

NEW ZEALAND'S FOREMOST



HISTORIC MOTORING MAGAZINE

No. 252 OCTOBER/NOVEMBER 2001

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Beaded Wheels



Kairangi Hill Climb action

AGM report

Baleairn Sporting Trial





This issue's historic photographs are supplied by Les Pearson. He thinks they date from 1952-53 and were taken at

PRESIDENT'S MESSAGE



Congratulations Gore Branch on successfully hosting the Annual General Meeting and Conference. Branch members certainly showed delegates and members great southern hospitality.

A big thank you to Dave Allbon who, following eight years of service to the Club, stood down from the Management Committee. Dave's wise guidance will be sorely missed. Phil Dunstan (Club Captain Southern Region) also did not stand again and we thank him for the two years he held office. Diane Ross was elected to this position and we welcome her and Bob Ballantyne onto the Management Committee. We thank Ron Hammer for making himself available for election. Reappointed were Frank de Lautour (Speed Steward) and Betty Wallace (Archivist). Frank Renwick's term as Immediate Past President has drawn to a close and we thank him for this additional year of service to the Club. Congratulations also to the other members of the Committee who were re-elected.

During the meeting, the John L. Goddard Trophy was presented to Gisborne Branch for their fine restoration of the historic Carlton car. Congratulations to all Branch members who have worked tirelessly on the project over a number of years to preserve a part of New Zealand's history.

A remit for Life Membership for Roger White had been received and discussed by the Executive at their last meeting. The nomination for this honour (that has a stringent process set down in the Club's By-Laws) was carried unanimously at that meeting. The next part of the process was to bring the nomination to the Annual General Meeting for approval and following voting by those members present, I was delighted to announce that this decision had been ratified. In receiving this prestigious award, Roger joins Lady Elizabeth Nagel, Sir Len Southward, Andrew Anderson, Mollie Anderson and Rob Shand as Life Members. Congratulations Roger.

I also had much pleasure in announcing that Russell Hawkes (Southland Branch) has been appointed Rally Director for the Club's 2006 International Rally. Russell will now put together his Rally Committee (which will include a member of the Management Committee) to plan and run the event that will be the highlight of the Club's Diamond Jubilee celebrations.

In July, Tony and I joined Ashburton Branch members at their very enjoyable Winter Dinner where I presented a 35-year badge. I have also presented Julian Loughlan and Rex Frisken (both Banks Peninsula Branch members) with their 50-year badges. They are all proud to belong to our Club and join a steadily growing list of members who have given long loyal service to it.

Leigh Craythorne

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COVER PHOTO

Danny Ryan in the Lancia Kappa Sport is ready for action during the inaugural Waikato Branch hill climb event.

Photo: Ian and Bob Hayton

Beaded Wheels

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Beaded Wheels is the voice of The Vintage Car Club of New Zealand (Inc.) and our branches whose efforts are fostering and ever widening the interest in this movement and to form rallying points for that constantly increasing band of enthusiasts. It is to these people, who appreciate the fascination of age, the individuality and the functional elegance of vehicles from a by-gone era, that this magazine is dedicated.



by Earl Preston

Little Car Big Heart

March 2001, almost finished.



Peter Henry and Mike Ludecke enjoying 1976 Irishman Rally

Love them or snub them, at some time or other by far the greater number of our members have been touched by the irrepressible Austin Seven.

My personal involvement began about 1959 at which time I bought, from my older brother, my first Austin Seven. It was reputedly 1926 and I coughed up five pounds for the start of a long Seven's affair which roused all the emotions - love, hurt, despair, disgust, embarrassment, overwhelming pride, joy, shame, fear, indignation and above all pleasure, happiness and lots of laughter.

I have met a host of wonderful people, thanks to my Austin Seven. Even people of larger and supposedly more gracious cars, are very cautious in the Sevens' company, because a snide comment can so easily turn and bite you.

To own an Austin Seven is character building. One learns the ways of turning aside rude or belittling comment and it is all made easier by the fact that you can turn to your Seven to right any slight, prove a point, and draw begrudging compliment. Ross Haynes once beat a Bentley at Ruapuna, and was disqualified for doing so. Indignant supporters suggested he protest.

Maggie with her 1929 restoration winner, 1992.



