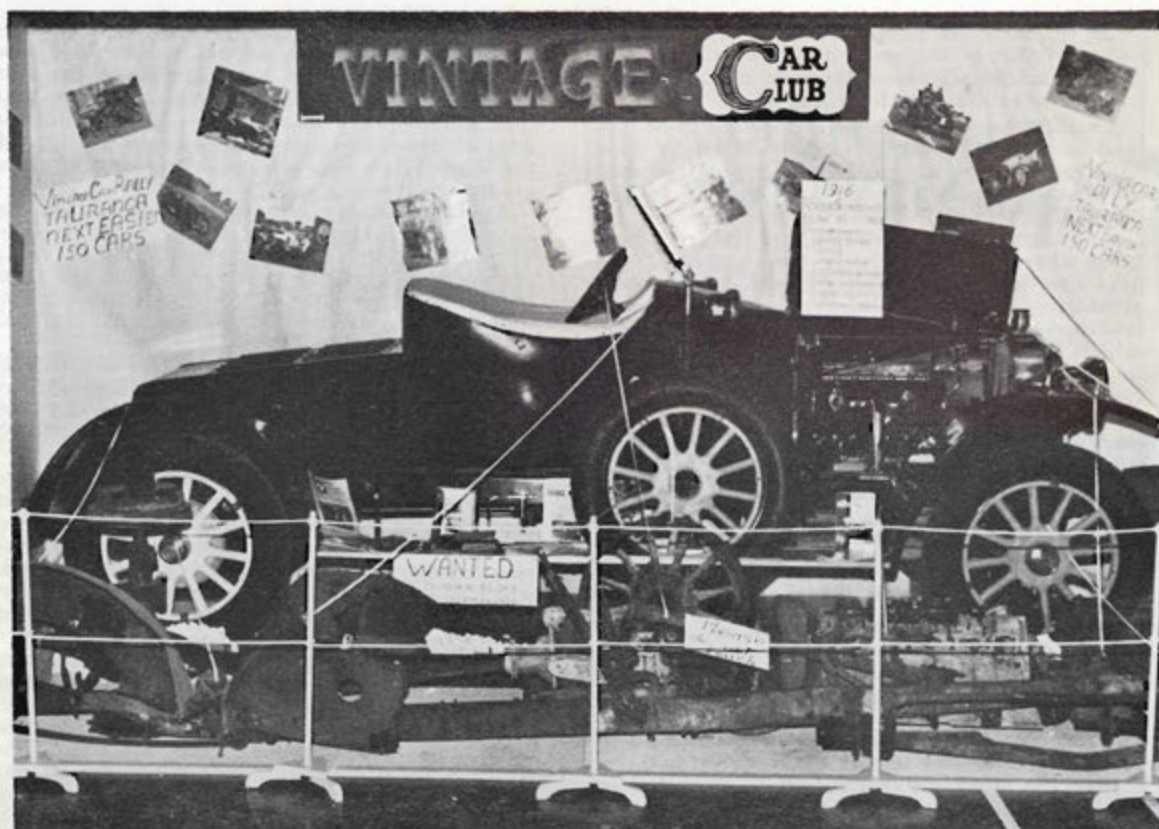
Des Stancliffe of Te Puke has been collecting Rugbys. He now has three — the latest acquisition being a 1928 truck with a two-speed diff which he trailed home for spares over the Kaimai Range from Matamata. He has also purchased the ex-Avery ex-Mitchell ex-Bailey ex-Bear (Hamilton Club) 1924 Hupmobile tourer and has it under restoration. It is expected to join his 1929 Rugby sedan on the road shortly.

A new member, Graham Smithson of Rotorua, has a 1929 21 h.p. 2671 c.c. Wolseley Messenger (not unlike the Morris Isis of the period) under restoration.

Murray McClymont's 1930 Chrysler 70 saloon is coming on. The panel work is being done at the moment, and he hopes to be using the vehicle on the North Island run as a check-point car.

Geoff Beetham has sold his 1923 20 h.p. Rolls Royce tourer to Mr A. L. Gabites of Wellington. The car was restored by Brian Stent of Tauranga and is ex-Henk Cornelder. Geoff recently bought a 4.3 litre 1937 Van den Plas-bodied Alvis in Timaru.

Another new member is Ray Rowe who has moved to Tauranga from Opunake. He brought with him his 1929 Studebaker Commander straight-eight saloon, currently has this under restoration, and to complete it needs the bracing bar which runs between the headlamps and bears the figure 8, and the grab-handle for the rear front seat. The car is a sleeper. It was originally owned by the Mayor of Gore, and has 64,000 on the clock. Naturally, Ray was brought along by former branch president Jack Hoven, an avid Studebaker man.



