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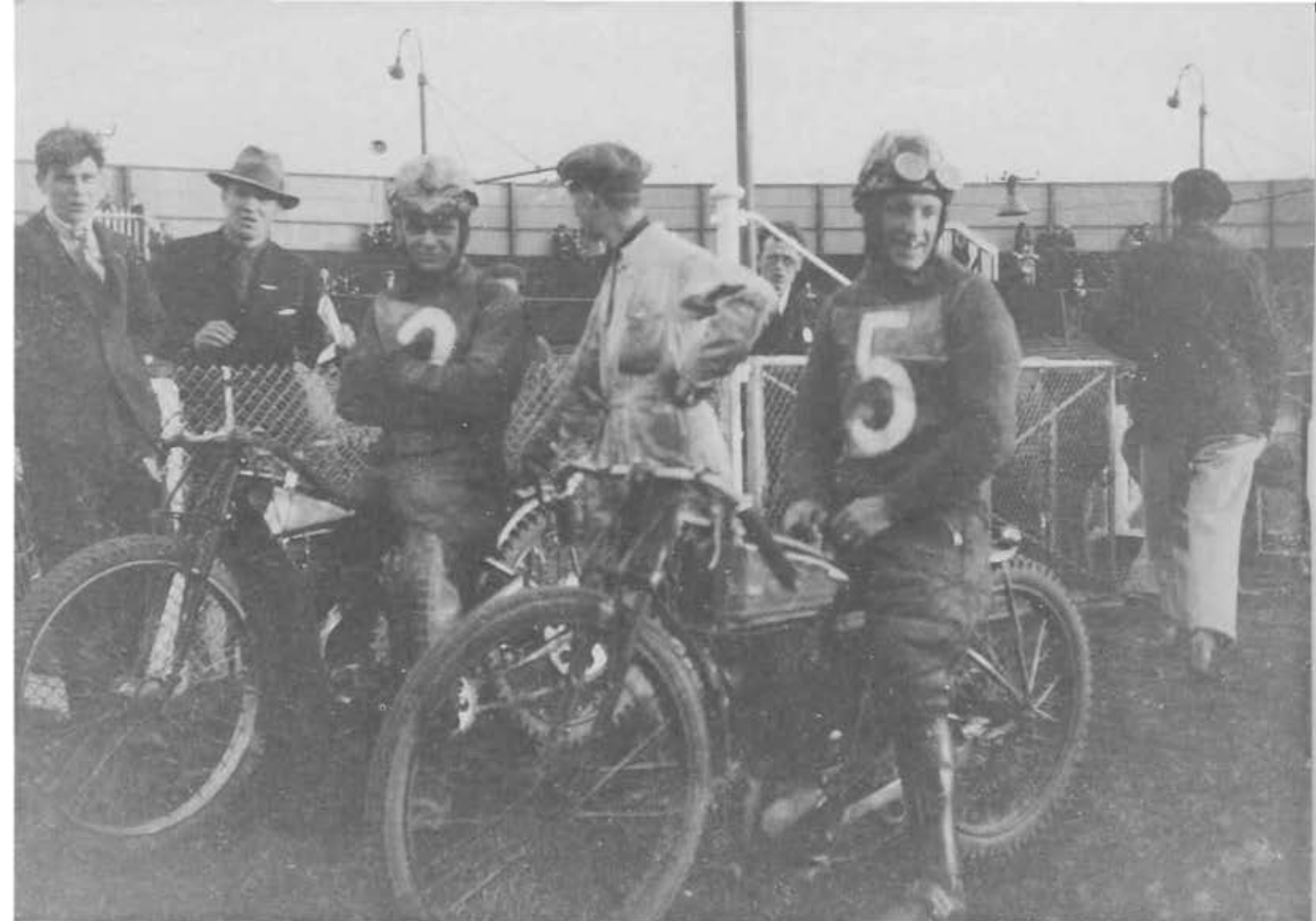
NEW ZEALAND'S VETERAN AND VINTAGE MOTORING MAGAZINE



Personality Profile



FEATURING
- 1912 Mitchell Restoration



Speedway Photographs
Taken at Westham Speedway about the late 1920's No. 5 Rider on
Harley possibly Russ Hibbard and No. 7 Rider on Douglas possibly

PRESIDENT'S MESSAGE



Stories about the old vehicles that are the heart of our hobby are like photos from a yellowing album, worth treasuring. By recording them we give them life.

I remember as a small child travelling in a superb black straight 8 Buick with a little old farmer and his wife. He was very cautious and constantly spoke to the car making small clucking sounds as you would to a team of horses. When we came to hills both of them would lean forward to make it easier on the car and the big powerful machine would be urged upward with encouraging noises. Coming to a stop meant all pulling back on steering wheel or seat strap and warning the unruly beast to whoa! I swear he even approached the back wheels with caution.

An even more delightful story was recounted by my elderly neighbour, a spritely grandmother. She told how an uncle, not well liked on account of his meanness and bad temper, had taken her and her sister to church one Sunday in his new Essex coach in the mid twenties. He was fastidious about the car and spent the trip each way scolding the little girls for alleged blemishes they might cause to the upholstery by leaning on it. After church, driving grumpily up to the car shed he loosed off one last salvo of reprimand and, attention diverted, hit the back of the shed a mighty thump. Unfortunately he struck a full oil drum midships sending a gout of oil all over the car and up into the roof where it rained down for some minutes, coating everything in Castrol XL. Uncle started to swear and continued without pause for ten minutes. This was too much for the little girls who shot out a rear door and lay in the paddock outside, hankies stuffed in their mouths to try to stop laughing.

I guess that we all look back and wish for the old days when things were simple, gentle, full of humour and much slower. Not surprising when the objects of our hobby fit this definition so aptly, but some things do not go away by wishing. There are all sorts of complex issues from modern accounting practises, through Government legislation to things like commercial operation of Beaded Wheels that have to be attended to. As well as this our branches require regular servicing and five thousand members have individual needs. Spare a thought for our hard working office staff. We are asking more and requiring a higher standard than ever before and I would like members to understand that we receive excellent service.

By the time you read this I'll have returned from the Tasmanian Rally where I will have been acting as the FIVA marshal. Their planning has been comprehensive and I look forward to a great event. I hope both our Easter activities are also successful and I look forward to receiving reports on these events.

Safe motoring.

Alastair McIntosh

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COVER PHOTO

1912 Mitchell Roadster owned by Richard Garlick of Canterbury Branch.
Photo by Spencer Barnard.

Beaded Wheels

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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 of 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 the 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 this magazine is dedicated.

RESTORATION...

1912 Mitchell

My love for Vintage Cars started as a small boy watching a Vintage Car Rally going down our street. From that day on I have always wanted a Vintage car.

When I was sixteen I brought home my first car, a 1922 Buick 4. I spent the next five to six years fixing the old thing up. By this time I had the Vintage bug and I was on the look out for a Veteran Car, preferably brass. I must have looked at a good few cars in the process, and in 1983 I heard of some Mitchell parts that Ian Mitchell had accumulated from all over New Zealand for the last eighteen years. With two to three trips to see Ian, I managed to become the proud owner of some 1912 Mitchell parts.

There were two very rusty motors, front and back axle, three-quarters of a gear box, and most of the chassis with some springs. You could imagine my mum's enthusiasm as I put all the parts in the back yard. For the next two years I travelled to the United Kingdom so when I returned home the restoration of the car actually started.

The first thing was the chassis. I used the side rails and made new cross rails, then set to and riveted all the chassis together. I put each part aside until there were enough parts to have a rolling chassis. Then I worked on the wheels. I had all the hubs but the rims were no good, so I set about to look for some Buick rims like the ones I had. These were twenty-three inches times four. Then the tyres would be interchangeable. Originally the tyres would have been thirty-two times three and a half. As it turned out it was not a bad match. I made all the wooden spokes at home out of hard wood, on my shaper and lathe. I enjoyed the exercise as the spokes weren't just round,



the Mitchell's name, and the date it was made.

Later, we found all the Mitchell parts coincided with the same date even to the extent of the little parts in the motor itself. One thing I have found out in time is, if it works don't fix it. So when I cleaned all the bearings in the axles I left them and they are still okay. We straightened the axle as it was bent, and cut

went together without doing too much. All it needed was new brake linings and that was about it. The gearbox needed a lot more work. I found that there was a lot missing, so I made all the gear selectors and had lots of teeth fixed on the gears. Once this was done the gear box went on the back axle, then the springs, then the chassis. So by this time I had fitted every-

got the motors I put eight litres of diesel down the cylinders as they were quite rusted. I used one ton jacks to pull the pistons out.

The only thing we did to the motor was to rebore and fit aluminium pistons. All the main and big end bearings were in excellent condition. I assembled it back together minus a few shims. Finally I put it into the chassis. All that was needed now was a radiator, which I acquired from a friend in Blenheim. I fixed the old radiator at home myself, putting in new tubes, and made a new brass surround for it. Then I cut out the name Mitchell for the front on the bandsaw. The next job was to put a body on the car. With a lot of writing to the United States of America, and also talking to Ian Mitchell, I found out the car should be a Roadster. I had lots of measurements and photos of two cars in the United States of America which helped me a lot. The woodwork was pretty straightforward, and with the aid of cardboard patterns it soon came into shape. All the wood I had at home and the oak



*Above Left: The bare bones.
Above: The polished gem.*

I milled from a tree myself. The next job was to put the steel over the wooden frame. This was not too hard to do. Then I set to and made all the mudguards. These were much easier than I had anticipated. I soon had the art of wiring the edges around them. I had a hand in making the petrol tank, and the tool box.

*Above Top: Rolling chassis.
Above Middle: Carpentry complete.*

patterns I had, came from a swap meet.

By this time I was dying to start the Mitchell up. We towed it around the block, then put some petrol into it. The car started first pop. At this stage I was very uncertain on how the Mitchell would run to Cutler Park, still in its undercoat. The next job of course was to paint the car. I had a choice of three colours, blue, grey, or red.

I chose red and I painted the car in the summer at home. As I could not find a wind-screen I decided to make one myself. This did not take too long and I enjoyed doing it myself. I also made all the hood bows, by folding steel around some shaped wood then welding them together. I put the wooden bows into the steel tubes. The next job was to find some lights, which came from a swap meet and friends I had met. I took most of the dents out

myself and resoldered them together. The hardest job was to get the lights clean. I also made two of the four hub caps and lots of other small parts. One of the last jobs to be done was the upholstery. I was quite pleased when this was done as the appearance changed so much. The second rally I went on was the National Veteran Rally to Alexandra. I found the car did not miss a beat on the seven hundred miles return trip. I also took the car to the second Pan Pacific Rally. I was again very pleased in the way the car went, and also came home with two awards - first in the rally section, and third in the concours. This to me was a great achievement.

I love driving the Mitchell, it has plenty of power and loves to be driven. As long as old cars can be driven on New Zealand roads, the Mitchell will be there. I would hate to see the

day when part of New Zealand history cannot be driven on the roads.

I would also like to thank those who have helped me over the years to accomplish what to me has become a great joy.

Text and photos by Richard Garlick

Stop Press

As we go to press we learn of the death of Mac Odell, a member of long standing and current Management Committee member. An obituary will appear in the next edition. Our deepest sympathies go to Maree and family. Veil Mac.



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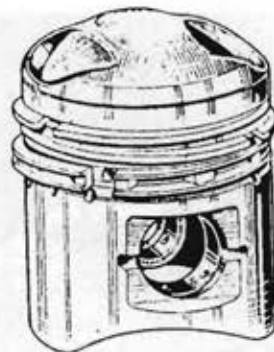
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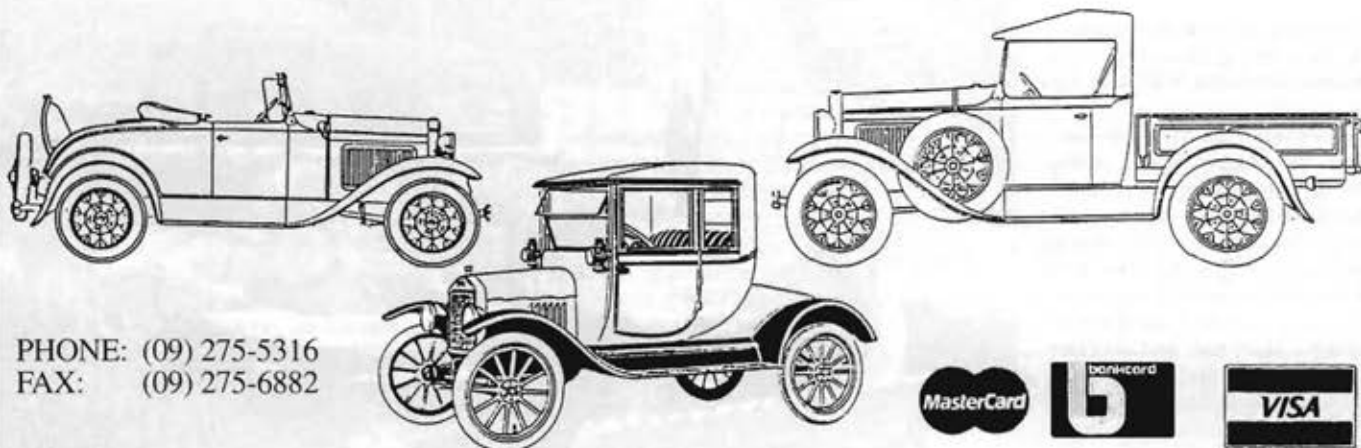
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A Rally For The Ladies

Relaxing after one of our Sunday runs six years ago, a group of Waikato ladies thought of giving themselves more freedom with their vintage cars.

Many felt restricted when driving with their husbands alongside in the passenger seat - nervous in fact! The idea evolved to get the men folk to plot the run, provide refreshments, cook the evening meal, and everything else associated with running a rally.

All we ladies had to do was enter! Named the 'Ladies Rally', entries were accepted from lady drivers with lady navigators, and to eliminate any thought of the men entering (there were some men not too keen on letting their car out of their sight), rally rules included the entrants wearing a skirt, hat, and necklace. Because of this rule, early rallies included men in drag, one even shaving his beard off and shaving his legs. With makeup, stockings, and a wig he passed easily as a female - it was his posture in sitting that gave him away!

Husbands on that first rally seemed nervous as their cars disappeared in a graunching of gears, and many onlookers poked fun as each car took off with a hop and a kick. I have to admit the daunting task of feeding some forty people was something to be desired. Spaghetti and meatballs and beef stew might have sounded simple, but with pasta ending up like glue that first year and the stew being overcooked and looking more like string fibres, the second year I couldn't help but agree when the boys decided to call in the professionals. It was a wise move as the numbers have increased as the years have gone by. From forty the first year, the evening now caters for almost one hundred. Entries have remained between twenty and twenty-five, but as the whole event has turned into a fiesta, most cars have every seat taken with the female gender. The basic rally rules of hat and skirt have been stretched somewhat to allow the imagination to run wild - we have had a 1926 Buick Tourer filled with 'St Trinian' school girls, a 1929 Ford Model A Roadster painting the town red with cancan girls, we've also had witches, netball players, nuns, as well as the more sedate in period costume. Every year one is boggled by the variety and interpretation of the rules. The Ladies Rally has become very entertaining, it takes us over approximately sixty miles of Waikato countryside and usually features a beautiful afternoon tea, the way ladies in the past were



1. Angela Harvey and crew as Cancan girls in 1930 Ford A.

2. Marg Bird and her witches crew.

3. Witches broomsticks mounted on Maro Lovegrove's 1927 Triumph Vitesse



freshments. This is one rally at which the men now seem happy to let us women have the wheel. Secretly, I think they enjoy all the work, getting it together and revelling in our praises of their achievements.

The evening function is proving a strain on our Club Rooms, with more and more people staying for the prizegiving. None of your take-home packs of oil, tow-rope, car cleaner and

the like. This is a ladies rally and the prizes reflect this. Needlework, toiletries, wine, chocolates, and this year's prizes included fashion and beauty vouchers. Prizes are awarded for such things as the best/worst hat, best presented crew, and whatever takes the eye of the rally organiser on the day. It could be the best wheel-spin or maybe some other obscure misdemeanour. The Ladies Rally is

held in August, usually on the first Saturday. It is open to other Branch members but as yet has not attracted too many 'outsiders' - maybe their husbands have yet to learn that their vehicles are quite safe in the tender hands of their better halves!

Text by Paula McWha
Photos supplied by Jan Dearlove

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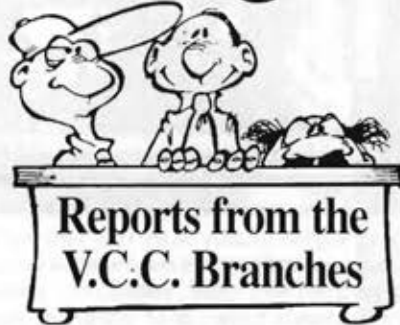
Issue 202 must

be with the

Committee by

19th April 1993.

IDLE TORQUE



Please confine your national reports to approximately 200 words!

Ashburton : Diane Ross

For the first time in more than 20 years the Ashburton Annual Rally was held in appalling weather. Bailing out and mopping up at the Rakaia Gorge afternoon tea stop was a higher priority than the usual vintage chat. Among the entrants were five new Branch restorations out for their debut run. Trevor Lambie with his Ford V8 Coupe, Bob Ching in the International truck, Dave Boyle's Morris Woody van was there, as was Ray McQuarters with his Morris 8, and finally Evan Voyce in his Model A pick-up.