Maggie's '29 chassis up on wheels, 1985.



Photo: The Austin Seven Club, 1920 Austin Seven

He didn't have to, he'd already proved his point.

The Seven is a little car about as small as they came in the 20's. But oh, what a heart! More than any other production vehicle of its time, the engine of the Seven lends itself admirably to performance tuning. And no one knew this more so than Austin himself. From its inception in 1923 Austin followed a policy of competition to prove the little car to the buying public.

And the public took it to their hearts. There are songs about it, stories both rude and complimentary about it. Adventure stories around the world about it, and wherever there was a motoring challenge, inevitably there would be "one of those bloody Austin Sevens".

I bought my third Seven from a 24 stone Maori cook at a hospital in Otago in 1962 who thought it too small. I just loved that car. I threw it together with my limited knowledge of things mechanical, and put a coat of paint on it with a two inch brush. It took two days to dry, every insect within a radius of three miles came to inspect my restoration, as well as a carrier who threw a new kapok mattress on it, just to sound out my blood pressure.

Over the next, eighteen or so years, "me 'n my Seven" went everywhere, to the tune of approximately 90,000 miles. It took me on every road and track worth doing in the South Island and a few in the North. It took me to glory at Levels raceway in the 80's with a meritorious 3rd last equal alongside Alan Fox in his Essex, I took pride in starting and finishing in three races at Ruapuna. I made it to the top of the hill many times at the Ashley Hill Climb and was winner, ahead of some spirited competition, of the coveted Irishman Creek shield, a truly exhausting experience.

So as you may well appreciate the bond with this little car was very strong. So I eventually sold it. But I had another one half restored in my nursery. This was my wife Maggie's car, which had been lying around for too many years. It was also a

1929 model, for me, the best model made though some will disagree. I tried really hard to put this one together right, as restoration standards in our club were rising. In the mid 90's the little car picked up Restoration of the Year Canterbury Branch. Maggie and I plus our daughter did the Quailburn - Ahuriri track, without so much as a scratch on it's new shiny livery, though the carpets did get a little damp in a ford.

Then Maggie sold it in a fit of misguided maternal instinct towards our two human babies.

Austin Seven number five, another 1929 car, was to be a sports model, but politics came into play, so I went full circle and sold it to my older brother for quite a bit more than five pounds. Then I grappled with a coup on the home front.

After the feathers and dust had settled, and I had come to earth again I located finally in Blenheim. I established "The Barracks" with its excellent garage and useful out buildings. The house is quite useful too, as a regiment of fifteen people testified to on a recent Easter weekend.

And what is in the nursery you might enquire? A 1929 Austin Seven sports. Yes, I'd bought my older brother's car back again, and finished it off over the last year. Now to get into a bit of proper motoring again!

In the nursery though, yet another "baby" is on the way. A delightfully complete and original 1930 Chummy. A bit baggy bottomed, but it will be up and motoring in all it's glory in the hands of its local lady owner next February, right here in Blenheim. The first Austin Seven only rally, to be held in New Zealand. The mother of all "Baby Shows" is attracting a great response from those owners and lovers of the Little Car with the Big Heart, and definitely not to be missed.

So what will I be doing to keep myself off the streets when I finish Austin Seven number six (or is it seven). I start on the next Seven restoration, later this year.

I am truly blessed. Aaaaaargh!!



My third Austin as bought, 1962.



1965 Cromwell. A spot of deer stalking as well as 1965 Haast Rally support



Haast Rally 1965. Pre-rebuild MG type boot and De Soto headlights, yuk!



Fettling the clutch of 1930 A7, May 2001.



Inaugural run for my latest, Takaka Hill via Napkita Run. Maudhonnah Canada amaran

Crossing the Ahuriri River 1992.



50 Year Awards

Vintage Car Club of NZ (Inc)

Three Club members recently received the prestigious award for 50 years accumulative membership of the VCCNZ (Inc). Here is an opportunity to learn a little more about the faces you may have seen about over the years.

Julian Loughnan

This prestigious award is an honour bestowed upon Julian who has spent over 50 years associated with the Vintage Car Club of New Zealand

Julian joined the Club in 1950 with his O/H cam Morris Minor with which he competed in the second Summit Road Hill Climb. In the early fifties he purchased his first FN car and Brown motorcycle, later he owned a small Riley, which he took to Irishman's and another FN. At present he owns a Sunbeam 14/40.