A display by the B.O.P. Branch at a recent Hobbies and Outdoor Life Exhibition at Tauranga to publicise the amount of work involved in the restoration of a vintage car, featuring chairman Bill Jones' 1916 Rover built 12/16 Sunbeam.

Bernie Keenan, who joined the club this year in Auckland, has moved to Tauranga also. No doubt about it, everyone wants a place in the sun! Bernie is chasing a vintage Citroen, and we wish him luck.

SOUTHLAND NOTES

by Barry Barnes

The Rally season is once again upon us with signs of stirring in a few vintage corners as the various members machines are again made ready for the road. Our first official event is in connection with a Gala Day at Otautau, to be shortly followed by the Motor Cycle Rally. The first run will see Ray Lindsay on his first outing with his newly acquired 1913 Star which has had the breathing considerably improved by the fitting of the original type Zenith carburettor. The Motor Cycle Rally should be a good first trip for Syd Ayling's Norton after a complete restoration. Dennis Hunt hopes to have his 1929 Sunbeam restored for the run too. The motor has been rebored etc., and the prettifying up is under action. This bike was on the run last year in unrestored condition.

Work has been started on the Club's Chalmers Fire Engine and the state of the gearbox is causing us some concern. Low and second gear pinions are a bit chewed up and there is a tooth

off second. It seems that some more earnest than skilful fireman has been ringing the changes with too much vigour.

Can anyone help us with a Fuller & Sons F Z model box or even the vital parts thereof?

Your scribe recently viewed the restoration work on Bruce Grierson's 1918 Excelsior Motor Cycle. Bruce has been nothing short of fanatical in obtaining data for authentic restoration and the workmanship is of a similar standard. The local painter still groans out of reflex action when Bruce walks in the door as he has lost count of the number of attempts he made at getting the correct paint colour before Bruce was satisfied. The Excelsior is believed to be a military model but the amount of nickel plating would be more indicative of "For His Majesty" rather than "For His Majesty's Service".

Our Secretary Alan Meredith has disposed of his 1907 De Dion and has stripped down and gone over the 1910 Briton, ex Ray Lindsay, ex Dave Mills, that he has purchased as a replacement. Alan intends to take the Briton to Australia for the International Rally and no doubt wishes to be thoroughly familiar with it before he goes.

Warren Jordan is restoring an unusual machine in the form of a Bullnose Morris that was fitted many years ago with specially imported contemporary M.G. parts. The car is very well remembered among Southland motorists of some

years standing as its performance was well in excess of that of the usual docile Morris and the car has a distinct resemblance to an M.G. with its wire wheels, sporty body and so on.

Another rare model under restoration in Southland is the 1923 Talbot Darracq owned by Ken Rillstone. The engine has been reconditioned and the chassis work is being attended to at the moment. The major job with this car will be replacement of the bodywork aft of the front seat from where it is completely non-existent. I believe Ken has plans for rebuilding the tourer body although he has the alternative of an elegant boat-decked two-seater for at least one such vehicle reached New Zealand and was owned by a former neighbour of mine, before my time unfortunately. If this car motors as well as the similar car owned by Terry Chick in Christchurch, Ken has himself a most desirable machine.

It was recently published in a welding magazine how a North Island enthusiast has had gudgeon pin scores in the cylinder barrels of his Harley filled with a new welding process apparently with great success. This was of considerable interest to me, for after some discussion with the reconditioners over the state of the badly scored barrels in my B.S.A. it was felt that the best thing to do was to sleeve them. This has now been done and I'm told there is some risk of the barrels parting company with the mounting flanges so I'm keeping my fingers crossed. Its good to know there is another way to cure this problem without cutting too much out of the barrel—even if it is too late for me.

I understand that there is a Motor Museum being established in Queenstown — an excellent place for one — and Club members names are being mentioned in connection with the project which is being done properly with new building etc. However, the proponents are being a little bashful, and are not letting on very much at this stage? Still you can't keep a thing like this quiet for ever — can you?

WAIRARAPA BRANCH NOTES

by Glen Bull

After a hectic last minute rush the Clubrooms were finished in time for our Inaugural Rally which was held in Masterton on 5 and 6 October last. Although some work remains still to be done, this is of only a minor nature and can be finished at our leisure. The weekend of our rally was just like Timaru last Easter. Heavy rain the previous evening and drizzly weather on Saturday combined to make conditions under foot less than desirable. All 32 entrants together with one late entry arrived at the Showgrounds in time for lunch, showing signs of having completed the 35 mile time trial which included several miles of gravel roads. Three starting points were organised, at Featherston, Eketahuna, and the Clubrooms in Masterton, and each route combined to finish at the final check in Masterton from whence the competitors journeyed to the Showgrounds.