David Oakley has collected an assortment of veteran Overland parts to which he intends adding, in preparation for a future rebuild.

Rolls Royce owner, John Ferguson and family, are presently living in England and will be receiving a visit from Ken and Moira Macleod who are visiting the UK and Scandinavia.

Rob and I are looking forward to joining the Club Captains' South Island Tour very shortly in our 1925 Dodge.

Auckland : John Stokes

The following deaths are reported with regret: Joe Empen aged 92. Joe was a major benefactor to our Branch, and owner of his father's 1926 Buick saloon. Probably one of the few remaining one-family owner cars in the Club. Archie Sommerville, 1929 Oldsmobile and 1956 Rolls Royce, of which he was particularly proud. Roy Tomlin, who still had an interesting collection.

Engagement: Jodi Chester, 1951 BSA and Paul Tomlin, 1951 Royal Enfield. The most meritorious restoration at the Bert Cuthbertson Memorial Rally went to Dave Dawson's 1925 Indian and chair, and Mike Harris' Norton. Five veteran motor cycles entered the Branch Veteran Rally. Pat Wood had trouble with the 1915 Excelsior, and Tom Belch broke a valve on the 1913 Douglas. Julie Williams travelled in the chair of Barry's 1918 Harley, a bike which was on the first Veteran Run. Bob Masters' 1914 Clyno and Les Breaker's 1915 Overton also took

General veteran stuff: Le Gros 1913 De Dion almost finished. The Humber project mentioned in Issue 200 has been sold to Peter Noonan. Non-competitive tourist Bruce Anderson, wins competitive veteran rally in 1915 Buick. Competitive Don White wins Voiturette Class in 1909 Sizaire et Naudin, thanks to Barry Robert being able to (1) supply a four cylinder mag, (2) convert said mag to single cylinder operation, and (3) reverse mag to run in direction of Sizaire engine. The efforts of Hall, the master navigator, are also worthy of note.

Vintage affairs: nothing of importance.

P.V. business: Brian Mead acquired a nice 1934 Chevrolet to keep him mobile while the vintage Morris project gets finished.

Bye for now.

Banks Peninsula : Ivor MacVelo

Greetings! Our Motor-Cycle Run had 27 assorted bikes, ancient and modern. We had a low-key run to Woodend where we were shown through a private museum. Tim Palmer's 1915 Triumph was the only victim of the dreaded follow-up trailer. Our Garage Raid took us to Mike Pidgeon's (sprung-hub Triumph), George Calder's engineering shop, Ross Haynes' (Austin Seven Sports and Model 18 Norton), and Frank Renwick's (C.O. Delage and Lotus 23 replica).

Coming events include our Inter-Tribal Cricket Match, Chairman's Run to Kaikoura, and a Rural Run.

Now for the gossip: Roger Green and Bob Parker took Bob's Riley Kestrel on the Riley Car Club West Coast Rally and they had trouble searching for a Maori placename in their instructions - the "Ignore Quarry" no less! Drip Feed Editor, Lindsay Wogan, has bought a tidy unrestored 1954 Chevrolet Thriftmaster pick-up truck. Jim Riley's Chevrolet Speedster destroyed its clutch thrust bearing, but repairs are underway. Tim and James Palmer have bought a post-war two-seater, but won't tell us what it is. Pat O'Connell (M.G. F-type Magna) and Stuart Moore (M.G. T.F.) attended the National

M.G. Rally in New Plymouth and came first and second overall.

Well, that's all folks!

Bay of Plenty : Josephus Nagels

Our 1992 Christmas Rally had an attendance of 140 people. Centred at the Auto Barn, an excellent social time and dinner was enjoyed; the perfect setting for the unveiling of two new restorations. One was a 1924 Buick tourer of John Griffin. This was his first car restoration and, with the help of Owen Goldsmith's skills, was ready minus only the hood. The other was the 1936 Austin 10 Sherbourne restored by owner Bill Ellis; this being also a first restoration.

Our 34th Anniversary Weekend Rally for 1993 was centred at the Opal Hot Springs, Matamata in the Eastern Waikato district, 60 km from Tauranga. Old cars appeared from all directions. There were 71 entrants and the event was a great success. The only hint of a breakdown was Bill Shears' 1914 A.C. having fuel stoppage. Despite dismantling the carburettor, dropping the float pin in the gravel and finding it 15 minutes later, Bill still managed to be the winner in the Veteran Class. The overall winners were Harold and Mary Smith in their trusty 1933 Austin Seven.

Canterbury : Jim Paterson

Over 20 vehicles enjoyed a pleasant family outing to Swannanoa Domain on Boxing Day.

January's Picnic Run to Ashley George, inland from Rangiora, enticed 39 cars and motorbikes.

Veteran owners have started organising short summer picnic runs for themselves, the first in January was a great success. A meander out to Prebbleton for afternoon tea at "Mangatera" home of Donald and John Brown. Doug Ridder and Ray Craythorne gave interesting talks on the history of the area.

One hundred and thirty entered the Branch Annual Rally 20/21 February. Satur-

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MECHANICAL RESTORATIONS & VINTAGE SPARES (1980)

day's run included a visit to the Rangiora Airfield to view the "Homebuilt Aeroplane Show", and then onto Ouruhia Domain for lunch. The heavy rain sent most folk scurrying home. The field tests were held at Cutler Park on Sunday, followed by afternoon tea and prize giving. The overall winner was Peter May driving a 1929 De Soto. Ken Ivory of Nelson was awarded a Trophy to commemorate the 30 years that he has attended our Branch Annual Rally, and was thanked for all the painting and maintenance that he has carried out over the years.

Keep Those Wheels Turning.

Gisborne : Prim Stevenson

December saw the Branch supplying vehicles for the Annual Christmas Parade. We also had our Club Captain's Run, followed by a barbecue afterwards. The occasion marked the official opening of our new shed, a welcome extension to our Spare Parts building.

January was quiet as we got plans and events underway for the National Motor Cycle Rally in February.

We were pleased to welcome the Riley Car Club on their tour through Gisborne. The Neil Peterson Run was held in conjunction with the open day at Tuai Power Station. A total of 12 vintages and two moderns from Gisborne, and three vintages from Wairoa took part.

Early February saw four members head to the East Coast Rally. Though no trophies came our way, our lucky raffle and a few cans of CRC did.

Gore : Gerry

Our safari late last year, Christmas Picnic, and Diggers Runs all had a good turnout of members.

Our Branch welcomed new members:

Don Ferguson, 1938 Ford V8 Coupe and Audrey Ferguson, 1934 Chevrolet Coupe; both are beautifully restored vehicles.

Graham Clearwater, 1937 Austin 10 Sedan. This vehicle is in everyday use, and in very nice order.

Branch members with new additions to their fleets include:

Ivan Van De Water, 1939 Chevrolet Master 85 Town Sedan. This vehicle was from Twizel, and Ivan is still running the motor in.

Neil Harvey, 1939 Chevrolet Four Door Sedan. Neil's car was from an estate ex Invercargill, but had not been in the Vintage Car Club.

Murray Low, 1937 Chevrolet Coupe. This car had been up on blocks for many years before coming to Gore early in 1992. The motor has been overhauled and the car has been stripped, panelbeaten and has a new coat of paint.

Les Gray, 1949 Norton ES2, 500 cc Motor Cycle. Les has been working on the bike over the past couple of years.

Robin Dickson - 1955 Cadillac Sedan. Recently imported to Gore, Robin has had a couple of outings in the Caddy.

Hawkes Bay : Old Louis

Several cars attended the New Year's Bash at Taihape, with our erstwhile Chairman running out of petrol in his borrowed car.

January saw 25 or so people enjoy the Club Captain's Campout at Whanawhana.

We joined up with the "Olde English Car Club's" display on the beachfront in Napier recently.

Wayne Richards and the "FUNNY T" went Coast to Coast, with Rod McKenzie going along to keep an eye on them. Several veterans from Hawkes Bay joined in the first day's run.

A very generous donation has the Rolls Royce Restoration Fund in a healthy position, boosted of course by our fundraising team. A shed is nearly built, plans on the restoration program finalised, and hopefully we will see our beloved Lady back in full splendour in a year or two.

We welcome to our Branch Wayne Simmonds of Flaxmere with a 1951 Matchless G80, and Russell Carter, Hastings, with a 1929 DA Dodge and a 1952 De Soto.

Our Swap Meet struck a spring-type day and went off reasonably well, after a break last year when we hosted the Pan Pacific Rally entrants.

Our library also got a boost with some very nice books, along with many magazines. This is now a very useful searching place for information.

If you are passing through, our Clubrooms are manned on the last working day each week from 5.30 to 7.30. I feel sure you would receive a great reception...

Manawatu : Dallas Denby

There were 20 cars out on Len Haycock's New Year's Day Run. The run started from Bulls, with lunch at a farm near Hunterville, and afterwards a leisurely stroll to admire the gardens. Then back along a dusty road to afternoon tea at Haycock's farm.

A group of veteran owners organised a non-competitive run from Porongahau Beach to Himatangi Beach, held on the weekend of 9th-10th January 1993. Eight cars successfully completed the journey, and apart from very strong winds the run was very enjoyable. Has a coast-to-coast run ever been made before? If so, when?

On Valentine's Day there was a small turnout of cars for the opening of Caccia Birch, a restored historic homestead overlooking the lagoon in Palmerston North. Many people wore period style clothes.

The Sunday night BYO tea at the Clubrooms continues to be very popular.

Marlborough : Merv Atkinson

At the end of January, 24 vehicles carrying 56 people called at Winterhome, a large country residence at Kekerengu, renowned for its beautiful gardens and scenery. On the way home a barbecue tea was enjoyed at Seddon.

At the January Club Night Graham Edwards gave us a talk on the restoration of his 1929 Chrysler 70 Royal, with before and after photos showing the huge amount of

Ed. Matkin organised another motor cycle tour in early February, this time to Lake Rotoiti which created great interest among our motor-cycling members as well as some non-members, who all had a thoroughly enjoyable day.

The Annual Open Day at Braysshaw Museum Park was very well attended on February 14th, both by exhibitors and the public, despite the at-times chilly weather. A good display of restored and partly restored vehicles provided plenty to see. Good Motoring for 1993.

Northland : Donna Nobilo

A Spur-of-the-Moment Run in the New Year had six cars travelling to South Kaipara Harbour to attend the Pahi Regatta. Here we were surprised to meet the Wellsford Branch.

Our Friday evening barbecue and video get-togethers are very popular. If you are in Whangarei come and join us at the Clubrooms around 6 pm.

On the annual Waitangi Hangi around 40 people enjoyed the sun, sand (and wind), and Dale's patiently spit-roasted sheep.

Dave Carter and his wife are out and about in their newly restored Series E Morris 8. Dave has made a lovely job of this car despite not being in the best of health. John Extance is currently replacing tin work on his 1951 Rover 75. Dorothy Smith has bought a 1938 Austin 12/4 so her husband can navigate and she can have the luxury of wind-up windows!

Six Whangarei cars joined Dargaville members for their Blackberry Ramble. We were let loose in a paddock covered in juicy, wild (and sharp) blackberries. The wise donned overalls, the brave wore shorts, and the smart sat and watched. Ivan Smith won the Brier Rabbit award - emerging from the bushes clutching a bucket of fruit, with legs quite literally "a bloody mess". Home was via the old railway embankment to what was Donnellys Crossing. The narrow pot-holed track following the Kaihu River gave the feeling of 'true Vintage Motoring'.

Rotorua : Reg Munro

Visitors to our Clubrooms in Neil Hunt Park will note the new upholstered chairs we have just purchased.

Ted and Lyn Gooding have purchased a new new baby, yes another Nash. A two-seater with very little work to be done. Just a clean up will see this one on the road.

Another restoration is Frank Maxwell's 1939 Vauxhall 12. This car has been fully restored by Frank and awaits only a cut and polish to complete. Eric Buckley has started his winter project; another Vauxhall, this time a 1948 J Model. He requires all the white plastic interior knobs, if anyone can help.

A new car out on its first Club Run was Eric and Noreen Purnell's Austin A35. This car was brought by Eric new and restored by himself with the help of member Roy Bowditch.

Another restoration about to take the road is Terry Wadsworth's 1955 Ford Popular. Very correctly restored, and painted a lovely maroon, it was last seen getting upholstery from our member upholsterer Mark Vyver. Done in the original grey colour, it looks very



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Our February Club Meeting was held at Kerry Hart's "Kolor-Strip Services", a new service to the restorer. Using plastic beads, old paint and filler is quickly removed. Our own master blaster Murray Fleet carried out the demonstrations on various panels. The finish on Bob Moybray's Triumph was prepared by this method.

That is all for this month, catch you motoring in the Austin.

South Canterbury : Norman Bunt

Inclement weather over the festive season did not spoil it for those from our Branch who camped at Fairlie this year. The New Year's Day Parade through the Main Street was a success and the sun actually shone in the afternoon.

Encouraging comments from the Fairlie Museum and Vintage Tractor people is that they would like to join with us next year. While it will not get back to the big gala days Fairlie used to have, it has got to be a positive move.

This year, March 21st will be our Branch's 25th Mystery Run and Pot Luck Tea, where we will be presenting members with 25 years service in the Vintage Car Club, with their 25 year badges. Other coming events are the Mid Island Rally and our Swap Meet at Winchester.

Plans for the extension of our Branch's parts shed have been completed, with construction to begin shortly. The covered area we are building is desperately required and will be put to good use.

Southland : Alan Breayley

Waitangi Day provided the full spectrum of weather for the Annual Southland Rally. Bucketing down at the start, showers later, fine in the afternoon. Branch Club Captain Russell and his team mapped out a nice route, taking in rolling countryside and some of the lesser-travelled roads through steeper country. This last, incidentally, proved my undoing as my big Austin did something terminal to its clutch. When I finally came to a hill that the Austin could not manage in top, I had to leave it at the bottom.

Team McKenzie, in the 1912 E.M.F., were the overall winners. Good to see a veteran taking out the prize in competition with vintage P.V. and P.W.V. vehicles.

The turnout was the largest for some time, about 120 entries. New restorations were Jack Toomey's smart little 1937 BSA front-wheel drive Sports, and Alex Lindsay's two and a half litre Riley RM Sedan looking every inch a thoroughbred in British racing green.

Taranaki : Eric Terrill

Several members assisted with the National M.G. Rally held in New Plymouth in January. Twenty or so Americans went home with lasting praise for the Taranaki hospitality.

Our motor-cyclists paid a visit to the Aircraft Home Builders Strip at Norfolk Road, where a good gathering of their members was

Stratford, and two from New Plymouth. Home builders are much like vintage car owners and will talk with anyone showing an interest in their hobby.

Several cars took part in the Burma Trial at Wanganui on January 24th. Brian Spragg did very well, possibly because he had in his crew a young German fellow who is experienced in the art of orienteering.

We visited the Urenui School Gala Day, February 6th. Fourteen vintage vehicles including the old Stratford fire engine, a 1924 Graham, joined in with a great crowd at Toko, a few miles northeast of Stratford. Displays of what life was like in days of long ago kept our members interested, and all felt that our vehicles fitted in well with the occasion.

Taupo : Jack Hindess

In October we celebrated our 25th Anniversary as a Branch of the Vintage Car Club, an auspicious occasion. We had a lot of visitors, and it was nice to see many past members back in Taupo.

Bruce Hutton represented the National Body and presented 25 year badges to founder Branch members Graham Mock, Phil Andrews, Les Hayten and myself, as well as Ron Anderson and Joe Ridley who are past members, now with other Branches.

In November we met Rotorua and Gisborne Branches at Awakeri and enjoyed the hospitality of the Eastern Bay of Plenty Branch.

The Motor Show was our Anniversary Weekend in January and was held in the new Civic Complex (the Great Lake Centre), which encompasses a theatre, a hall, and all the facilities. We had lots of support from out of town members - particularly from veteran owners, as well as all our local members. In all there were about 50 vehicles on display, attracting about 3,000 visitors. Particularly eye-catching was Barry Williamson's Model T Ford that was suspended from a crane for the whole of the weekend - it provided a real drawcard.

Continual videos of the 1992 Pan Pacific Rally, Rolls Royce and E Type Jaguar were on display in the theatre. The ladies ran a non-stop coffee shop, and the public enjoyed a display like none Taupo had ever seen before.

Wanganui : Alan Bates

I do not know what happened to my last report as I rushed to get it in before embarking on the Vintage Car UK Tour, and together with the extra travelling, we were away for six weeks.

Altogether we managed to visit 10 car museums, plus all the other usual sightseeing spots.

On the local front, we have had Roy Eaton, Chris Carrick, and Ian McIvor visiting other rallies, and the keen motor cycle boys competing at New Plymouth and Masterton with various degrees of success. Barry Thoms was active in organising an interesting run centred on Marton.

"Best Restoration of the Year" went to Ian

of the Pan Pacific to move him, but his son's wedding, he even finished with time to spare!

Enjoy the summer, enjoy vintage motoring, and do not forget if one does not get out to enjoy other people's friendship, one misses out on a lot in life.

Wellington : Rob Hodge

Our Veteran Rally was held on 30th January. Although a summer event, the 19 entrants were well dressed up for a scenic trip north through Lower and Upper Hutt, to lunch stop at the Wellington Regional Council Water Storage Lakes and Treatment Plant.

Peter Tibbs organised the rally, and provided a nice continuous run with the minimum number of right hand turns and traffic lights, and no stops at check points, which is what veteran drivers prefer. After lunch and a tour of the storage and plant system, a motokhana was held prior to a circuit of both lakes.