He was first Chairman of the Canterbury Branch when it was formed in 1956. In



Julian Loughnan receives his award from National President, Leigh Craythorne.

1964 he won the age-mileage for the Dunedin-Brighton Rally having left Christchurch at 1.30am in the FN on the morning of the Rally and driven straight through to Dunedin from Christchurch. At the 1965 AGM he was elected to the National Executive. He also served on the Vigilance Committee and was involved



Rex Frisken is congratulated by Leigh Craythorne as he receives his 50 Year Award.

with signing the original agreement between the Club and MANZ.

Rex Frisken

Rex joined the Club in 1950 with a Singer Sports which he traded on a 3 litre Bentley later that year. Whilst he was restoring the Bentley he motored a FIAT 501. He sold the 3 litre Bentley in the mid 50s and replaced it with a 4 1/4 litre Derby Bentley in the late fifties which he owned till the early nineties.

He served on the committee of the Club in 1951 and officiated at the third Kiwi Hill Climb.

In 1965 Rex undertook the enormous task of overseeing the organisation of the Final Dinner for the Haast Rally which was held in The King Edward Barracks as that was the only venue large enough. Those of us who were privileged to attend have fond memories of a great night.

Bob Turnbull

Bob was presented with his 50 year award on the 3rd of July by South Island



Bob Turnbull receives his award from South Island Club Captain Phil Dunstan on a bracing South Otago day.

Club Captain Phil Dunstan. Members may have seen Bob motoring over the years, he is a distinctive sight in his 1907 Sizaire Naudin.

Bob Turnbull paid his first subscription and entry fee November 1949 and has been an active competitor in mainly Veteran events ever since. Bob has assisted the Club in many facets with the formation of the Otago Branch and early *Beaded Wheels* were full of his road tests. Bob was on the committee of the Canterbury Branch when it was necessary to form a separate part to the National Body and was on the National Executive as well. Bob assisted Leon Witte, who as Club Captain mapped out the routes for the 1965 International Haast Rally.

Always at the front of endurance Veteran motoring Bob entered the first Irishman Rally in a Dodge. During the 1972 International Rally a valve problem around Wanaka had Bob dismantle a Lister petrol engine, modify a valve for his car, then drive 360 miles in 11 hours to catch up with the rest of the field at Westport.

Bob took part in the first Pomeroy Trophy in the Sizaire and of course was the oldest entrant. Of more recent times he has taken part in the Christchurch to Dunedin and return Trial being the Anniversary of the original event in 1910, finished third overall and first in the economy run, and averaged 60 mpg in his 1907 Sizaire Naudin. Now retired and living in Ophir in Central Otago Bob works on his favorite cars his Humberette, Sizaire Naudin and the T57 Bugatti.

Beaded Wheels

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NEWS

The Vintage Car Club of NZ (Inc.)
PO Box 2546, Christchurch

FROM THE NATIONAL OFFICE

Phone 03 366 4461
Fax 03 366 0273

Annual General Meeting

The Gore Branch hosted the National AGM over the weekend of 11 and 12 August 2001 providing sunny but fresh days.

The Minutes of the Executive Meeting have been circulated to each Branch. The AGM minutes are included as an insert with this issue of *Beaded Wheels* along with the Calendar of Events, Branch Office details and Management Committee contact details.

Points to note from both meetings:

- Dave Allbon, after 8 years service on the Club Management Committee did not seek re election. He was presented with a gift showing the Club's appreciation.
- Phil Dunstan, Southern Region Club Captain did not seek re election and two nominations were received for this position. Diane Ross was voted as Southern Region Club Captain.
- Honorary Life Membership was granted to Roger White of the Wellington Branch.
- The John L. Goddard Trophy was presented to the Gisborne Branch in recognition of the restoration of their Carlton Car.
- The Repair and Restoration Technical Manual, once printed, will be distributed to every full member and all new members.
- To receive 25 and 35 year badges, you must have had *continuous membership*. For further details or to apply, please contact your Branch Secretary.
- To receive a 50 year badge, you must have 50 years *accumulative membership*. Please contact your Branch Secretary for further details.
- Budgets were discussed for the period 1/4/2002 to 31/3/2003 and this resulted in no increase in member's subscriptions.
- Russell Hawkes of the Southland Branch was announced as Rally Director for the 2006 International Rally.
- The next Annual General Meeting will be in Masterton, hosted by the Wairarapa Branch. The dates are set for the 17 August 2002. This maybe subject to change should the International Rugby Board in October/November advise of an International game which will affect flights for delegates attending.