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After lunch various field tests were contested and as the grass was so wet the vehicles soon took on a very dirty appearance. At the conclusion of these events the vehicles drove to a local garage where the use of a Washmobile had been obtained and those not able to go through the Washmobile were cleaned with plenty of elbow grease and hoses.

A static display had been arranged for the Saturday night and after cleaning, the vehicles were driven into the display shed, thus obviating the worry of garaging visiting vehicles. The evening function consisted of dinner, presentation of time trial and driving test awards, and, until the projector broke down — films.

Sunday morning dawned still wet and cold so Concours judging took place in the static display area instead of at the Showgrounds as had been intended. The rally proper concluded with lunch at the Clubrooms.

However, an auction sale had been organised and most competitors stayed to try and obtain a bargain or two. A visit to a local wrecker the previous week by the Club Committee had resulted in a large quantity of good material which boosted the other acquired parts considerably. The Club benefitted to the tune of \$120 from the auction.

Manawatu entrants drove off with the majority of the car awards while the Wellington motor cycle entrants cleaned up in their department.

Since the Branch has been formed, and several more intending members are attending the required three clubnights before joining. Of our signed-up new members, mention must be made of Alan Douglas who owns an immaculate 1935 Alvis Speed 20. Another of our new members has just completed a 1924 Austin 12/4 Saloon, his first rally being our Inaugural event.

Three members attended the annual November Rally in Wellington without success prize-wise, but all agreed it was a most enjoyable outing. Wellington arranged for a much nicer day weather-wise than we ourselves had.

HAWKES BAY NOTES

by Bob Borrowes

Around 40 Vintage and Veteran turned out for the Safari Run to open Peter Russell's Vintage Hostel.

The Motor Show organisers Rex Stuart and Barry Anderson have everything well in hand but the lack of voluntary help is not making the task as free from labour problems as one would expect from a branch with near 150 members. We must remember the return expected from this Show will be to the benefit of all of us so come on chaps contact Rex or Barry, even an hour will help.

Many restorations are under way and indications are that for next year we will see the following additional cars added to our fleet.

Ces Bishop's Lagonda, Charlie Black's Model 'A' Tourer, Barry Lay's Chev. Tourer, Bob Borrowes's Plymouth 4 Tourer, Barry Anderson's 20/6 Austin Sedan, Peter Kelly's Studebaker, just to name a few.

Our Gisborne lads have been very active as the following short history and notes will indicate —

GISBORNE NOTES

Our Gisborne sub-branch was started with 4 enthusiastic members and now has a thriving club, with about 25 members and still receiving enquiries from interested folks. Vehicles include over 25 vintage ones, 1 veteran and two club vehicles — a Morris Commercial truck (almost finished) and the Carlton car (body to be built).

Monthly meetings in members' homes are well attended, including good representation of wives. Three of the girls have invested in cars and now await aid from husbands for the restoration jobs.

Being a new sub-branch, our members have only 3 vehicles motoring, 12 being restored, with 2 nearing completion, and all the others at an early restoration stage or awaiting their turn. A few have high hopes of attending the N.I. Rally next Easter as competitors.

The majority, we hope, will have their 'Pride and Joy' on show for Labour Week-end 1969, when the Hawkes Bay Safari will run to Gisborne for Cook Bi-centenary year. Runs will begin in Hawkes Bay and also we hope, (negotiation proceeding) from Whakatane, converging on Gisborne, where arrangements are already in hand.

Four Gisborne members and families attended the recent Gentle Annie Safari. One brought home the hard luck prize, after breaking down, while the other three enjoyed the experience of marshalling.

On the local scene we have held three Sunday afternoon time trials in our 'tin' cars. Although most of the entrants manage to get lost at some stage and run up hundreds of points, we are improving, and even managed to survive some tests on the last run. Amazing how many don't know their car registration numbers!

Reminder: Don't forget to take your membership list on holiday with you, it's surprising the company it offers — MERRY CHRISTMAS.