We returned to the Clubroom via Mangaroa and Upper Hutt, with the remaining journey on flat roads.

1st Veteran Car - Lawrence Cocker - 1906 Cadillac 1st Veteran Motor Cycle - Bill Munro - 1918 Reading Standard 1st Overall - Bill Munro.

February saw our Safari Run to Foxton. Thirty-two vehicles entered, and it was nice to have a Horowhenua Branch member take second place.

At Foxton, members were shown the first sound movie produced in 1928 called "Wild Man From Borneo", and other films included the opening of Wellington Airport in 1959 and coverage of the 1965 National Rally by the then National Film Unit's "Pictorial Parade".

Sunday was a meeting at "Dine Dark" Private Air Field with the Tiger Moth owners who were there for their A.G.M.

Shirley and I are moving to Hawkes Bay and take this opportunity to thank Wellington Branch for the many pleasant years.

Farewell but not good bye.

Wellsford : Bev. Pearce

Our Branch was invited to attend the Pahi Regatta Day on 10th January. Seven vehicles enjoyed the trip to display on a very hot day.

On 11th February seven members attended the Orewa funeral of David Wynn from Port Albert, with several vintage vehicles supporting the Wynn's Overland 26.

A campout at Kaihu Motor Camp 13-14th February was most successful for four families. Fabulous weather, in a beautiful area, with nearby Trounson Park visited on Saturday. Those Kauris were incredible in quantity and stature.

Dargaville members, in six vehicles, mostly vintage, visited for a barbecue tea on Saturday.

Kaiuwi Lakes area visited on Sunday. A good weekend of swimming, walks and drives was enjoyed, before returning via the Coast Road to a Ruawai district member's home for a cuppa, then home to welcome rain.

Margaret and Harry Heaven are taking part in the South Island Club Captains' Tour

Amendments to the Transport Registration Act

“On 1 February next year, the Government is replacing the present motor vehicle register with a computer system designed to improve the administration of register details and deter car theft.

The system requires owners to have their vehicles licensed at all times, and to provide more details when relicensing.

Vintage car owners qualify for a number of exemptions. One of these exemptions covers the continuous licensing rule - veteran and other motor vehicles over 40 years old will be exempt.

On application to the registrar, owners of vehicles less than 40 years old can have the licensing requirement suspended for between three to 24 months. This is fairly simple to do, but important. If you don't apply for the suspension you may face fines as well as the cost of relicensing.

The new system will change the way the present restoration register is used. Effectively, vehicles will be placed on the register for five years. Toward the end of

this period owners will be sent a letter asking them to contact the registrar to negotiate further time on the restoration register, or licence the vehicle. Failure to do anything will see the registration cancelled. In this case, if the vehicle is to be returned to the road it will have to go through the full registration process.

All vehicle owners will be required to produce a vehicle inspection certificate at registration, relicensing or changes of ownership. The certificate can be issued to vehicle owners on its own or as part of a WOF or COF inspection.

This requirement is also necessary when vehicles on the restoration register are relicensed for re-use. This means these vehicles will need to be towed or carried to an inspecting authority for WOFs/COFs.

The changes also require newly registered vehicles (and vehicles re-entering the register) to have a "vehicle identification number" (VIN) attached to them during manufacture or import. The 17 character numbers will be recorded against information about the vehicles.

At present the MVR system uses registration plate numbers rather than VINs. With the rise in personalised plates, and for

other technical reasons this number is no longer adequate.

Vintage car owners will have a choice as to whether or not they have VINs allocated and attached to their vehicles.

A final exemption is for those using classic or vintage goods service vehicles. By writing to one of the Land Transport Division's district managers of transport licensing investigation (Auckland, Hamilton, Wellington or Christchurch), the operator identification requirement for older trucks can be waived. The Division says processing these applications is easier if a photo of the vehicle is forwarded.

From 1 February, we will also have to prove our identities before registering as vehicle owners.

Information on ownership, VINs and inspection certificates will be cross-checked to improve the accuracy of information in the new computer data base.

As well as improving the efficiency of the present administrative system, the changes will make it very difficult for people to register stolen vehicles. The odds of recovering those vehicles that are stolen will be improved.

Jason Dykes Land Transport

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Changes to Transport Legislation

Late last year the 1992 Transport Amendment Bill (actually seven Acts) were passed through Parliament.

Some of the changes that will affect ordinary motorists will be of interest to our members, and the following is a quick resume of some of the salient points, mainly in the vehicle registration and licensing areas. Much of this is structured around the new concept that once a vehicle has been registered, it is considered to be in use all the time and thus requires to be constantly licensed. (In simple terms - "registration" refers to the number plates; "licensing" refers to the sticker on the windscreen.)

(1) Once a vehicle is registered, the owner shall at all times keep the vehicle licensed, and the fees shall be payable whether or not the vehicle is actually licensed. This means that if your vehicle's license expired in May, and you didn't relicense it until November, you will still have to pay for the period May to November, unless

(2) The owner may apply for suspension of the license. This must be done before the expiry day of the existing license. The Registrar of Motor Vehicles may then suspend the license for between three and twelve months, and may renew any such suspension for such a period.

(3) In addition, the old system of applying to have the registration kept "alive" (i.e. not cancelled after two years) still exists. But there is now a limit of five years on any such application, and thereafter the application must be

renewed annually or at such intervals as the Registrar may allow.

The likely effect of all the above seems to be:-

(a) If you simply want to cease using your vehicle for a short while after the license has expired, e.g. during the winter months, you must apply to have the licence suspended and this must be done before it expires.

(b) If you intend having the vehicle off the road for an extended period you will also need to notify the Registrar that you wish to have the registration kept "alive", i.e. put on the "restoration register". And this will be limited initially to five years and thereafter probably one year.

Failure to do (a) and/or (b) will mean you will be liable for licensing fees continuously, and that the registration will eventually be cancelled. So it would seem that many of us will need to write more letters (or complete more forms), and that we will have to be a lot more conscious of dates and time!

(4) It will be an offence to sell an unlicensed vehicle, if the Act requires it to be licensed, i.e. upon change of ownership of a roadworthy vehicle, there must be a current license label for that vehicle.

(5) Before registering, or relicensing, or changing the ownership of a vehicle, the applicant must produce evidence of a new Warrant of Fitness or a new Certificate of Fitness or a Vehicle Identification Inspection Certificate.

(6) A license may be issued for any period specified by the owner, between three and twelve months.

(7) It will now be necessary for both seller and purchaser of a vehicle to notify the Registrar of certain details upon change of ownership.

Note that none of the above changes are actually in force right now. The commencement dates are still to be set by Order in Council. But it is expected that all will be phased in over the next twelve or eighteen months. All the above can be found in the Transport (Vehicle and Drivers Registration and Licensing) Amendment 1992 No. 110, copies of which can be purchased from the Government Book Store.

Another couple of interesting changes are:-
(1) As from 1/4/93 no-one will be able to sell a diesel powered vehicle (or any other vehicle subject to Road User Charges) unless they deliver to the purchaser a current road user license. Refer Road User Charges Amendment 1992 No. 114.

(2) As from 1/4/93 every heavy motor vehicle (with one or two minor exceptions) will have to have a Certificate of Fitness. A heavy motor vehicle is one where the manufacturer's gross rated weight exceeds 3500 kg. Currently this includes some of our member's vehicles. Refer 1992 Transport Amendment (No. 3) No. 108.

This article is an attempt to inform our membership, in plain language, of some of the new requirements that may affect them. It is my interpretation only and must not be taken as being official. Should anyone want to check further I suggest that they obtain copies of the relevant amendments and the Act.

Comments By Norm Dewhurst

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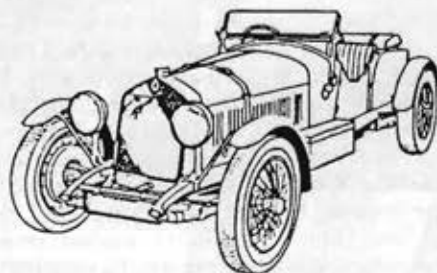
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Mail Bag

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

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

Dear Sir

While attending the Pan Pacific Rally in Palmerston North I could not help noticing the thoroughness and dedication with which the restorations were carried out.

As an Upholsterer I was particularly interested in the interiors and I would like to make the following observation.

This will be of particular interest to members about to use upholstery buttons in restoration.

For years the chosen fabric cover was placed over the crown of the button and the base with the loop in it was forced into the base of the button, this meant that for the rest of its life the button was pulling itself apart.

The latest button blanks work this way - the fabric is placed over the crown of the button which has the loop attached. The base which has a hole in it is forced up into the button around the loop, the button thus spends the rest of its life pulling itself together. The more strain on the button the better it is.

I observed a magnificent restoration which was suffering from this problem with four headless buttons which detracted from a very good job.

For those Upholsterers who have not yet exhausted old stock you will be pleased to know that the new blanks fit all your old moulds and are a great improvement.

For members with cars which have buttons in the seats it will pay you to replace them with the new superior ones.

I hope this will be of interest to all and of much use to some.

Phil Wood Member

Dear Sir

Following on from an article headed 'A Collector Who Knows His Onions' in the Hastings 'Herald Tribune' recently - I had a phone call from a lady living in that city who advised that her father, the late Peter William Borrie of Waiho Downs, near Waimate, had purchased a 1905 Alldays and Onions, similar to ours, at the 1906 Christchurch Exhibition. The family used it regularly, but

Information supplied by Milicent Georgi and forwarded by Olive L Kilbey.

PS I can see the South Canterbury Branch members taking a hurried trip to Waiho Downs.

Dear Sir

Gwynne and Albert Cars

Now that we have identified just about all the Gwynne and Albert cars surviving in the UK, we are turning our attention to those overseas markets to which we know that the marques were exported. Hence this letter.

A short while ago my attention was drawn to the enclosed cutting from your magazine about a Gwynne Ten in the Museum run by Sir Len Southward. That is the only surviving Ten that we have ever heard about so, as you can imagine, any information that you can give us about it would be most welcome.

I am sending you details of the Gwynnes and Alberts we have identified in the UK. Perhaps you would be so kind as to pass a copy of the list to any owners in your membership. About once a quarter we produce a Circular for our members and if any of your Gwynne or Albert owners would like to be included in the distribution we would be happy to see to that. There is no charge.

Of the cars on our list, those owned by Walker, Woodburn and me are active in VSCC competitions and we plan to drive them again this year to an event in Brittany - a round trip of some 800 miles.

I might add that, despite extensive research, the one important fact that we have been unable to establish about the Gwynne group of companies is that of the total production runs of the various models from 1922 until around 1930 when the car side folded. If you or any of your members should have any information on that aspect I would be delighted to hear about it.

I look forward to hearing from you with any information that you have about Gwynnes or Alberts in New Zealand - or, indeed, anywhere.

Happy motoring.
Ken Good

A copy of the list referred to can be obtained by sending SAE to the Editor "Beaded Wheels".

Dear Sir

As an Australian reader of Beaded Wheels, a member of an Australian Vintage Car Club, Secretary/Treasurer of the Council of Country Antique Motor Clubs N.S.W. (which has 53 Member Clubs), and an expatriate Kiwi, I would be grateful if you would publish this letter in the next issue of Beaded Wheels, in response to the President's Message, published in Issue No. 200.

I have no intention of starting a slanging match across the Tasman, but I do feel the observations made by President McIntosh do require some further clarification.

To the casual observer the "Australian old motoring scene may seem very fractured with every specific interest having its own small Club of enthusiasts". With a greater population, it is a natural progression to divide into more specific identities. By comparison, New Zealand may have a greater number of older

logical, giving the appearance of being less disjoined. The Vintage Motorist who belongs to more than one Club does so to gain the extra information and companionship these Clubs have to offer, over and above belonging to just one Club.

I am unaware of any oppressive legislation affecting the movement in Australia, where we have both State and Federal Governments to contend with. The recent issue of Car Manufacturers lobbying the Federal Government to ban old cars (as is the case in Japan) brought such an organised protest from the Vintage Movement, that every time an article is published in the press relating to such a move, the respective Government Departments are inundated with letters. Assurances have been given by Government that old cars will always have a place on Australian roads.

The Australian movement may seem fractured because of the distances involved, compared to New Zealand, however most Australian Vintage Car Clubs are affiliated to one of the following bodies that are affiliated to The Federation of Historic Vehicle Clubs of Australia. 1. Association of Motoring Clubs of Victoria, 2. Association of Motoring Clubs of Queensland, 3. Council of A.C.T. Motor Clubs, 4. Combined Car Clubs Association of Western Australia, 5. Council of Country Antique Motor Clubs N.S.W., 6. Council of Veteran Vintage and Thoroughbred Motor Clubs N.S.W., 7. Federation of Vintage Car Clubs of South Australia, 8. Federation of Veteran Vintage and Classic Clubs Victoria, 9. Tasmanian Association of Motoring Clubs, 10. Queensland Combined Council of Historic Vehicle Clubs. The Federation of Historic Vehicle Clubs of Australia does not organise any events or magazine, but puts its efforts into keeping the bureaucrats in line, and its affiliated association informed of important issues.

I will close extending to your Club an invitation to send an observer to our Federation's Annual General Meeting, to be held on the 7th and 8th August, at Canberra. I wish your Club every success for the future, ensuring more great rallies in New Zealand where overseas friendships can be renewed and new ones made.

Yours in Vintage Motoring
Malcolm Roy Secretary/Treasurer C.C.A.M.C.

Dear Sir

I thank Malcolm Roy for his letter and the rather unexpected confirmation it gives to my comments about the fragmented Australian old car scene.

I'm also delighted that he reads Beaded Wheels.

Alastair McIntosh

Dear Sir

Thank you for publishing my letter regarding Idle Torque contributions.

My reason for requesting publication of our (Horowhenua) Branch's 'nog'n'natter' details was because NO details appear in the meeting night's list, as we had not re-started the evenings when details were being collated for the 1993 Events Calendar.

Merv. Griffiths

Personality Profile

Southland's eighty year old Patron shows the way.

J R Lindsay - "Ray" to everyone - is the Patron of the Southland Branch of the Vintage Car Club and recently completed the Club's Arrowtown Motor Cycle Rally on his 1937 BSA two and a quarter horsepower motor cycle, a couple of days short of his eightieth birthday.

On a subsequent evening, the Branch presented him with a framed photograph to hang on the wall of the Club Rooms, and members were given the opportunity of congratulating him on his "coming of age" and his fiftieth wedding anniversary to wife Lou.

Ray was a founder member of our Club (now Branch) in 1956 and has

competed regularly ever since at our rallies and events - usually in his white 1916 Ford. He has also restored and rallied a 1909 Renault and owned a variety of cars including 1909 Briton, 1913 Star, and 1933 Singer.

As Club Captain, Ray's rallies were memorable occasions in the early days, with always some interesting features - such as rabbit stew!

As the accompanying photo shows, Ray looks good for a lot of rallies yet.

Text by Neil McMillan
Photo by Russell Miller

Right: J "Ray" Lindsay Eighty Years Young 1992 Arrowtown Rally Southland Branch of the Vintage Car Club 1937 BSA Two and a Quarter Horsepower



The John L. Goddard Trophy

"FOR ACHIEVEMENT"

Members of the Vintage Car Club of New Zealand are invited to nominate a recipient for this Annual Award, any member they feel who has made some significant achievement in the past year.

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Dear Sir

Although I did write about the 1972 Nelson Rally in Beaded Wheels No. 75, the "Rally Jottings" page 15 in Issue 200 were wrongly attributed to me. They appear to have been written by that very prolific author 'ANON'! Either of my articles, 'Route 011 - Auckland Sporting', or 'The 24 Hour Endurance Event' give the flavour of what was a tremendous rally.

All the selections chosen for the 200th issue of past events bring back great memories, and I have always enjoyed the story of the journey of the Turnbull Humberette.

On another topic, I would like to emphasise the enormous contribution of Mollie Anderson, the original Editor of Beaded Wheels, who guided it through the formative years, to continue for 14 in all. Mollie almost single-handedly built up the magazine until it became the very lifeblood of the Club - vital and informative, with its character and format established for the first Editorial Committee to take over. Those back issues make great reading! Mollie cajoled and bullied us into contributing and producing copy almost on time, for the next issue!

Leith Newell

Dear Sir

Concerning the picture puzzle on page 46 of the December/January issue, this is yet another Humber car. The picture on page three of the book 'The Humber Story' by A.B. Demaus and J.C. Tarring published in 1989, depicts a virtually identical 1909 12 hp Humber, even to the hood being down and the family posing! The only apparent difference is the detail of the upper windscreen. On page 43 of the same publication is a picture of a 1908 10/12 hp vehicle which again seems identical, although this one is not fitted with the windscreen, hood or lights. The little grab handles on the end of the scuttle are evident as on the Humberettes. Page 42 of The Humber Story shows a 1907 15 hp Humber, and while it is a larger vehicle with slightly different bodywork, it clearly shows the 'fanlight' upper windscreen as on the car in Beaded Wheels. Those protruding fanlight arms look dangerous and had possibly disappeared by 1909.

The 10/12 model was listed from 1906 to 1908 and then as a 12 hp for 1909. My guess then is that the car in Beaded Wheels is a 1907 10/12 hp Humber. This model had a four cylinder engine of 2365 cc.

As to the location of the photo, I can't help there but from the shadow it would seem to be taken on a good day in mid summer, yet

the occupants are still well wrapped up. This, and the flat land with no sign of any hills in the background, suggests a Southern location (or a coastal one). What is also of note is the clarity of the photo - certainly puts some of the modern pics to shame.