Vehicle Identity Cards

Once members have completed the Vehicle Identity Card application form, please send it, *in the first instance*, to your Branch Secretary. They must be approved at branch level before being forwarded to the National Office.

VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3531 by 10 November, 2001

South Canterbury	Opening Run	1 October	Wellington	Annual Rally and Dinner	3 November
Manawatu	Swap Meet	6 October	Otago	Taieri Tour	3 November
Ashburton	Spring Rally	6 October	Northland	Far North Tour	3-4 November
Waikato	PV Rally	6-7 October	South Canterbury	Motorcycle Rally	4-5 November
Otago	Dunvegan Rally	6-7 October	Waikato	Veteran Rally	5 November
Northland	Ladies Run	7 October	Canterbury	Veteran Rally	10 November
Wairarapa	Janice Grove Memorial Rally	8 October	South Canterbury	Safari	10-12 November
Canterbury	Swap Meet	12-14 October	Waitemata	Chelsea Hillclimb	11 November
King Country	Journey Through Time and Reunion	20-21 October	Rotorua	Sulphur City Rally	11 November
Canterbury	Girder Rally	20-21 October	Horowhenua	Tararua Trundle	13 November
Eastern Bay of Plenty	Commercial Field Day and Rally	20-22 October	Canterbury	Show Weekend Tour	16-18 November
Auckland	Hunua 100 Rally	20-22 October	Hawkes Bay	Veteran Rally	17 November
Hawkes Bay	Safari	20-22 October	Southland	Arrowtown Motorcycle Rally	17-18 November
South Canterbury	Mount Cook Rally	20-22 October	Waikato	Swap Meet	18 November
Nelson	Biennial Rally	20-22 October	Auckland	Motorcycle Rally and Swap Meet	23-25 November
Waitemata	Pebblebrook Hillclimb	21 October	North Shore	Swapmeet & All American Car Show	24-25 November
Bay of Plenty	Swap Meet	27 October	South Waikato	TTT Rally	25 November
Manawatu	Veteran Rally	27 October	Gisborne	Russell Wilcox Memorial Run	25 November
West Coast	End of Year run	27 October	South Canterbury	Commercial, Veteran and Vintage Rally	25 November
Bay of Plenty	Swap Meet	27 October	Wairarapa	Gold Medal Trial	1-3 December
Manawatu	Veteran Rally	27 October	Far North	Santa's Saunter	8 December
Gisborne	Navigators Trophy Run	28 October	Auckland	Gymnic	9 December
Canterbury	All British Day	28 October			

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

At the next rally get *really* stuck in.



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ROYAL &
SUNALLIANCE

THE WAY WE WERE

As recorded by Grant Hitchings

As an avid reader of *Beaded Wheels* I have been curious for some time now about what constitutes The Archive. Who is the Archivist and what is their role in the Vintage Car Club hierarchy? Apart from knowing that they were attached to VCCNZ National Office I was in complete ignorance of this side of our organisation.

With retirement providing more leisure time I decided to organise an expedition to explore the hinterland of National Office, a sort of "boldly go where no man has gone before" effort. (I envisaged the diary of my journeying and discoveries uncovered during this odyssey being of use when compiling my contribution for this magazine.)

For the benefit of readers remote and unfamiliar with Christchurch I would point out that the present National Office is located in a three-storey building in Lichfield Street, approximately 400-500 metres south of the city centre.

The street (one-way going east) has just been gifted a brand new bus terminal to serve the centre of the city and this coupled with the general re-routing of the bus transport system has caused a few ripples in the city's traffic flow.