BUY, BORROW OR BEG

Some members have factory parts list, one make Club Bulletins or similar publications which give Motor, Car, or Chassis Numbers with dates, sometimes the day or month. The library has adequate Dating information for some makes but is a little light for others. The loan of any publication from which information can be copied would be a great help to those who give a great deal of time each month searching for definite information to date members vehicles. Any book etc. sent to Eric Galt, 63 Hoon Hay Road, Christchurch 2, will be returned by registered post within a few days.

SOUTH ISLAND MOTOR CYCLE RALLY

CHRISTCHURCH

15th FEBRUARY, 1969

Entry forms available from your Branch Secretary now, or from the Rally Secretary:

**Mr A. J. WILLS,
BOX 29, TAI TAPU**

Entries close with the Rally Secretary on:
7th FEBRUARY, 1969

Classified Advertisements

MEMBER OF VINTAGE CAR CLUB OF N.Z. INC: Free for first three lines (approx. 25 words); thereafter 10 cents per line (8 words).

NON-MEMBERS: 50c for first three lines or less; thereafter 10c per line.

To be accepted all advertisements must be typed and be accompanied by the necessary remittance and must be in the hands of the Editor not later than the 15th day of the month before publication date.

Special display advertisements of cars for sale complete with photos may be inserted at special and very reasonable rates, for details of which service write to the Editor.

WANTED: 1929 Model "A" Radiator Shell. To complete restoration. Have Model A Roadster Bows to swap. R. T. Comer, 43 Cook Street, Hamilton.

SELL OR SWAP: 1910-1921 Singer 1100 c.c. 3TH 12 cyl mag. Write to C. J. Chaston, 255 Cashmere Road, Christchurch 3, N.Z. Phone 383-727.

WANTED: For 1933 Wolseley, Smiths 5" speedo and rev. counter and cycle guards. Write to C. J. Chaston, 255 Cashmere Road, Christchurch 3, N.Z. Phone 383-727.

WANTED: Schebler De Luxe carburettor for 1926-29 7/9 Harley. Geoff Hockley, 7 Gresham Terrace, Christchurch 7. Phone 889-708.

WANTED: Left-hand stub axle for 1934 Humber 12 (Vogue). Please write Max Knight, 17 Pembroke Road, Stratford.

FOR SALE: Limited Quantity of "Bray" acetylene Burners. Female fitting sizes 21 and 14 litres and a few odds. 50c each T. D. Basher, P.O. Box 10031, Phillipstown, Christchurch. Phone 895-726.

FOR SALE: Authentic reproduced copies of E. & J. side and tail Lamps. \$25 each, also will restore old lamps or will trade. T. D. Basher, P.O. Box 10031, Phillipstown, Christchurch. Phone 895-726.

WANTED: Chevrolet, 1922-26, in going order. Body condition immaterial. Must have wheels, guards, etc. B. W. Munro, Stokes Valley.

WANTED: Rolls Royce Silver Ghost or Phantom (or a Bentley would do). Does not need to have a body.. Have some veterans which I would swap to get a suitable car. D. Hall, 161 Main Street, Huntly. Phone 879 or 1489.

WANTED: 19" wire spoked wheel to fit 1932-34 Austin 16/6. This wheel is six stud heavy duty. Reply P. Freakes, 390 Ulster Street, Hamilton or phone 41-017 Collect.

FOR SALE: Chrysler "70" Roadster 1926 Model with spare engine, clutch and gear box. 8 tyres (new and near new with tubes) and spare rims. Restoration completed 4 years ago at cost of \$1200. This price o.n.o. H. S. Aldrich, 1 Bel Air Drive, Mt. Roskill, Auckland, 6.

FOR SALE: 1921-22 James 2 stroke M/cycle, restored \$140 or would swap for vintage car to restore of similar value. I. Kendall, 36 Kings Ave, Wanganui. Phone 5897.

WANTED: For 1916 Model "N" Hupmobile. Wheel rims, head lights, badge, door and hood hardware, rear mudguards etc., and service manual. C. K. Pickett, 15 Newhaven Place, Palmerston North.

FOR SALE: 1927 Lea Francis 3 Seater Coupe. Rare model. Restored and excellent order throughout. Reasonable offers to L. Thomas, 9 Chamberlain Street, or Phone 68 S, Feilding.

PARTS WANTED: Ford T 1926. Tudor Sedan. Body parts, Guards, Head Lamps, Seats, Bonnet, any parts. Will travel South. K. Jonathan, 31 Morrinsville Road, Hamilton. Phone 67-675.

WANTED: Pair brass side Lamps to suit the Crestmobile, also pair Bicycle acetylene Lamps. Please contact E. M. Delany, 150 Evans Bay Parade, Wellington. Phone collect 559-097.



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