Yours sincerely
Graham Smith

Dear Sir

Concerning the photos inside the cover of the November/December issue, I believe they are both of early Humberettes. The top photo is probably a 1904 5 hp model. The distinctive bevelled shape of the bonnet and radiator (which was recognisable in Humber's right through to the 1960's), the hot plate cover on the bonnet top, and the even more distinctive single-spoked steering wheel (more commonly associated with Citroens of a much later period), are clearly seen - or not seen in the case of the spoke in the upper photo. Also, the neat hand grips on the corners of the scuttle board, the four large coach bolts joining the bonnet to the scuttle, the light mounting brackets, and the pipe chassis all tie up.

The single-spoked steering wheel appeared on Humber's in 1901 and was used through to 1910, but the Humberette didn't appear until 1903. It continued in production until 1905. (The Humberette was revived several years later.) The 5 hp engine was a single cylinder of 677 cc.

The lower photo is of a similar but probably heavier vehicle. It appears to be larger overall, with heavier wheels, and could be a 1905 Royal Humberette. These had a 7.5 hp twin cylinder of 1419 cc on a six foot six inch wheelbase, compared to the five foot three inch of the 5 hp model. The vehicle in the photo seems to have



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January 20, 1993

BEADED WHEELS
P.O. Box 2546,
Christchurch, New Zealand.

ATTEN: MAIL BAG

Dear Sir

I just received the November/December 1992 issue. This is the old history .. but what, indeed, is "old" to a vintage car collector? I refer to Picture Puzzle in Beaded Wheels 197, and the letter from Vern Jensen with his possible solution.

I won't comment on the vintage of the Ford in the photo. It was unfortunate it was ultimately destroyed. I would like to correct the identification of the Studebaker. It is my opinion that this is a 1916, Model SF, 4-40 - Series 17 car. Four cylinder. The 1915 Studebaker had a pronounced raised ridge where the hood meets the cowl, decorative ridges pressed into the top panels of the hood, NO splash pan beneath the radiator, and much narrower front fender edges. These are the four most visible differences. The earlier cars produced as 1916 models (series 16), had no splash apron under the radiator. Thus my vote that this is a series 17 car.

I will not comment on the Epilogue submitted by Mr Jensen. This would appear to be the result of an overripe imagination combined with a good bit of heavy drinking. It's probably true.

By the way ... what is porridge?

Mike Margerum Elizabethville, Pa. USA

P.S. My son Ben and myself attended the Pan-Pacific Rally in February 1992, and we had a fantastic time. Our sincere compliments to all the great folks who ran that rally, and who welcomed us so grandly. We loved every minute of it.



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a non-standard steering wheel fitted.

My information suggests that the 5 hp model had wire wheels for 1903, wires or artillery wheels for 1904, the wires only from 1905, confirming the upper vehicle as 1904. The 7.5 hp had artillery wheels and was only listed for 1905. I wonder whether either of these vehicles have survived. The 7.5 hp model would be very rare. I have attached copies of photos of 1903 5 hp models which appeared in the publication 'On Four Wheels' several years ago.

Yours sincerely
Graham Smith Napier

The Editor,
Beaded Wheels

As a victim of E. Preston, I appreciate the constructive writing of George Tofield in revealing this frivolous saboteur of serious Vintage Motoring to a wider world. Preston's crimes are not all committed in his native Canterbury. He regards Vintage Motoring as whimsically amusing and refuses to regard any sort of motoring AFTER Vintage at all.

When I helped to organise an 'Irishman' he took, over a check point where he disguised himself as a clergyman and became so carried away by his spurious identity that he imposed it on the neighbourhood (which is fortunately sparsely inhabited). I think that I have been a party to invalid absolutions, unconsecrated burials and maybe worse.

Once he suggested that I write a contribution to 'Beaded Wheels' which in fact earned lifelong enemies, two of them still living. He has driven into my car, pre-empted my funny stories and made me give away a

serviceable Austin A-40 because it was 'tip-fodder'. I am, of course, maturing long term plans for revenge in which I have some confidence, although time is not on my side.

Keep at him, George. You don't have to fear his enmity. I'm his FRIEND.

Yours faithfully,
David Richardson

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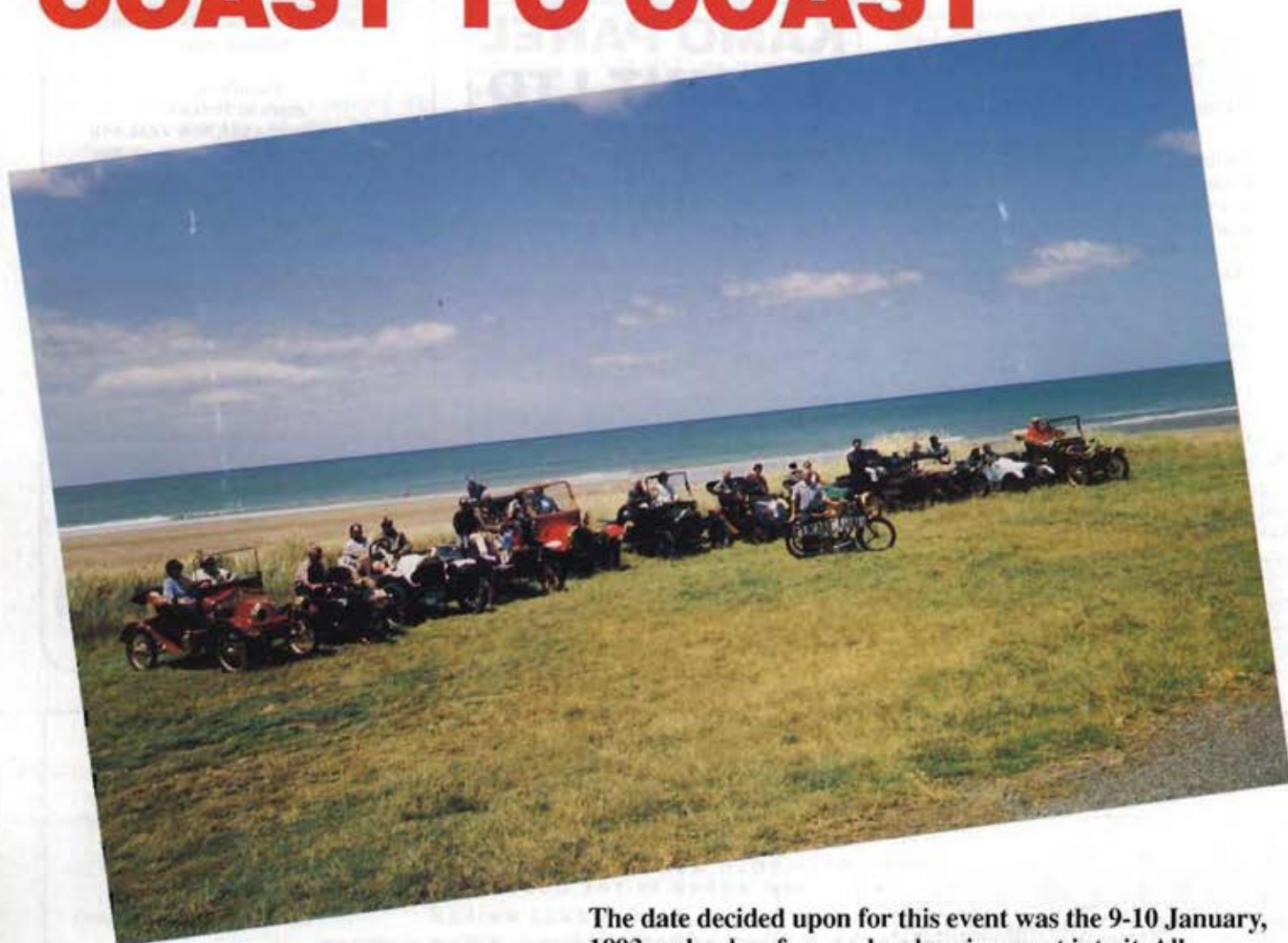
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THE VETERAN COAST TO COAST



The date decided upon for this event was the 9-10 January, 1993 and only a few weeks planning went into it. All members contacted were enthusiastic, especially as it was not to be competitive.

The Tavistock Hotel in Waipukarau was the headquarters and all were made very welcome. Friday night, for the 13 participants already there, was a time for companionable chat and reminiscing for those who had travelled together before; and already planning for next year's run.

Saturday morning was fine and clear and the sight of 13 Veteran vehicles brought out the spectators. The first stage was Waipukarau to Porongahau Beach and back. An information sheet was provided with points of interest along the way. First was the stone church built with funds donated by a local land owner who wished to secure a place in an environment that was not too hot. Further to that, the land on which the church was built was given to the church by a relative of one of the run participants, the land transfer transaction cost the princely sum of one shilling. On further to Wallingford Station, the estate of the

Ormonds which has been in the family for five generations. Sir John Ormond was knighted for his services to the meat industry and shipping in the 1960's. The farm was originally about 30,000 acres but is now about 2,500 acres. The house, a magnificent wooden structure of 10,000 square feet, has 40 rooms. Building was started in 1863 and the house has been added to many times. It is the largest single storey house in private ownership in the Southern hemisphere, and is truly magnificent with equally beautiful grounds.

Lunch at Porongahau Beach where the only car to venture onto the sand was the Ford T Speedster. The 11 cars and two motor-cycles were lined up for the official photo, where a very interested spectator was Sir John Ormond. He has been on the London to Brighton Run, so he was given a ride in the 1911 Wolseley, much to his delight. There were some water pump repairs to the 1903

Napoleon and a puncture repaired on the 1915 BSA motor-cycle and the Coast to coast journey then began. A brisk wind meant the smaller vehicles fell behind, but frequent stops enabled them to catch up. Another historic two-storied homestead visited at Takapau was built in the mid-1890's, and an extra wing added at the turn of the century. It has a magnificent wooden panelled ceiling in the billiard room. This and the grand staircase are features of the house. The original owners were frequently overseas and the house was used in their absence as a vice-regal residence. The house is now ably managed by Denis and Jane Hall. Being Cadillac owners they chose rides in American cars, the Metz and the Cadillac. A feature of the day, and surely a pleasure for all, was the combination of Veteran cars and historic homesteads.

Sunday dawned fine again, how lucky after all the rain. The cars had been stored



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Incorporated

NOTICE OF MEETING

**The Annual General Meeting of the Club will be held on
Saturday, 7th August 1993 at The Nelson Suburban Club,
Tahaunanui Drive, Nelson commencing at 9.30am**

HONORARY OFFICERS

OFFICE - PRESENT OFFICERS

Hon. Vice-President Mrs E. Nagle-Turnbull, England.
The President of the Veteran Car Club of Great Britain.
The President of the Federation Internationale des Voitures Anciennes.

NATIONAL EXECUTIVE 1992/93

OFFICE

President : A.M. McIntosh

OFFICE

Hon. Secretary : R.J. Duns

Club Captains-

Northern Region : B. Hutton

Southern Region : I. Ridd

Executive (4) : Mrs J.P. Hosken, M.S. Odell
L.J.D. Priest, R.J.M. White

ELECTION OF OFFICERS:

NOMINATIONS for the Management Committee MUST be received in this office by 5 p.m. 13th JUNE 1993 accompanied by a CURRENT PHOTOGRAPH AND BIOGRAPHY of the nominee and their association with the Club.

The biography shall contain the name, address and occupation of members nominated for each position.

RULE XV, ELECTION OF OFFICERS

Not less than 75 clear days before the Annual General Meeting the Executive shall cause notice to be given to all members intimating the date for closing nominations of the offices of:-

PRESIDENT

CLUB CAPTAIN - NORTHERN REGION

CLUB CAPTAIN - SOUTHERN REGION

HON. CLUB SECRETARY

4 MEMBERS OF EXECUTIVE

and shall invite nominations for such offices to be forwarded in writing to the Secretary to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting, every such nomination to be signed by the member nominated as an indication that he/she is willing to serve in such capacity. The Office of President shall be held only by a member who has served at least one year upon the Executive of the Club.

The positions of Club Captain Northern and Southern Region shall be contested only by members residing within the region. The boundary dividing the two regions is Cook Strait.

Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial members of the Club for at least six months prior to nomination. The nomination form must also be signed by two financial members of the Club. No candidates shall be nominated by more than two members. If the number of candidates for the office of President or any position on the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place.

NOTICES OF MOTION

There are no notices of motion relating to rule changes.

CONFERENCE REGISTRATION FORMS WILL NOT BE POSTED OUT

As we move into 1993 and become conscious, only three years remain until the big event, planning moves up a gear.

The tentative Rally programme is:

26th February 1996 until 1st March 1996 Entrants leave on Monday morning from one of the twelve starting points in the South Island and spend four days motoring and a rest day (a few rallies will be five days motoring) to arrive in Christchurch on Friday 1st March.

2nd March 1996 Saturday A free day with optional scenic runs and perhaps a visit to one of many wineries, the RNZAF Museum, Ferrymead, Gondola, Arts Centre, etc.

3rd March 1996 Sunday Swap Meet, Speed Event (Optional) and Public Display Day.

4th March 1996 Monday Homestead Scenic runs.

5th March 1996 Tuesday Entrants and members only vehicle display day at an unpublicised out of town venue. Full catering facilities will be available.

6th March 1996 Wednesday Optional Competitive Day or non-competitive runs on Banks Peninsula and its surroundings.

7th March 1996 Thursday One Make Runs,

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optional Free Day, suggested organised event or demonstration relative to an early event run by the fledgling VCC.

8th March 1996 Friday The Final Day - Free Day - Shiny Objects Mini Swap Meet. Brief Closing Ceremony followed by drinks and a buffet style garden party.

It is stressed this is only a suggested programme to let you know the basic format - much could change or be added to or deleted.

The Rally Routes and in fact all motoring activities (except the optional competitive day) will be designed to be leisurely, untimed and relaxed. The idea is to do all your motoring in your own time and enjoy the South Island's scenery and its facilities.

Each evening there will be a range of entertainment to cater for all tastes which will build up to the final evening designed to be a memorable birthday party.

It is intended during the Rally to honour many people who have contributed to our great Club from its inception until the present day.

Plan 1996 around this Anniversary Rally - Golden Birthday Rally.

Clynt Inns Rally Director

STOP PRESS

Queenstown Classic Road Race 9th October 1993

This year the British Sports Car theme will again be followed with emphasis on the M.G. marque, and the event will be held on the exciting street circuit.

An even larger entry is expected for the coming event and invitations are already going to M.G. Car Clubs

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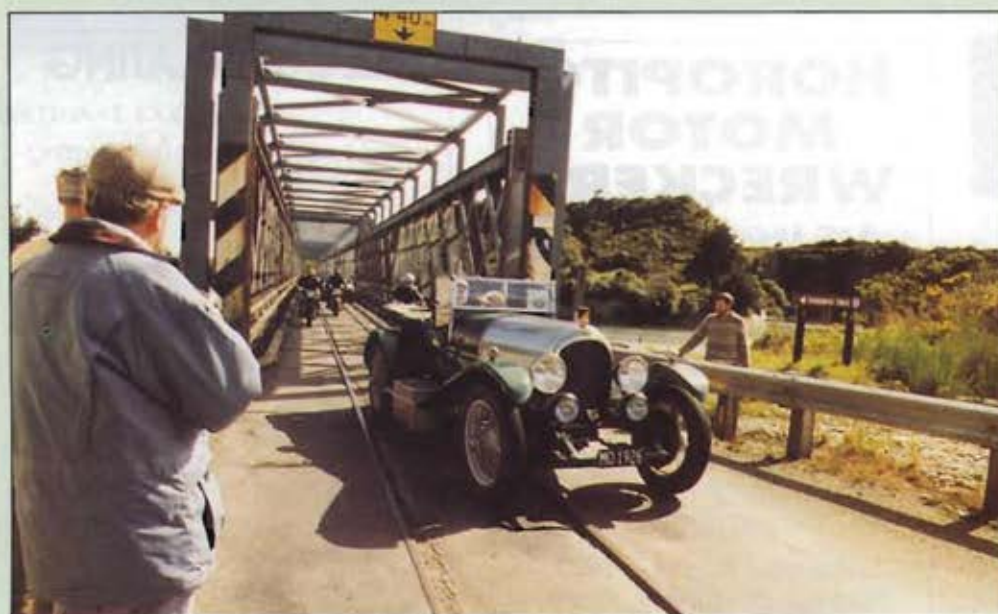
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1992
Commemorative Run

NZ BENTLEY *Alpine Rally*



Thirty years ago, on Saturday 11th August 1962, a group of Bentley enthusiasts set out on a highly successful one-day Alpine Rally organised by Dave Bowman.

*Left: The hare and the hound or is that the fox and the horses?
Below: Our problems being fixed by all the experts on Ron Hassalls 3 litre at Reefton.*





Departing in extreme winter conditions from Sheffield, 36 miles from Christchurch, were:

Ron Hasell's 1923 three litre Tourer (Chassis No. 260); Geoff Owen's 1926 three by four and a half litre Tourer (Chassis No. 1215); Don Oddie's 1927 four and a half litre Tourer (Chassis No. 3008); George Wright's 1929 four and a half litre Roadster (Chassis No. 3288); Andy Anderson's 1929 four and a half litre Park Ward Saloon (Chassis No. 3559); Edgar Ridgen's 1953 R Type; Archie Scott's 1956 Automatic S Type.

Their 380 mile route took them, in atrocious weather and on shingle roads, over two alpine passes exceeding 3000 feet, then in excellent weather down through the wild, bleak but beautiful Otira Gorge, descending steadily beside mountain rivers to the West Coast. Their return was via the beech-fringed Lewis Pass Highway, driving through easy, interesting and varied country back to the Canterbury Plains and Christchurch.