The building in which the VCC Office is housed is opposite this new terminal and my enquiries led me to a Gavin Bain whose family has owned the premises for the last 35 years. Known as "Bains Warehouse" it was used to sell china, crockery and ornaments until in 1987, becoming bored with the trinket trade, Gavin and his brother John decided to change direction. Realising that at this time the ever increasing number of "petrol-heads" in Christchurch were not being catered for to any great extent they decided that this may provide a niche for a new business. Consequently converting their

ground floor salesrooms into showrooms they opened Fazazz, an establishment catering solely for the vehicle enthusiast.

Displayed are shelves of books, glass cases of motoring memorabilia interspersed with Classic and Vintage cars and motorcycles for viewing and sale. Also on show are cabinets of vehicles parts and interesting items of miscellaneous nature from past years.

In the background the very cultured strains of classical music compete with video showings of (with commentary) various famous motor races and rallies. Fazazz has become a favoured haunt for Club members and the public and has certainly provided much interest for the two brothers. (Gavin has been a member of the VCC for some 42 years.)

From those in Fazzaz I learned that National Office is on the second floor of their premises but access has to be via the building's passenger lift which in itself is worthy of mention.


The lift is the original unit installed when the building was constructed in 1901 and is well preserved. Measuring 4'6" by 4'6" in plan, it still retains the steel lattice style doors that my generation was familiar with, and the positive-acting push-buttons to launch it creaking and groaning up and down floors at true early-Veteran pace.

Although one approaches its use with some trepidation, Gavin assures me it is reliable, needs little servicing and according to the service persons it will probably still be lifting long after more "moderns" have dropped.

On exiting the lift my path led me through a security door into the main VCC office managed by Julie Cairns a very efficient and personable young lady, who is directly responsible to the National Secretary John Coomber and President

Leigh Craythorne. With a keen interest in most sport Julie leaves enthusiasm for old vehicles to the membership, concentrating her energies on managing their affairs which she does very well.

The final leg of my quest involved a left turn through the main office into a moderately sized storeroom. This is "Archives" the object of my search - my nirvana - an oversize Pandora's box full of recorded information devoted to the preservation of *The Way We Were*. Its custodian or Archivist is Betty Wallace who was recently appointed to the job when the previous incumbent ran for the presidency. Betty with her husband Graham own a WW II era Willys Jeep and a 1923 Wolesley. The grandmother of three, she prefers the Jeep for its easier driving, enjoying cross-country runs which gives a clue to her favourite type of rally. Betty manages Archives very efficiently and like Julie leaves one in no doubt who rules in her domain. Friday is her day at the office but she admits extra time at home is necessary to keep up to date with the filing. Betty sees her job as basically a keeper of all records pertaining to the VCC since its inception and believes "Archivist" should not be confused with "Historian", this being the role of the members themselves.

At this point in my narrative I intended giving a brief summary of my explorations in Archives but then I uncovered the Robert Henry North Mansbridge Collection. Robert or Bob as he was known, was a very special person and his history, and the collection, deserves more than a paragraph in this column so I will feature them in a future issue of *Beaded Wheels* 

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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,

I wish to advise that a New Zealand chapter of the Willys Overland Knight Register (WOKR) has been set up and granted a charter from the foundation club in the United States of America.

The Registry concentrates on all the makes and models of vehicles that came under the control of John North Willys and the various different types of sleeve valve engines that were developed during the early part of the 1900s.

Some of the vehicles covered are : Willys, Willys-Knight and Willys Jeep; Overland and Willys-Overland; Willys Whippet; Falcon-Knight; Stearns and Stearns-Knight

The New Zealand chapter has been set up primarily to be a contact point for Willys owners and to provide information on restorations and spare parts. We include vehicles manufactured after 1942 unlike the foundation organisation.

A newsletter is produced on a fairly regular basis and includes articles of interest both technical and general.

I would like to take this opportunity to invite the owners of any eligible Willys-manufactured vehicles to join the New Zealand chapter of WOKR.

It is not necessary to belong to the foundation organisation in the States.

For my pains I am the editor and the membership contact, so anyone interested in joining or requiring more information should contact me by any of the following means :-

W.A. (Tony) Lane, 3 Willowpark Drive,
R.D. 11, Masterton 5920
Phone : 06 377 3064 or 025 961 786 any-time (within reason)
E-mail : Wlane@clear.net.nz.