Only one mechanical failure occurred, a chewed up set of skew gears in the Ron Hassell's three litre, but the snow and ice on Porters Pass wreaked havoc on the tyres of the older cars. Ingenuity and the tongue of an

old leather boot achieved one tyre repair en route, whilst another driver hitched a ride on a horsefloat for assistance with his third blowout! Later, an over-enthusiastic reporter's comments caused the Traffic Department to request a visit and explanation of how one member "climbed uphill effortlessly at 80 m.p.h."

Early in 1992, at the "Bentley Owners One-Make Run" held during the Second Pan Pacific Rally, the idea of a commemorative run was mooted. Ron Hasell, who had arranged so many previous Bentley runs, was personally too busy at this time, so with his encouragement, the organisation was left in the hands of Brian and Sonia Wright and Edgar and Helen Ridgen. As the latter couple promptly left for an extended overseas trip, all organising was the responsibility of Brian and Sonia Wright. Thanks to their efforts, arrangements were made, and entries were received for eleven Bentleys to take part in the Commemorative Run.

This year, on Saturday 26th September 1992, again in extreme winter conditions, and rather later than the advertised 8 am, several Bentleys, open and closed, wet and dry, waited outside the Yaldhurst Hotel for

those living nearest to arrive! Alan Harman in his 1947 Mark VI braved the elements to bid us all farewell, and so we made our way to the home of George and Cecily Wright at Annat to meet more of the group. The warmth of the Wrights' hospitality and the sumptuous farm-style morning tea prepared by Cecily and Jennie were enjoyed by all, but Brian Wright now faced decision time. Weather forecasts were grim ... Rain was torrential ... Visibility had been very poor, even on the Plains Severe snow warnings from the Automobile Association. ... Chains required for Porters Pass With due consideration for the vehicles, their drivers and passengers, and the reputation of the Bentley Drivers Club, he decided to reverse the trip and go over the Lewis Pass and return via Arthurs Pass. Despite some reluctance from the heroes of the past, his decision was upheld.

Sadly, this change of plan also meant that the youngest passenger on the 1962 Rally could not share lunch with the group at the Bealey Hotel, as intended. Katy Parish, who, thirty years ago had been a three month old baby travelling with her parents Helen and Edgar Ridgen, had come to Annat with her



husband John and one year old daughter Emma, to travel again the first section of the route.

As we made our way through North Canterbury occasional breaks in the weather gave promise of better conditions to come. A liberal coating of snow on the beech forest of the Lewis Pass presented us with a memorable scene, experienced even more closely by those travelling in the open cars as the snow cascaded down from the trees to the road and into the passing cars!

By the time of the Maruia Springs lunch stop the weather had cleared, allowing the group to assemble outside and, under the watchful eye of Bob Turner's video camera, check out all the vehicles. At this stage there were nine Bentleys present. A fuel stop at Springs Junction brought joy to the local garage, and we drove off over the Rahu Saddle to Reefton, where we had a short stop for a minor mechanical repair to Ron Hassell's three litre. The oil line to his pressure gauge was leaking. Ever helpful, Geoff Owen rapidly dealt with the problem. Here too we were joined by the tenth Bentley, and proceeded on our way to the overnight stop at Kings Motor Hotel, Greymouth.

Surprise! Surprise! Waiting for us there was the elusive final participant. Where had we been? he asked. Prepared with ropes to wind around his tyres and through his spokes, should it be necessary, this intrepid South Canterbury veteran just drove across the "proper way." He had experienced a good six inches of snow at the top of Porters Pass, and the falling snow was nearly too much for his new wipers. Almost like driving in a whiteout!... Apart from that, no problems! Yes Brian, all in all you did make the right decision.

Now that the group was complete, it was time to inspect all the vehicles and reminisce about the Rally of thirty years ago. Four of the cars that had been on the 1962 Rally were present, four of the original drivers were again driving - but not necessarily in the same cars - and four of the original passengers put in an appearance, one driving this time. Who were present? And what cars had made it to the West Coast?

1923 Three litre Tourer (Chassis No. 206) Ron Hasell and Bob Beardsley together again in the oldest car. Again a mechanical problem, even if only slight. 1962 was repeated in many ways!

1926 Three by four and a half litre Tourer (Chassis No. 1215) Geoff and Shirley Owen. A driver in the first Alpine Rally, Geoff is a racing driver at heart, even with his wife beside him.

1927 Four and a half by three litre Tourer (Chassis No. SL 3065) Brian and Sonia Wright. Dave Bowman, organiser of the 1962 Rally, owned this car and was working on it at the time of the 1962 Rally. Appropriately driven this time by the 1992 organisers.

1927 Four and a half litre Tourer (Chassis No. 3008) Jim Sullivan, his son

this car in the 1962 Rally. Jim was the elusive participant who drove up over Porters Pass.

1929 Four and a half litre Roadster (Chassis No. 3288) Don Wright and Hugh Horn. Don's father, George Wright, owns the car, and drove it with Pat Keating as passenger in 1962. That time Cecily was at home with little Don.

1929 Four and a half litre Tourer (Chassis No. NX 3464) Tony and Nicky Tripp. The heavily studded, twin side-mounted spare tyres hint that this magnificent vehicle is still being used for feeding out? Does this explain why the Tripps did not catch up with the group until Reefton?

1947 Mark VI. Jeff Edwards and Tanja Wolfkamp with passengers Rex and Denise Valentine. Having just progressed from an S2 to a Mark VI, Jeff had done a mere 80 miles in this car before setting off on this Rally. Car and driver are doing well!

1947 Mark VI. Bob and Dawn Turner with their son Jim. A sedate looking car, but the missing final muffler lets it sound like a "real" Bentley.

1953 Mark VI. Pat and Joan Keating. Having been George Wright's passenger in the 1929 four and a half litre Roadster in 1962, Pat has now graduated to the driver's seat of George Wright's Mark VI. Any Royals needing a chauffeur, contact Pat.

1965 S3 Edgar and Helen Ridgen. They arrived back from the States just in time to participate. But for the weather, they would have been in their 1923, three litre Tourer. This time there was no baby on the back seat.

1971 T Type. George and Cecily Wright. They are true Bentley enthusiasts. With three cars participating in the Rally, they chose to travel in the youngest one, giving the joy of driving the 1929 four and a half litre Roadster to their son Don.

Everyone enjoyed a natter and noggin or two before the evening meal. Good food, good wine, good company and speeches that were few and brief, but nonetheless sincere. And so ended the first day.

Sunday was a brilliant West Coast sunshine day, even if the wind sweeping down from the snow-clad mountains to the east was a trifle polar. Geoff Owen was the cameraman recording the cars as they left the hotel, while at the historic Taramakau combined road-and-rail bridge, Bob videoed some transport history. Later Geoff caught the cars on tape as they slowed for a one-way bridge. A short stop at Jacksons lengthened as the cars proved to be of great interest to the patrons. Bob filmed each vehicle as it came up through the notorious Candy's Bend. Rather, he thought he had taken all the cars, but at Arthurs Pass concern was felt for our organiser. A quick replay of the camera showed that indeed Brian and Sonia had not got as far as Candy's Bend, but a passing car assured us that they were heading in the right direction. About four times, while coming up the steep Otira Gorge,

had had to turn the crank handle to wind the belt back on. Warm work, but Sonia said the air was breathtakingly cold! They clunked up in first gear, due to the slipping clutch - Brian said the lining had worn out. (Inspection ????)

Down to the Bealey Hotel for lunch. Changes here, too. The old Bealey Hotel, sad to say, was burnt to the ground several years ago. Across the road, its replacement has a fabulous view up and down the Waimakariri River. The place was alive with crowds of happy travellers, and the sounds of people enjoying themselves. A clutch of motorcyclists standing near where we had perched to eat, gave us a little extra information on what had been happening along the way. It appears that they had been cruising along the Kumara straight, doing a comfortable 80 m.p.h. on their respective BMW, BSA, Triumph and Norton machines, when, with a throaty roar, a 1920's Bentley came from behind them and disappeared into the distance ahead! Strange, no-one confessed to being the driver of the said Bentley!!!

Despite the rain that was starting to fall, the group assembled out by the cars for the presentation of prizes by the organiser. To Ron Hasell went the prize for the oldest vehicle, to Bob and Dawn Turner the prize for having come the greatest distance for the event, but no-one was awarded the hard luck prize, for Brian had kept quiet about the problems affecting his ascent, and Tony had not told many about the split he had noticed that morning in the hub of his wheel. It was decided to recognize Jim Sullivan's solo ascent of Porters Pass, but again he was elusive, having hurried away early. The final award was to George and Cecily Wright for the youngest car. A sincere vote of thanks to Brian and Sonia Wright for their superb organisation of the Rally, was carried with acclamation.

As the rain descended we set off on our various ways. Only a fortunate few were able to accept Nicky and Tony Tripp's kind invitation to Snowdon. What a magnificent drive in from the Porters Pass Road ... shingle road, low cloud, darkening rain, hail, so cold! But such a sight with snow all around! A brandy, then tea and biscuits by an open fire, was a great way to round off a wonderful weekend. Five hundred and fourteen miles of motoring through some of the most rugged, spectacular, and beautiful country that could be found in the world, in all weathers, in good company and greatest of cars. One must wonder if this Bentley Rally is a world record for the return presence, in good working order, after thirty years of continuous use, of so many of the original participants, both human and vehicular!!

All those present had spoken of how much they had enjoyed the friendliness and camaraderie of the weekend. Even the adverse weather at the start helped develop the atmosphere of consideration and co-operation, in the true Bentley tradition. Comments made by some of the participants are worthy of recording. Ron Hasell of the 1923 three litre Tourer, a veteran of the 1962 Rally, when asked if he would be attending the next commemorative rally in another thirty years time, hesitated then said, "Yes, but it will have to be the Mark VI next time." However, Ron didn't put up the

parison between the two trips. The one day event was all rush and go. Deadlines of time and place to be met. Thirty years later it was so much more relaxed.

Another 1962 passenger, Pat Keating, said that comparing the two events was like comparing an open car and a saloon. One was blood and guts; the other was all grace. Geoff Owen still wished he could have done it all the same way as in 1962. He considered that having so many of the same cars, drivers and passengers, and even the same weather conditions as in 1962, was quite unique. And a comment from the newest member of the group. Jeff Edwards found it awesome seeing so many magnificent Bentleys together, but he and his passengers found themselves quickly made welcome. This, he said, was the best car rally he has ever been on.

The final words should be from the organisers. Sonia and Brian would like to acknowledge encouragement and help with names and addresses, from Ron Hasell and also from Helen and Edgar Ridgen. Their thanks also to the voluntary Rally Mechanic, Geoff Owen; to Geoff and Bob and Dawn Turner for recording the event; to the "Wrights" of Annat for their reassuring initial response and their hospitality for morning tea; and to Nicky and Tony Tripp for opening up their home to ??? and cold Bentley crews; and to everyone for their participation. "We must do it again some time!!!" Soon!!!

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USA IN RETROSPECT

Now that the dust has settled, we are gradually coming back to earth. Five months is a long time to be away and while we did



a lot of things we wanted to, we did miss our friends. Sorry you couldn't have been there too!

*Top: Snow in Crater Lake National Park, Oregon
Above: Whiteout on road in Crater Lake National Park, Oregon*

We arrived in Hollywood only days after the riots and saw a number of burnt out buildings, and often saw groups of darkskinned people. One wondered how safe it was to walk around the streets. We hired a rental car, found a dealer with a 1982 VW camper, bought it and drove north out of Los Angeles as quickly as possible. With temperatures in early June around 100 degrees F. we headed for Bakersfield, and from there up to Sequoia National Park, on to Kings Canyon N.P. and Yosemite N.P. Much cooler now, the huge trees do have a sobering effect on you. They are HUGE! and have been there such a long time.

Called briefly on New Zealand friends,

Wayne and Jeanette Robson, who are working over there, and looked at the cars they have collected in the short time they've been there - Jaguar XK120, Porsche 911 Targa, Alfa Romeo Spider, Fiat 850 and 124 Spiders, 1967 Buick convertible, as well as a 1953 Buick Skylark convertible that they have restored. Makes your mouth water - don't it? There may be some problems when it's time to come home. Cost a fortune to ship them all back.

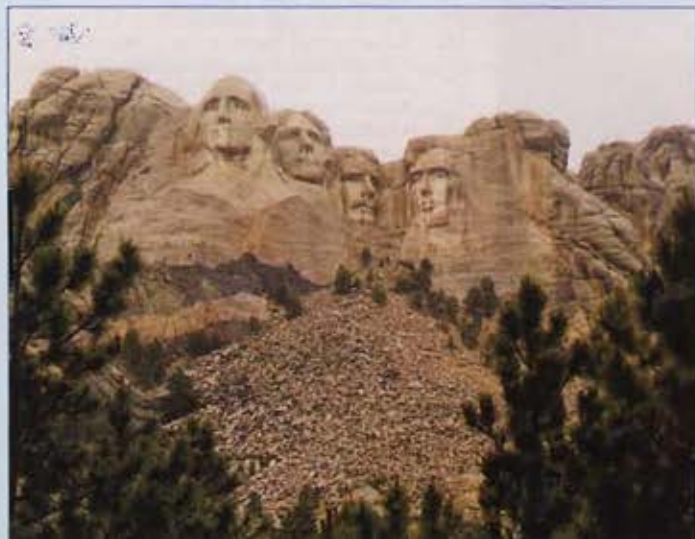
We continued north in California and came to the conclusion that it's a long state - it took us eight days before we were in Oregon. We had intended to look at Crater Lake there, so climbed up to 6,000 ft to the

campground in the National Park. It was 5.00 pm and, as we climbed, it started to snow. It was still snowing when we went to bed, and still snowing in the morning, after a very cold night. Sure puts you off single beds! The ground was white with snow dripping off the Fir trees - a picture book scene. We found the roads were open, good! - but, "you won't see the Lake, it's a whiteout!" So we left without breakfast and without seeing the lake. Still, we have never seen it snowing before, and it was supposed to be summer.

We continued into Idaho and so up to Montana where there was a lot of poor, sparsely populated, boring countryside. The need to be ever alert was impressed upon us here. We



Lonely country, Montana



found ourselves in "No man's land", with a petrol tank getting low, and the nearest town over a mountain range. I nursed the van as economically as I could and hoped. Unexpectedly, we came across a petrol station in the middle of nowhere, with the gauge flickering on empty, and some 70 miles left to go. The fact that the price was a bit high was of small moment. We then headed for Glacier National Park near the Canadian border.

ning right where we were. And it RAINED, the heaviest rain we have ever seen, and it was almost dark at 6.00 pm. One hour later the sun was shining.

South Dakota is a hard sell state. Billboards everywhere, full of bull, trying to persuade you to visit this or that. Still, they were entertaining. We did revisit the large carvings of the four US presidents that the state is famous for. Petrol had been \$1.25 to \$1.30



1992 Duesenberg II phaeton under construction (red and black)

The "Going to the Sun" mountain road I rate on a par to the Te Anau-Milford road, and as one of the nicest drives in the world. We had intended to go from here up into Canada, but seeing some rusty, overpriced number plates in an Antique shop changed all that. I persuaded my partner that we should go instead to see some friends at the Licence Plate Convention in Peora, Illinois, almost 2,000 miles and eight days travelling from where we were. Doubtless, some of you think that

mostly for a US gallon, for regular unleaded, but as we went east the prices started to drop.

An automotive swapmeet at Iola, Wisconsin was our next objective, but with 12 days to kill, further sightseeing was in order. We drove into North Chicago to visit friends and a car museum. A busy place, but further south the downtown area would be worse.

The car museum was a classic example of how not to do it. The elderly owner had had it for many, many years. A huge barn and ad-



1992 Duesenberg II phaeton under construction (red and black)

collecting old number plates is a stupid hobby, but if you had seen 320 stall holders plus their families with two million number plates - well, I'm not alone!

We narrowly missed a tornado in North

joining sheds all had dirt floors, and the cars were slowly sinking into the dirt. A late 50's coach-built Rolls Royce, in mint condition when it was parked there, had the dirt creeping up over the bottom of the wheels. Can you

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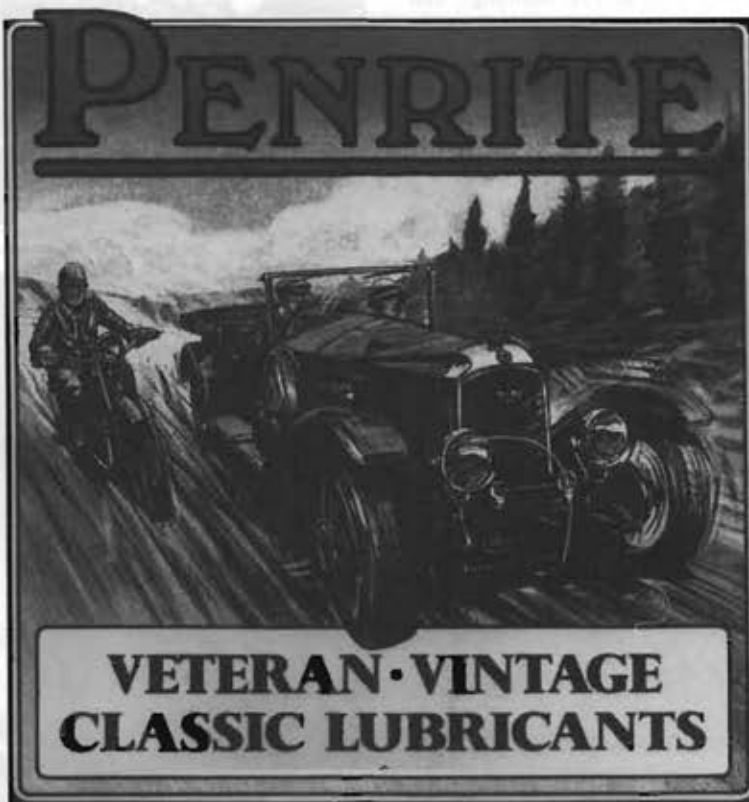
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There were other valuable cars likewise. Sad to see.

On into Wisconsin, where we were told not to miss "The House on the Rock" near Spring Green. This defies description. In the early 1940's a gentleman aged 30 built a 14-roomed house on and into a huge rock overlooking a valley 450 feet below. He then started collecting all manner of things, guns, dolls, dollhouses, suits of armour, automated music machines, 200 large model ships, musical organs, porcelain, circus models - and the LARGEST Carousel in the world, with 269 animals and 20,000 lights. All this has spilled over into several buildings, and took a minimum of three hours to go through. It's truly a collector's nightmare! We camped beside a river in a small village, and met a Chicago couple who persuaded me to go rafting with them. Good fun, but it wasn't white water - and I had to walk back.

In a small, neighbouring village we found the Duesenberg II factory. With a staff of seven, they turn out three new replica Duesenberg phaetons a year at a cost of \$US170,000! We managed a short tour and talked to the staff. They use a Ford V8 six-litre truck engine with a fibreglass, dual cowl body. However the grille, lights and all the body fittings are an exact copy of the original millionaire's car of the depression years.

Iola was a four day swapmeet, which was very good with a lot of older cars and parts. It was a big car show with a large variety of exhibits. It appeared that as well as older cars, cars from 1960 up to 1970 were eligible, but no bread and butter four door sedans. Only sports cars, coupes, convertibles, woodies as well as rare and unusual models, were the order of the day. This was also the case at other car shows we attended. I had a chat to a man that owns an E type OTS and also a Mercedes Benz 300SL (the expensive one), which he races, would you believe! People everywhere up there were very friendly. We were sorry that it had to end.



1929 Auburn boat-tail speedster on show at Iola, Wisconsin



1957 Mercedes Benz 300SL in racing trim, Iola, Wisconsin



Continued on page 41

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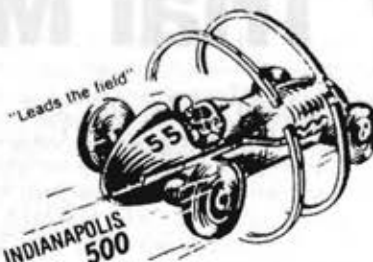
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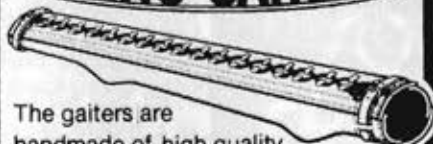
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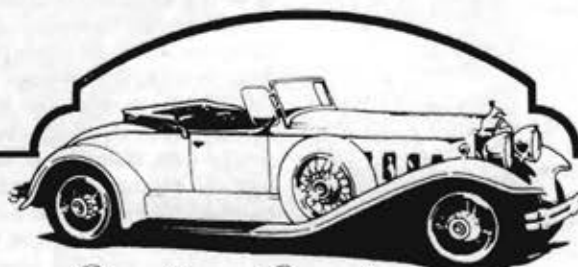


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Reliability Trial March 1912

The Canterbury Automobile Association ran a major trial each year for which a very large silver cup valued at 103 pounds was the premier trophy.

First awarded in 1908, the "Star" cup presented by the Star Engineering Company of Wolverhampton, England was competed for by the Private Owners and had been won in 1910 and 1911 by N.C. Gilchrist of Oamaru with a 16 hp Talbot. The Trade Class was always keenly contested too.

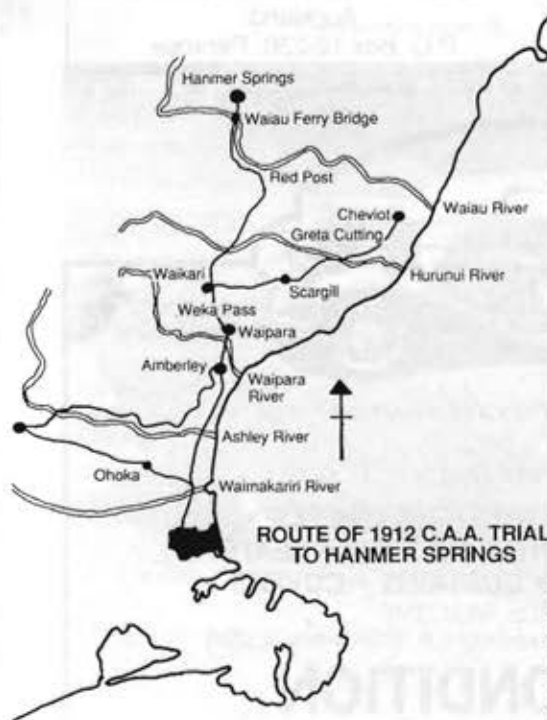
For 1912 the trial ran to Hanmer Springs, staying overnight and returning to Christchurch the following day. This was briefly mentioned in *Beaded Wheels* in the Vauxhall Series Part 4, but as it is 80 years since this trial was run it seems appropriate to write a more complete description.

Considering the state of the roads in 1912 the route was quite challenging - see map. The first day leaving Christchurch it followed the tramlines to Papanui and then by the North Road to cross the "Empire" Bridge (old Waimakariri River Bridge), to turn off on the Tram Road to follow the railway line through the hamlets of Ohoka, Swannanoa, West Eyreton to Bennetts and on to East Oxford. The route then continued to Ashley Gorge and along the downs to Loburn and on to Ashley Bank. At Leithfield the route returned to the North Road and soon it was Amberley and the lunch stop at the Crown Hotel. Approximately 65 miles to Amberley.

After lunch they continued north to ford the Waipara River. This river is still notorious for a soft bottom and in 1912 a horse was kept at the crossing to help hapless motorists. Then the road turned inland to climb the Weka Pass with its striking limestone formations, again following the railway line - under the viaduct now filled in

crossing, before passing the Waikari Hotel on the right. The road continued straight ahead to follow the telegraph lines over the Waikari Downs on to the Hurunui township with its lovely limestone hotel built in 1869. Fortunately the Hurunui River was bridged but two more streams were forded before reaching Culverden. At the Red Post the road turned left for Hanmer Springs passing the Waiau Ferry Accommodation House, and through a rabbit gate before crossing the Waiau Ferry Bridge built on site by Andersons of Christchurch in 1887. Another gate and three more streams were crossed before finally arriving at Hanmer Springs, having covered 141 miles.

On the return the route was retraced as far as Waikari and then diverged along the Scargill Valley through Scargill and out to Tipapa on the North Road, now known as Greta Valley. Tipapa was the home of William Acton-Adams who imported the first motor vehicle into Canterbury in 1899, the De Dion engined Camiot. Then north through the Greta cuttings to Cheviot for lunch and return the same way through Scargill to Waikari. This involved driving through the dreaded Gretas twice. Notorious until the 1950's, at that time they were a series of steep climbs and descents and sharp turns with creeks to be forded in the bottoms. Now the



ROUTE OF 1912 C.A.A. TRIAL TO HANMER SPRINGS

Above: 1908 Vauxhall at Hanmer Springs. Driver W.J. Scott. Photo Newell Collection.
 Right Above: "Star" Cup won outright by N.C. Gilchrist of Oamaru 1912 winner 1910, 1911, 1912 Reliability Trials. Photo L. Newell.
 Right Below: Gold Medal won by W.J. Scott

whole road has been redesigned and it is hard to imagine how difficult this section was as one swoops through today on a road where even the river was re-routed. From Waikari back through the Weka Pass to continue directly on the North Road to Christchurch to finish at the King Edward Barracks, 162 miles for the day.

There was a good entry of 28 cars, of which 24 actually started. In the Trade Class, Adams Ltd had entered one of the new 16 hp Minervas to be driven by J. Tench, also a 30 hp E.M.F. five-seater driven by J. Hamlet.

J.S. Hawkes entered a 12 hp Unic Landulette taxicab driven by Les Montgomery, and a 12 hp Delage, driven by P.W. Sampson.

The New Zealand Farmers Co-op's selling agent F. Kibblewhite had three cars, a 25 hp Overland driven by W.H. Boyd and a 30 hp model driven by L.B. Young, both were Torpedo bodied five-seaters, and he also entered a 14/20 Siddeley-Deasy driven by W. Vaughan. This had a cream coloured five-seater torpedo body with the distinctive pointed bonnet and dashboard radiator, and was the only car on the trial with wire wheels.

W.B. Scott & Company had two of the new underslung 20 hp two-seater Regals driven by staff members J. Marsh and S. Napper and the old faithful 1908 Vauxhall driven by W.J. Scott himself. Old Blue had taken part on March 9 in beach races, fitted with a sketchy single-seater body and had to have the Torpedo style body refitted for the trial. The papers described this as a "rakish looking four-seater Torpedo bodied car not finished for selling purposes" and according to Wally Scott, Dave Crozier had said comparing it to the original body was like comparing a bathing suit to an evening gown!

A Regal had also been stripped and raced on the beach but whether it was one of those entered is not known.

The Private Owners cars varied more in

would have been difficult to achieve, needing to average eighteen miles per hour.

N.C. Gilchrist, the previous year's winner, had entered a Minerva 26 hp, a new car with a buff coloured torpedo five-seater body and the Silent Knight engine. Also driving a

20 Wolseley, "grey and silver, a very pretty car with particularly pleasing bodywork".

F.W. Johnstone had a two-seater 20/25 Buick which had also raced on the beach the previous week.

D. McMillan of Waddington a 20 hp Overland three-seater with epicyclic gear-box.

L.B. Hart had an older pattern 12/22 Talbot five-seater which had covered a good many miles.

G.D. McFarlane a 40 hp Mitchell five-seater "the most powerful in the trial".

W.E. Mills, President of the Canterbury Automobile Association, entered a 33 hp Hudson for G.M. Hall to drive.

The Competition: The first day included a petrol consumption test for which the cars were weighed at the City Council weigh-bridge and no doubt topped up with petrol before leaving. The weight required was

all up including driver, observer and any passengers plus any additional weight, i.e. a certain Cadillac driver is well known for the weight of spares on any such re-enactment event. Extra weight helped the ton miles per gallon performance with the formula used for these events, and W.J. Scott had an extra large passenger upwards of 18 stone who he was pleased to include.

For the reliability section cars were allocated 1,000 marks and lost marks for all unspecified stops and other digressions. Oil, water, and fuel were only to be taken on at official stops without loss of marks and so on. Each car carried an observer who "must report everything and decide nothing", and was required to stay with the driver at all times. For stops, marks were deducted at one mark per minute for the first five minutes. Any stop between five and fifteen minutes would be a loss of 25 marks. Any car not starting within two minutes after a river-

bed would be penalised. Parsons chains could be fitted without penalty and tyre problems were not penalised. The first day seven and a half hours was allowed, and the second day eight and a half hours for the 162 miles. Total



Minerva 16 hp model was R.O. Dixon. Mrs R.A. Green had entered another 26 hp model with dark blue five-seater Torpedo body "by far the most expensive car in the trial, costing just under one thousand pounds", driven by J. Driscoll.

Cadillacs were well to the fore with Captain McLean's older model 20/30 having taken part in the last two trials, F. Hubbard,



A.W. Lane and H. Piper all had 30 hp versions (probably the 1911 model), and Mr Lane's car was fitted with Dayton airless tyres on the rear wheels. L.W. Boag had the latest 1912 model five-seater fitted with self

penalty and sent off at minute intervals. Time did not include the lunchstop.

The Trial: The starter Mr E.H. James sent the first car away at 8 a.m. on Friday 15 March 1912 from Latimer Square opposite the Occidental Hotel. The state of the roads traversed was considered fairly good by 1912 standards, but there was quite a bit of hillwork including the Gretas. There was a strong wind blowing all day and delays were caused by mobs of sheep on the road. The Amuri Sheep Fair had been held at Culverden the previous day when there were 42,000 sheep for sale. As the wind was nor'west the cars were heading into it all the way to Oxford where "hurricane winds and dust" were major difficulties. The first problem was a slip cross the road just after Ashley Gorge when cars had to drive over a causeway of boulders, drivers wondering whether a puncture would result. There were several small riverbeds after this but the Waipara was low and the ford good.

The 30 hp Overland discovered a tyre cover coming off and as they had no jack, used a fence post to lever up the car, and then the Buick's rear was found to be alight! At first, this was thought to be caused by friction and was perilously close to the petrol tank but next day Mr F.W. Johnstone admitted that the observer had knocked out his pipe on the back of the car and sparks had fallen on the luggage. R.O. Dixon's Minerva bent an axle but was able to keep going and the E.M.F. broke a rear axle about eight miles from Hanmer Springs. The crew were a forlorn sight sitting on the roadside but other cars could not stop without being penalised. As the E.M.F. had been in the lead and had pushed through many mobs of sheep it was a humiliating experience (according to the reporter who was one of the passengers) to have sheep and grinning drovers go past them. Eventually J.S. Hawkes, an official, and Hanmer Atkinson, went out to collect them. One of Scott's Regals had retired at Swannanoa with water circulation problems and the second withdrew on reaching Hanmer. Hart's Talbot stopped for 10 seconds for a missed gear change and the Siddeley-Deasy had stopped with a jammed footbrake, ran into reverse and stopped for adjustments; the Hudson stopped three times with petrol blocks due to grit in the carburettor totalling 13 minutes. Mr T. Withers of Wellington with the big Itala had arrived in Christchurch two hours late so did not start.

The Buick had further troubles backing into the garage where the cars were to be impounded for the night, colliding with a door but there was no harm except a broken slat on the door. There were 17 non-stop runs and 21 cars were still in the competition and most cars took about six and a half hours for the journey. Evening jollifications included hauling competitors out of bed in the small hours was not approved by the abstemious Walter Scott (times have not changed). The crew of the E.M.F. worked overnight to fit a new axle, allowing them to return under their own power, but were not eligible to finish the trial.

On Saturday 16 March a strong easterly wind added to the difficulties. The 30 hp Overland stopped two miles from Scargill, a gearbox 'feather' key stripped from the drive shaft. The observer and passengers walked to Scargill and caught the train. The car was

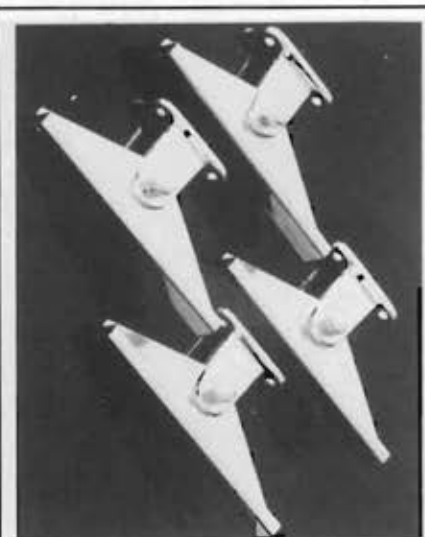
official car, broke an axle four and a half miles from Culverden. As expected, the Gretas caused problems and the Unic shed a passenger on one steep pinch, which was to cost them dearly. The Siddeley-Deasy lost marks for more brake trouble and the 25 hp Overland spent time repairing a damaged spring, losing 10 marks. Mrs Green's passenger and observer, who should have known better, got out to make a route through a mob of sheep and was penalised two marks. However the stops were all minor and eleven non-stop runs was an improvement on previous trials, 20 cars completing the event.

Mr W.B. Scott said both Regals withdrawing was not the manufacturer's fault but the firm's. The cars had been fitted with extra water tanks by Scotts but through an error the water had siphoned out, emptying the radiators. The weakness must have been inherent in the design. Bill Piddington of Regal fame is well known for his red water-can.

Ten cars received Gold Medals for non-stop runs, nine Private Owners, and two Trade Class had non-stop runs, one receiving a Gold Medal, the other a Silver. Mr N.C. Gilchrist was once again the winner of the Star Silver Cup. Having won the cup outright, he then offered to replace the original cup with a new silver trophy.

The Petrol Consumption Test was won by the 1908 Vauxhall of W.J. Scott with 48.3 ton miles per gallon. The Unic, according to the reporter travelling in the car, had actually recorded 49.103 ton miles per gallon but because they had shed a passenger on the Greta cutting, the Unic was disqualified from this test and penalised one mark for the minute the passenger was out of the car. Tough rules!

Trade Class: W.B. Scott and Company Vauxhall 20hp Gold Medal for a non-stop run, and winner of the Petrol Consumption Test



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Adams Ltd Minerva 16 hp Silver Medal for non-stop run and 38.41 ton miles per gallon.

J.S. Hawkes Unic 12 hp Bronze Medal with 999 marks for the run.

Private Owners Class: N.C. Gilchrist Minerva 26 hp the Star Cup, Gold Medal and 1st in Petrol Consumption with 47.16 ton miles per gallon.

Mrs R.A. Green Minerva 26 hp with 47.14 ton miles per gallon.

H. Piper Cadillac 30 hp with 45.7 ton miles per gallon.

The other Private Owners receiving Gold Medals were H. Piper Cadillac, F. Hubbard Cadillac, A. Morten Wolseley, R.O. Dixon Minerva, F.W. Johnstone Buick, (did they put the fire out without stopping?), A.M. Lane Cadillac, Captain McLean Cadillac and D. McMillan Overland.