Looking forward to hearing from all those Willys owners.

Dear Sir,

I am appealing to owners of small side-valve English Fords from Y to 100E (including E83Ws) to send me details of their vehicles to establish a register of New Zealand survivors.

This information will also be forwarded to Bill Ballard, now living in Australia, who maintains a world-wide register.

Bill has built up a wealth of knowledge that can be used to help restorers accurately date their vehicles and assist with details of specification.

Owners' names and addresses are kept strictly confidential and only the country is listed for publication.

Through Bill I have learned my 1937 Ford 10 7W 2-door saloon is the third oldest known to survive world-wide - perhaps you have one older!

For more information please contact me on 06 857 7938 or e-mail brooklands@paradise.net.nz

Ron Day

Dear Sir,

I have been reading your issue of August/September 2001 and would like to make my suggestions about the top photograph printed on the inside front cover.

I believe the car to be a 1902 curved dash Oldsmobile. The owner was Doctor SA Gibbs, and the location the ford of the Maitai River in Nelson. The bridge in the photo was a walk-bridge only and it's location is now taken by a concrete one-way traffic bridge.

According to *The Veteran Years of New Zealand Motoring* by Pam McLean and Brian Joyce, published in 1971, Dr Gibb's Oldsmobile was the first car to arrive in Nelson, and his requirement for a car was that it could climb Bishopdale Hill. It appears as though the Oldsmobile did the job nicely and there is a nice photograph of the doctor and his Olds on page 48 of the aforementioned book.

I have no idea as to where or what the occasion was for the lower photo in your magazine.

Although not a member of the Vintage car movement in New Zealand, I pass on my congratulations for a very fine magazine, and I read it regularly.

The details of my Studebaker Pick-up are that it is of 1956 manufacture, 259 V8 ohv motor coupled to a 3 speed plus overdrive transmission with column change. It



started out as six cylinder, but following a trip to America in 1993 I decided to right an omission by the Studebaker Corporation in which they did not offer overdrive on right hand control trucks and even though the parts book lists parts for RHC V8 pick-ups, it appears that none came to these shores. But the end result is a most enjoyable and interesting truck.

Happy motoring to you all.

Lester O'Regan

Dear Sir,

The upper pic in the inside cover of *Beaded Wheels 251* stirred up at least one memory cell and I headed for the book collection.

Yes there it is; page 21 of *The Veteran Years*. Details given there are that it is near the footbridge over the Maitai, Waimea County. That stirred another cell and I wondered how many of today's readers have listings of the various counties and their pre 1925 licencing numbers but no idea where the counties were located? My old copy of *Collins New Zealand Clear School Atlas* (About 1955) illustrates these provinces and possibly they can be reproduced at some future date.

Bob Clark

Dear Sir

The upper picture featured on in the inside cover of your August/September issue shows an early curved dash Oldsmobile stranded mid-stream. The setting for this photograph, which is said to have been taken in 1905, is reputed to be the Maitai River in the Waimea County. The lower photograph occupied exactly the same inside cover position in the Feb/March 1997 issue of *Beaded Wheels*. On that occasion Invercargill was named as the suspected location. This was later confirmed by Bruce Millar (BW 227) who mentioned two possible sites and said that the cars were probably De Dions. The cars are definitely not De Dions. The vehicle to the left is a twin cylinder Rambler, the car in the centre of the photograph is a single cylinder Oldsmobile and to the right is a twin cylinder Humber. All three cars are 1904 models.

Also in the August/September issue is a letter from Marion Knight seeking identification of four photographs. I believe the make and year of cars 1,2 & 3 are Sunbeam (c1906), Metallurgique (c1911) and Delage (c1914). Photo 4 is a little indistinct but from what can be seen the car is almost certainly a 15.9 hp Arrol-Johnston (c1912).

Alan Meredith.

Dear Sir,

As a long time reader of your excellent magazine, I am intrigued by the photo spread on page two of the August/September issue. I am sure that

ty in identifying the cars on show, but maybe I can throw some light on the interesting selection of motorcycles on the right hand side of the photo.

For a start I should think that the photo was taken about 1906, or later, but certainly not previous to 1905. I would suggest that the premises are that of a quite large and diverse engineering shop, with several agencies, possibly both cars and motorcycles, on the other hand it could be an engineering shop devoted to diverse modification and repair of anything on wheels!