Postscript: Recently Mr Robert McMillan, son of D. McMillan of Waddington, visited John McLachlan at Birdling Brook and showed him his father's Gold Medal for 1912. He was able to describe details of the Overland with the epicyclic gearbox, small running boards and oval petrol tank. We also have the medal presented to W.J. Scott.

The "Star Cup" was presented to the Canterbury Automobile Association in 1952 by Neil Gilchrist's sisters and now lives at the Headquarters in Christchurch of Automobile Association Central.

As far as we know the Vauxhall is the only car extant which took part in that particular trial.

by Leith Newell

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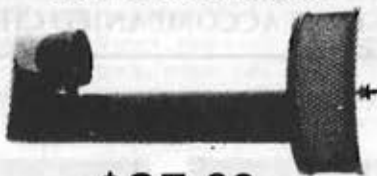
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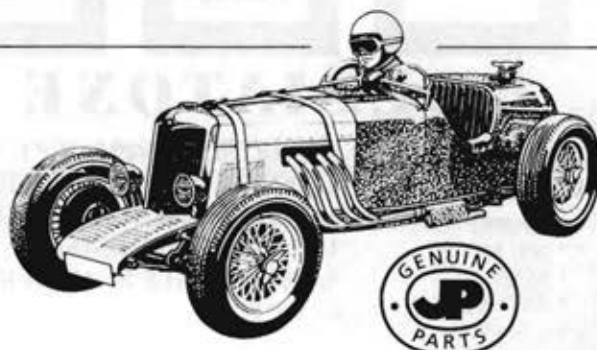
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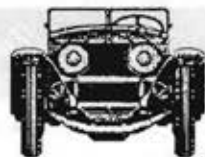
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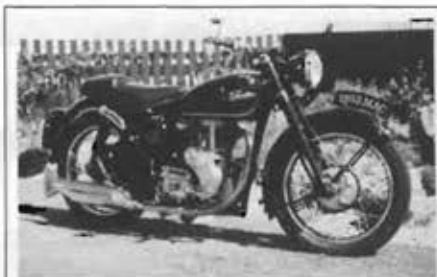


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Continued from page 32

We met our Michigan friends and followed them around the Upper Peninsula and down to Chesaning, near Flint. We were just in time for the annual Showboat Show, which was first class, with top entertainers. The cast came down the river on an old style paddle steamer to dock in front of the audience. Our hosts owned a fleet of cars including a 1935 Auburn supercharged phaeton, 1937 Buick 8 phaeton, 1949 Hudson convertible, 1928 Hudson, 1932 Chevrolet roadster and two Mustangs etc. Makes you cry, don't it!

We were taken to a large swapmeet at Dearborn, then to the only Hudson dealer still operating. An old style garage, it was full of Hudsons of various years, many for sale. There was a lot of Hudson memorabilia there that was not for sale. Could have bought a restored 1950 Hudson convertible for \$US25,000. We bid our hosts goodbye and went to Carlisle, P.A., about 600 miles away, for their summer swapmeet. Accent for this meet was on model cars, which included tin plate as well as die cast models. Prices not in my league. How about \$NZ1,000 for a tin plate model XK120 sports, 12 inches long? It was Japanese as well! Bought a mascot for Colleen, then went along four stalls and found another \$20 cheaper. It just wasn't my day.

We then spent some time in Ohio visiting friends, and were wined and dined as only the Americans know how. Petrol was now a little more than \$1.00 per gallon, and we did in fact see it for 96 cents a gallon.

We took in a Ohio Swapmeet, then headed south to Virginia to visit more friends. These people had a 1926 Stutz and a 1958 Buick Limited. We were shown over Richmond, Virginia and taken to see a friend who collects Pierce Arrows and Nashs. He had nearly finished restoring a 1927 Pierce Arrow, had a nice 1934 Pierce Arrow sedan, and some rare Nash convertibles, a 1939 and a 1941.

We then headed south into North Carolina to see another friend, and to go to another swapmeet. This was held at Charlotte

Above: Aerial view of Hershey swapmeet, Pennsylvania
Below: 1941 Packard 120 "Woody" at 1992 Hershey Car Show, Pa.



imposing track and buildings. Well, I walked around it anyway. We went to a theme park, but not as good as Disneyland. North again, up to West Virginia. It was too hot to go any further south. Here we stayed with friends

with more cars - 1908 Le Duc, 1920 Allstate, 1921 Rolls Royce Silver Ghost tourer, two Model A Fords and a 1954 Mercedes Benz 300 four-door cabriolet, a beautiful car and very rare. As he is the secretary of the License Plate Collectors Association, the walls inside his house were decorated with old porcelain licence plates. I'd not be allowed to do that even if I had such rare plates.

With time now running out, we went 400 miles west to Indianapolis to a good swapmeet there. We were allowed to camp inside the meet area for a very modest fee, again people were very friendly. Then it was back east to Carlisle again, followed closely by the big one - Hershey, P.A.

This must surely be one of the biggest auto events in the world. There were 10,000 stalls for the four-day meet, and they say if you walk the lot - it's 33 miles. Yes, we have done it, but not this year! It rained all day Friday and quickly turned into a sea of mud, so we called it a day and headed for California.

There were probably 1,000 collectable cars for sale, and they say you can buy any part for any car you want there - with just the price to worry you. There was to be a huge car show on the Saturday, with some of the world's most exotic cars, but we missed that this time. By Saturday night we were 430 miles west, and covered the 3,200 miles to Los Angeles in eight days - 500 miles being the biggest day. We stuck with the big rigs - mostly Peterbuilts, but some Freightliners and a rare but occasional Western Star. These are the big boys - it didn't matter whether they were loaded or empty, they just passed everything! Macks, Kenworths and Internationals seemed underpowered by comparison. If they did 70 mph, then we did 70 mph - but if they

stuck to the limit, then we did too. We saw a lot of people getting speeding tickets, but we managed to avoid that, although we did come close to getting caught a couple of times.

Continued on Page 46



AUSTER SCREENS, AUTHENTIC RE-PRODUCTION screens manufactured in brass & stainless steel to the highest quality. Laminated glass. Standard model available at \$895 or made to order. Universal Mounting System. Contact Dallas McNeil, 74 Jaemont Ave, Auckland 8. Ph (09)834.6255.

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MODEL A 1929 MURRAY body & bonnet only, excellent wood & panel work, no rust, ready for paint & upholstery. This is off a low mileage car. Excellent buying at \$4,500. Ph (09)275.5316.



VINTAGE ACCESSORIES. Aero screens, divers helmet taillights, fuel caps. All reproduction items manufactured to the highest standard by vintage enthusiast. One off items made from photo or pattern. Send SEA for catalogue to Dallas McNeil, 74 Jaemont Ave, Auckland 8. Ph (09)834.6255.

TRUMBULL VETERAN SMALL 4 CYLINDER motor complete with spare mag. has detachable head. Still fitted on part chassis sub frame. Motor turns over. For more information contact VCC Canty Parts, Graham Pluck. Ph (03)388.4067 evenings or write to P O Box 9035 ChCh.

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MODEL 'A' FORD distributor parts, engine parts, bonnet and cowl webbing, sector shaft bushings, gearbox parts, tank sealer, books, righthand drive front floor mats & wiring looms, engine mount kits, all at Vintage Ford, New Zealand's largest vintage car parts manufacturer.

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FIAT, EARLY VETERAN RADIATOR in near mint condition sell. For more details contact VCC Canty Parts, Graham Pluck. Ph (03)388.4067 evenings or write to P O Box 9035 ChCh.

BUICK 1925 ROADSTER very sound motorable car or would consider exchange for an English open tourer. 1928 Chev Landau Coupe Car - dismantled, many new parts plus 5 new tyres, tubes & rust bands. Phone Peter Holdaway (03)578.6165.

STANDARD FLYING 9 ENGINE, early 20's in good order, & complete. Can be seen running. Eng no +12684. \$550, please ph (07)866.8295.

CHEV MOTOR 1926-27 SHORT BLOCK. Completely rebuilt, including reground cam shaft. \$750, please ph (07)866.8295.

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DODGE D.A., Victory 6, Standard 6, head gaskets available. Copper both sides. \$110 each + \$6.00 P&P.

VF VINTAGE FORD P.O. Box 970 Christchurch

BSA C10 c1949/50. Some mechanical & most panel work completed. Good tyres. 90% complete, basically missing instruments, exhaust, headlight parts. Many spares including frame half, tank, hubs, forks etc. Gasket set. Spare bored & ported barrel. \$1,200. Arthur Harsant, 507 Augustus St, Thames, ph (07)868.9257.

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TENDERS ARE INVITED FOR 1953 ALVIS 3 LITRE TICKFORD DROPHEAD COUPE

Condition is superb in every detail. Value is in the vicinity of \$40,000.00

For appointment to inspect contact Arthur Evans, phone (06)344.4873 Wanganui.

Tenders close with A McIntosh, c/- P O Box 2546, Christchurch on May 30th 1993. (Envelopes should be marked "Tender for

VETERAN F.N. 1200 RADIATOR CIRCA 1913. Wolseley Stelite radiator. Veteran BSA car wheel circa 1912. Packard fuelizer carburettor complete circa 1920. Vintage Sunbeam 14/40 axle shaft with R.A.F spline & hubnut. Vintage Marmon Roosevelt radiator surround complete with enamelled badge, also one hubnut cap. Set 5 B.E. wheelrims 710 x 90. John Hearne, 12 Jeanette Place, Mairangi Bay, Auckland 10. Phone (09)479.2532.

MORRIS 8HP SERIES 'E' 1939-47, wiring loom complete kit, braided, from \$225 incl., others, further details Peter Woodend (Spares), P O Box 157, Takanini, Auckland. Tel (09)298.3393.

1928 CHEV 4 DOOR SEDAN in excellent condition. Been in storage 14 years. 55,500 genuine miles. History available, reg & WOF. Reasonable offer accepted. Also rear 1928 2 door coach dismantled could be restored, some parts missing or will part out. \$400 as is. Contact John Rogers, 6 Manse Rd, Pleasant Point, ph (03)614.7224 evenings.

DODGE 1923 WOODY, new custom built wooden body. Motor going, five tyres as new, 500 x 20, lots of mechanical spares. Ph (03)235.8694. Also Vintage 1935 Austin 10 hp car. Sell parts or lot.

WANTED

ZENITH CARBURETTOR WANTED, updraught pump type 105 B for a 1930 Hillman Straight 8. Please contact - Graham Anderson, 54 McBratneys Rd, Christchurch, phone (03)385.7835 collect.

AJS V TWIN PARTS WANTED MID 1920s, 770cc barrels, heads, wheels, any bits at all - anything please. Graham Anderson, 54 McBratneys Rd, Christchurch, ph (03)385.7835 collect.



24 INCH WIRE WHEEL & 2 LOCKING RINGS for 24 inch buffalo wheel, as shown, are badly needed for my 1922 Paige Tourer. Any help greatly appreciated. Please contact Owen Hayward, Auckland (09)528.5139 collect or fax (09)528.8312.

MODEL 'A' FORD 1930 STANDARD ROADSTER - boot lid handle (complete). Lost or removed from car. Sorely missed.

AJS 1920's WHEELS WANTED ANY CONDITION 350's, 500's V twins not only for me but other restorers as well. Please help. Graham Anderson, 54 McBratneys Rd, Christchurch 6, ph (03)385.7835 collect.

VETERAN ROYAL ENFIELD M/CYCLE. Would prefer resorted V/twin, with or without sidecar. Contact collect - Ph (09)296.2790, or c/- 85 Beach Rd, Papakura.

WANTED TO PURCHASE.
Model 'A' Ford parts. We have customers requiring good quality second hand parts, both mechanical and body parts. Turn those unwanted parts into cash. Contact Vintage Ford.
 P.O. Box 970 Christchurch

3 SPEED GEARBOX & GEARCHANGE HANDBRAKE assembly for a 1910 12/16 hp Wolseley. I would be interested in hearing from anyone with 12/16 hp parts, literature or photocopies. Nevin Gough, 8 McIntosh Rd, Brighton, Dunedin. Ph (03)481.1808.

RILEY RM SERIES 1945/53 cars or parts or information on sources for our parts dept or members. Nothing too small, any condition. RM Riley Club, c/- 91 Shakespeare Rd, Whangaparaoa, North Auckland, (09)424.7175.

AUSTIN 16/6 1929 CARBURETTOR & distributor or connecting rods. Also fuel gauge including fittings for petrol tank. Also wanted mid twenties unrestored tourer, any make considered. Contact Maurice Witham, phone (09)418.1992.

DARRACQ 2-CYLINDER ENGINE BLOCK 1905-1907, 12 hp, 112mm bore x 120mm stroke, any condition. Please contact Jerry Guest, P O Box 398, Warkworth, if you know who might be able to help.

1937 LINCOLN ZEPHYR, head & tail lamp lenses, distributor, genuine bearings & pistons or substitutes. 1932 Ford Y 4 door, bumpers, shock absorbers, (Luvax, type A), fine spoked 17" wire wheels. Ray Copland, 9 Philip St, Ashburton, (03)308.5152. Mem.

100 YEARS OF MOTORING BADGE as issued by the AA, tyre ashtrays for collection. Auckland AA commercial badge. Contact J Robertshaw, 25 Park Tce, Waikuku Beach, Nth Canterbury, ph (03)312.7421.

TRIUMPH HERALD CONVERTIBLE, reasonable condition. Fit for restoration. A Hopwood, ph (06)345.5068.

I.E.L CHAINSAW ENGINE or parts. Sold 50's, 60's later became pioneer twin cylinder, 170cc. Required to restore motor cycle Square Four 350cc Special, built in 60's for sprinting. Peter Jones, 116 Marama Ave South, R D 9, Invercargill (03)213.1190. Mem.

1916-17 BUICK BODY PARTS, or complete car. Anything, anywhere considered. Will buy or swap 1912-15 4 cyl Buick motor, 1914-15 mid body section (mint with upholstery) &

PRE-WAR MOTORCYCLE 350cc or larger. All makes considered. Ph (03)385.7178 ChCh. Gary Pritchard. Mem.

FOR 1952 MORRIS MINOR S/V H/light, tools, front bucket seat, beige with brown piping, 4 good hub caps 'plain', distributor cap, brown steering wheel must be good, hand book, sales brochures etc. Contact I Barker, 49 Eden St, Oamaru, (03)434.8789.

MORRIS MINOR OHC PARTS 1928-31 all parts required as I wish to restore one someday, hand book, sales brochures, anything considered. Also required Morris Eight Series I or II tools, ie: box spanners, open ended spanners, screwdrivers, etc. Contact I Barker, 49 Eden St, Oamaru, (03)434.8789.

FOR 1930 MODEL 18 NORTON. Front brake hub complete, sturmey archer 3 speed gearbox & clutch, foot pegs, rear stand, mag-dyno. Will buy or have BSA parts to swap. Contact Jules Van Uden, Invercargill (03)235.8030. Mem.

INDIAN POWERPLUS - wanted any parts for electric horn, tool & battery box, oil tanks, petrol tanks, tank caps, any motor parts etc.... "Old Indians never die, they just look that way in my shed at present".... Terry Meadows, Blue Seas Motels, 222 Esplanade, Kaikoura, phone & fax (03)319.5441.

HARLEY DAVIDSON 1923, wanted rear brake pedel, brake drum, sprocket, cam, exhaust, valve adjusters, petrol & oil tanks, distributor for generator, foot boards, front wheel or beaded rim. 23 inch from top to bottom. Phone Tony Ayling (03)217.3238, Invercargill.

REO 1905-10 SINGLE CYL, any parts, eng, chassis, transmission, front & rear assem, steering box etc. Ph (09)536.6144 AK or write Russell Vincent c/- Post Office, Beachland, Auckland.

M.G.T.C FRONT SEAT ASSEMBLY & INNER TRIM. Russell Egan, 12 Iseil Pl, Nelson. Phone (03)548.2070 or 547.6490 collect.

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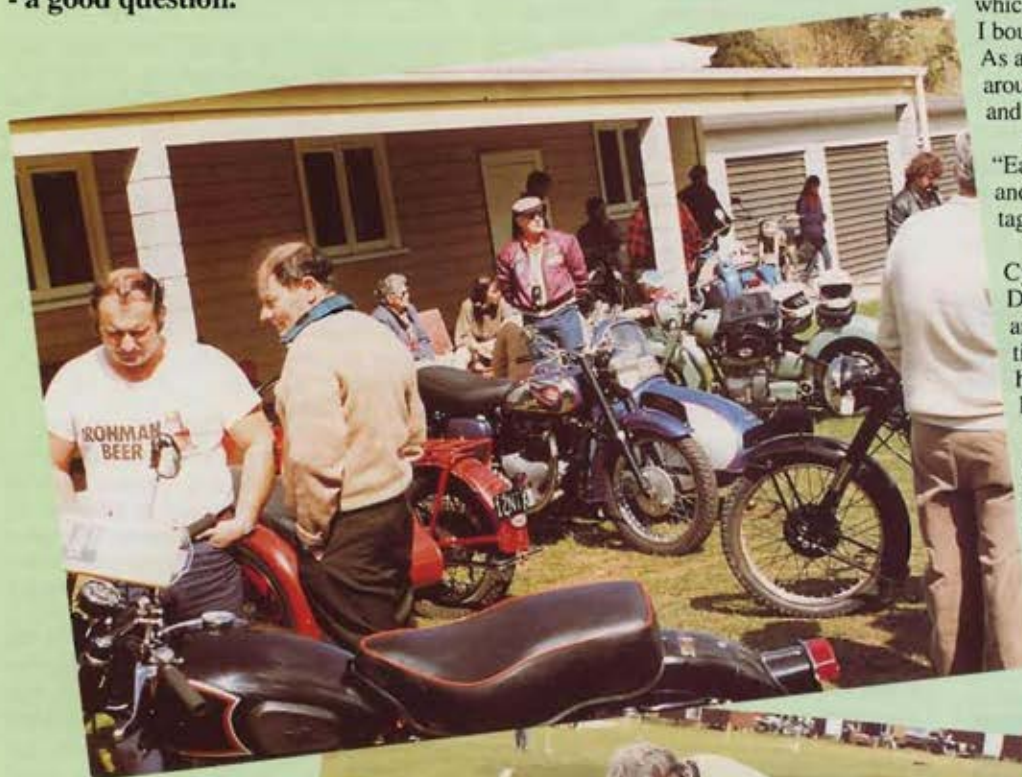
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"Rubber Duckie Rally"

Taranaki Annual Motor Cycle Rally

Owing to the fact that we have just held our 15th Annual Rally, it was felt it would be a good idea to put a write up on the history and background in our National Magazine "Beaded Wheels" of this now well established rally. I, being the organiser of the first two, have found it has fallen on my shoulders, to do this job. So where to start? - a good question.



One could say the seed was sown way back in 1947. It was about then that I bought my first motor cycle, a 1932 Francis Barnett, 197 cc, a true basket case, being TOTALLY dismantled, the engine, gear box, the lot, and stored in sacks and boxes. Now, if you know anything about Francis Barnetts of that era you won't have to be told that even the frame and front forks are built up out of lengths of tube, spacers, rods, plates, washers and nuts, so with only a picture for clues, I had a great time.

This was the embryo around which my interest in motor cycles grew. My next motor cycle was a 1947 Ambassador, followed by one of the most exciting times in my life, a brand new and still in its unopened packing case, a 1952 Jawa 250 cc. It was a great machine and was the first Jawa on the streets



Then came 1956, and the most important time in one's life, that of getting married and setting up a home. So it was bye bye motor cycle, bring out the old pushbike, and buy my father's 1937 Ford 8, a much more useful machine to own at this stage. The love of motor cycles smouldered on, and at a later

mentioned he knew where there was an old motor cycle that could possibly be purchased. It was in a shed in New Plymouth.

This comment rekindled the fire, and something had to be done - it was, and I ended up the proud owner of a 1924 Douglas, flat twin, two speed, belt drive machine. At this point, a new house on an undeveloped section, with a Cessna aircraft packing case for a shed, was my lot, but eventually the Douglas was stripped, not restored, but just made usable by February 1960 for everyday use.

When 1961 arrived, a small band of local vintage-minded gentlemen were working towards forming a Taranaki Branch of the Vintage Car Club of New Zealand. I was approached, and joined from the outset, which was September 1961. During that year I bought and put into storage a 1925 Ford T. As a Branch, members now started to move around the country, attending other Branch and National Rallies.

1963 saw the Taranaki Branch host the "Easter Rally" which was a great success, and really launched Taranaki into the vintage movement.

The 1965 and 1966 North Island Motor Cycle Rallies were attended with the Douglas. February 1967 saw the Douglas and I back in Masterton for the 1st National Motor Cycle Rally. We brought home the Montague Cup and the Glen Bull Memorial Shield.

The Branch membership slowly grew as the years came and went, motor cycles always being popular and the owners keen to use them. As time went by, it was decided by the committee to have a motor cycle representative in their ranks, a position I have held many times, and one which I feel all Branch Committees should have. Taranaki has a considerable dual-ownership (i.e. car and motor cycles) among its members, so the two-wheel owners have a monthly get together. Being a dual owner myself, and having rallied around the country with the Douglas, I started to feel that Taranaki could host an Annual Motor Cycle Rally. It was, in fact, as Motor Cycle Representative on our committee in 1977 that I tested its feeling towards the idea. They thought it a good one, and suggested I gather some helpers and go for it. Drawing on knowledge gained over the preceding years, and with great assistance and backing of my wife Janet, we gathered a team of helpers and set about the task. After checking out various possible venues, the YMCA "Camp Huinga" was chosen and booked for 24th-25th September 1977. For those who haven't been to a "Rubber Duckie", the camp is four miles south of the city on the New Plymouth to Inglewood highway. It has a lovely secluded bush atmosphere, with the Waiwakaio River close by and the New Plymouth hydro generating plant next door. Various local service clubs ave put up accommodation huts over the years. I decided that this could be the ideal place to base the rally, even though it was a little run down, but



that way, the main problem being that it wasn't used often enough.

The kitchen was passable, though the stoves etc were starting to show signs of age. The ablution block was the newest building and passed muster reasonably well. The recreation hall was OK and could seat around 80, with a nice raised open log fire, which always adds a nice warm homely atmosphere and on occasions a 'quick dry' or 'defreeze refuge'. There is plenty of ground space also - in a nut shell, the way and place to go. The "Inaugural Rally" day finally arrived, and thirty-three entrants arrived to try out this new player in the motor cycle rallying arena. It appears that there is one thing that no one can master, and that's the weather, but the keen motor-cyclist takes it as it comes. It certainly wasn't the best on this day, and with nearly sixty miles to go, the entrants set off with heavy showers and even hail for good measure. I tried out a 'bright idea' with rally instructions, no little bits of paper to follow, just a short instruction written on a blackboard for riders to read and remember at each manned check. The idea had points for and against. There was a cuppa break at the Hurworth Hall, after which the route took entrants home to lower altitudes through secret and manned checks. The prizegiving dinner and social was held in the Merrilands Hall. This finished off an enjoyable and successful day. Next day, twenty to thirty visitors and locals went to the New Plymouth Thermal Power Station to be

Opposite Above: Some of the machines and entrants at Rally H.Q. "Camp Huinga"

Opposite Below: 1986 "Rubber Duckie" Colin Wallace. 1917 Harley Davidson.

Above Top: L to R: 34. Lachlan Scott, 1928 Indian Big Chief Combination. 14. Keith Prout 1926 Royal Enfield. 22. Trevor Birchall 1924 Harley Davidson Combination.

Above Lower: No. 8. Merlin Stewart 1950



shown around it before heading for home.

Following a postmortem of this rally, it was decided that the Taranaki Branch should hold an Annual Motor Cycle Rally. A study of the "National Calendar of Events" revealed that late September would be the best time to hold it, and so 1978 saw the 1st Annual. Once again I was organiser, so we set it out by the previous year's routine, with a few adjustments from lessons learnt, with "Camp Huinga" the venue. So with everything set up and ready to go, and the day drawing closer, it became evident that numbers attending were going to be way down, at least by twenty on last year. Disaster, it was a case of scrap it or salvage it, the latter being the final decision. After much organising the rally day arrived and we had thirteen entrants, all of whom said they wanted to come back next year, and in fact twelve did just that. It was reported that by closing date only five entries had been received from outside Taranaki, plus four apologies, an extremely poor return on the one hundred entry forms posted out. However the weather was kind to us, and a good time was had by all.

The year 1979 saw an improvement on the number who attended, twenty-three in fact. This was very encouraging and gave the feeling that the near right formula had been found. I think proof of this is the fact that the number attending have only once been down

The job of organiser has fallen on many shoulders now, indeed more than once on some. He usually doesn't have too much bother gathering a team to handle the many and varied jobs which have to be done, to make the rally go, and above all produce an event which our visitors enjoy and leave with a strong desire to return again. It is in this area that many of our four-wheeled members are only too pleased to pitch in and give a hand, including several of our more southern stalwarts. This also shows the interest and ability of members, which in the final analysis is the back bone of the Club.

Now you may be wondering why our rally has become known as the "Rubber Duckie". It came about in 1982 or 1983, when someone was heard to pass a remark about the weather, saying that he would have done better if he had used a "Rubber Duckie". We all know what they are, so in 1984 it was introduced as the Taranaki Branch Annual "Rubber Duckie" Motor Cycle Rally. The strange thing being that since then we have not had very much rain at all during the actual road run time. The "Hard Luck" Trophy takes the form of a duck floating within a clear plastic sphere, and is the source of many amusing remarks when presented to the unfortunate winner.

Now for the statistically minded, from the very first rally and including our 15th annual, we have had 178 entrants from many branches, including Taranaki. Of these, twenty-four have attended seven or more times. I feel at this point I must mention that the best attendances by other than Taranaki members have been by Ross Glenny of Wanganui, fourteen times, and Bob Atley of Auckland, thirteen times. Over the years there has been a smattering of lady entrants, which is also good to see.

The overall winners have been as follows:

1977 Inaugural Eric Terrill, Hawera, 1941 Indian 1978 Bruce Davidson, New Plymouth, 1950 Matchless 1979 Graham Mackie, Tokoroa, 1926 Harley Davidson Comb 1980 Wally Hunt, New Plymouth, 1952 Velocette 1981 Barry Grant, Tokoroa, 1937 Harley Davidson 1982 Trevor Kearns, New Plymouth, 1952 Matchless 1983 Fred Forge, Waikato, Norton 1984 Bill Jackson, Wellington, 1919 Indian Power Plus 1985 Howard Sims, 1927 Harley Davidson Comb 1986 Les Diez, Hamilton, 1947 Harley Davidson 1987 Tim Gilbert, Auckland, 1951 BSA 1988 Wally Hunt, New Plymouth, 1924 BSA Comb 1989 Roly Ganderton, Auckland, 1950 Norton 1990 John Kendrick, Wanganui, 1937 Sunbeam 1991 John Kendrick, Wanganui, 1937 Sunbeam 1992 Tom Belch, Auckland, 1930 Douglas.

This finally brings me to 1992 and the 15th Annual Rally. As usual, the organising team started a few months earlier, keying up the myriad of minor items as well as drawing up and checking out the road run, drafting entry forms, printing and distributing them.

As always, food was important and as usual a good standard and no shortage was achieved. The rally was again based at TOPEC/TSB Camp (formerly YMCA Camp Huinga). As I have said earlier, conditions of the camp should improve - this they certainly have done. Cabins, kitchen, and main hall

more to come in the near future.

I imagine there was much praying done by the organisers for good weather for this particular weekend. Knowing what the year has been like, no doubt the entrants were too.

Friday the 18th of September dawned heavy and overcast with showers, but by 4.00 pm when the camp opened it was reasonably fine. By 8.30 pm all but about three entrants had checked in and had a meal. With the fire going, the usual Noggin and Natter took place, as old friends met again.

Next morning didn't look too promising. There were some very wet looking clouds around, which started to leak a little after the briefing. Eventually 10.15 am arrived and it was all go, with riders leaving at their pre-determined start times, well wrapped up in wet weather gear. My turn came at 10.42 am so off I went in light rain, not a problem.

Right out of camp road onto main highway, then left into Mangorei Road, to eventually get on to Carrington Road in real rain. From here it's a steady climb up to cross the saddle between the seaward Kaitake Range and the mountain side, Pouakai Range. This is an interesting and picturesque ride in any weather, and is also the area which is the site of the world famous Pukeiti Rhododendron

Trust. A few miles further on and you are out of the bush, looking out over the rolling farmland down to the sea, and behind you is the heavily snow covered cone of Mt Egmont.

By now it was dry, and by the time we got to Pungarehu it was a nice sunny day with a little wind. Our route took us right down to the sea and a short stretch of gravel road, with waves on our left, paddocks on our right, and the Cape Egmont Lighthouse behind us. From here we eventually arrived at the Okato Football Club grounds. Before parking our 'bikes, three driving tests were done, and then a much needed stop for nibbles etc, etc.

After the break we left and headed back towards New Plymouth, turning left into Pitone Road and once again riding along the foreshore, this time on tarseal, with great coastal views of the Sugar Loaf Islands and the power station chimney on the horizon. The route took us right to the base of Paritutu where we did a right-hander and there, straight ahead, a fantastic view of Mt Egmont. If you hadn't seen it before, there was your chance. From this point we cantered across the outskirts of town into the rolling country again and back to camp, the

morning's rain long gone and forgotten.

A very welcome cup of tea awaited us, the usual happy chatter drowning out the sound of the birds in the surrounding trees. This was followed by a Mini Swap Meet with many goodies changing hands.

Pre-dinner drinks at 6.00 pm were followed at 6.30 pm by an informal smorgasbord dinner. Some videos taken during the day were shown. The prizegiving was, as usual, full of surprises. That topped off a great day, which wouldn't have been if we hadn't had such a happy bunch of entrants, most of whom travelled a long way to join us.

Sunday morning dawned nice and sunny, and by all accounts the visitors started moving out of camp shortly after breakfast. The usual clean and pack up by the organisers followed, the camp being cleared by 10.30 am, another highly successful chapter in the rally's history over.

I must confess my "love affair" with two-wheelers has been rekindled after a two year break, so on behalf of all the entrants, a big "Thank You" to ALL who did a little or a lot to make the rally so successful and enjoyable.

Trevor Kearns

Continued from page 21

overnight in the local Ford garage, and the manager asked for the vehicles to be parked outside for a photo to display in his showroom. Then the second day began. A back country road and the first re-grouping stop at Takapau. It was here the 1915 Abingdon King Dick motor-cycle lost top gear and had to be trailered. The delightful countryside around this area was lush and green.

Ormondville then Dannevirke were the next stops, but the 1903 Napoleon with a broken crankshaft arrived by trailer at Dannevirke. However, a credit to the car and owner for getting as far as Matamau. After refuelling at Dannevirke we took another country road to Woodville, and by now the westerly headwind was almost gale force so that even the larger cars were affected, especially through the Manawatu Gorge. A

welcome lunch awaited us at the Manawatu V.C.C. rooms. The final leg of the run went through back roads to Oroua Downs and a short way along State Highway One to the Himatangi corner. Because of the fierce wind the trip took much longer than expected and the final arrival time at the beach was 4.30 pm. A few startled people saw eight Veteran cars and 17 windburnt people arrive at the beach and journey's end. Although the Napoleon didn't complete the drive, it was a meritorious enough effort for it to be included in the final photo. Unfortunately the Abingdon King Dick motor-cycle, after being transferred to another trailer, just failed to be there in time for the official photo. Those who completed the journey were:

1905 Delaunay Belleville; Vern and Suzanne Jensen 1906 Cadillac; Laurie

Cocker 1909 Metz; Stan Corlett and Dallas Denby 1911 Wolseley; Ron Blanchett and Raewyn Corlett 1912 Clement Bayard; Judy Calleson and Mandy Brown 1913 Ford T; Lachlan and Maureen Scott 1913 Delage; Murray, Rose and Michael Low 1915 Ford T Speedster; Wayne Richards and Rod McKenzie.

Those who partially completed were:

1903 Napoleon; Graham Masemann. This combination went furthest on the partially completed run 1906 Cadillac; Digby Young 1913 Humberette; Jim and Dee McFadyen 1915 BSA motor-cycle; Geoff Johnston 1915 Abingdon King Dick motor-cycle; Bob Clark.

Dallas Denby

Continued from page 41

While in Kentucky, visiting the Mammoth Caves, we were near Bowling Green so went on a tour of the Corvette factory. About 1981 there was a 1,200 strong workforce who turned out 96 cars a day. On the day we went through there were 60 people on the tour, 20 of them female and not all young. It just goes to show that the big brute is still popular.

When we got back West we detoured to visit the North Rim of the Grand Canyon, but we were disappointed as it wasn't a patch on the South Rim that we had previously visited. We went through Zion National Park again, ten years on since our last visit - a lovely drive then down to Las Vegas. We camped just out of Los Angeles and drove in early in the morning for the Pomona Swapmeet, pea soup fog kept us to a crawl for some distance, and when we went back

later in the day we saw the remains of a momentous pile up - more than 30 vehicles had had a shunt in the fog, with 24 people taken to hospital. It was lucky that someone was not killed.

Pomona Swapmeet however, wasn't a patch on the Eastern meets. We took the van back to the dealer we bought it off, and no, we didn't get a good deal, and we wouldn't recommend him either. We did, however, do 17,000 miles in it in the five months with no problems really. The VW camper did give us good service. The burnt out buildings in Los Angeles had gone - just empty sections left, and the city back to normal. With overcrowded Freeways and full of foreigners, Los Angeles is not my favourite city. We bought our flight tickets forward five days and flew out, glad to be coming back to New Zealand.

On the roads we travelled in USA, some things impressed. There were the big rigs - mainly Peterbults, the inevitable pickup truck (everybody has one), the Chevy van (although some were called Dodge or Ford), the Cadillac (there are a lot around of varying ages), and the Corvette (mostly current types, but some 1968 to 1984).

You do not often see pre-1960 cars on the road in America, although we did see a procession of MG T series and some MGA's late one Sunday, obviously heading home after a rally. With the exception of Model A Fords, the parts situation for older models is difficult, to say the least. The distances to travel are just too far for older cars, so it is not surprising to see them trailered or just left at home, and a 1950's or 1960's car used instead.

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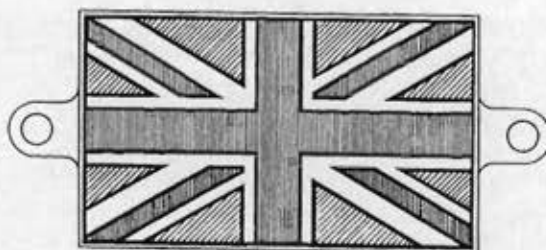
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