While I cannot be absolutely certain, it would appear that an English REX agency is not out of the question, – even FN also! There is a reason for this, as it appears that the motorcycle on the right, immediately behind the car's front wheel, is in fact a modified 1905 REX. An interesting feature of this bike, is the fact that the belt drive has been replaced by countershaft fitted in place of the pedalling gear. In fact the pedals may still be in place, but I cannot make out any positive details, apart from the fact that it's not impossible that the large sprockets used, originated from FN stock and were modified to suit.

A common modification to early Rex machines, (and other makes also) was to use new Brown & Barlow spray carburetors to replace original fitments. In the case of Rex machines, this meant cutting off the lower rear section of the "Pistol Grip" petrol tanks, at the point where the petrol compartment met the carburettor enclosure, exactly as the photo shows, this to facilitate the fitting of new controls. The seat mounting by a tube clamped inside the rear vertical frame tube indicates in the case of Rex, no later than 1905, in 1906 the seat was clamped to a horizontal extension of the top rear frame tube lug, effectively lowering the seating position slightly.

The case behind the seat tube is typical of 1905 and contained the ignition battery and trembler coil and a small tool compartment. Another Rex feature is the rear carrier, which had wide flat cross plates, perforated to take leather straps, and hinged in the middle, this feature being necessary to allow the carrier to be folded upwards in the centre, to allow more clearance when the carrier was swung down and around the rear of the mudguard and then opened out again to form a braced rear stand, I am familiar with these features as I have restored a 1905 and 1906 Rex, and recently disposed of a 1904 Rex that I was never going to get around to rebuilding, mainly because about five years back, I built a complete replica 1912 Rex machine and wickerwork sidecar, around a nice complete 1912 watercooled motor and original radiator core (only). This satisfied the desire for any further major rebuilds.

Behind the 1905 Rex (?) there is a forecar, and this appears to be a 1903 or 1904 machine, quite possibly a Rex as the handlebars are of a very distinctive pattern. The forecar frame, while not of a standard Rex

a Rex trike or the standard accessory assembly of those times to convert the front assembly from one to two wheels. Interestingly, hanging in the open doorway is what could be identified as a 1903-04 Rex front wheel, forks and mudguard!

I am not prepared to have a go at the rest of the bikes but the bike at the rear left in the darkened doorway appears to have the script, Neckarsulmar Motorrad (NSU) on the petrol tank. This could apply also the forecar as NSU produced such a machine and or accessory around this period.

Keith Hamilton
Victoria, Australia

Dear Sir,

In reply to your request regarding identification of photos on page two of issue 251 I offer the following concerning the Oldsmobile in the top photo. I found this photo some years ago in an New Zealand motoring publication with this caption, "The footbridge over the Maitai, Waimea County, was of no help to the pilot of this curved-dash Oldsmobile".

I was particularly interested in this photo as it is the earliest one I have come across and shows a willow tree on the left, where as I always remembered a poplar tree being there. However, I have a more recent photo from the Geoffrey Woods collection – same place but probably taken in the 1940s showing the poplar tree and the remains of the forked barrel of the willow lying at its base. I knew this place well being a fourth generation member of the Sharland family who farmed and established a rope mill at the head of Sharland's Road which branches off to the left, just before the reserve.

I left with my parents and older brothers during the 30s depression but still spent weekends there helping my father, Les Sharland, and his partner Jack Bennett, carry on a firewood business from various stands of manuka around the area.

The ford crossing has now gone, replaced by a miserable little concrete bridge in the mid-fifties and I have lost my favourite spot forever.

Incidentally just past the willow was a gate and driveway leading down to the shearing sheds and on a recent visit I called on a fellow restorer, Gordon Dacombe, who lives on the hillside in "Ralphine Way" named after a daughter of the Richardson family who owned this land and called it the "Maitai Run". I can't identify the driver but no doubt you will receive a swag of letters from Nelson members.

Charles Sharland

Ed. Thanks also to Lester Strawbridge, Doug

regarding the picture taken in the Maitai River featured in issue 251.

Dear Sir,

At a recent re-enactment of action at the Wigram circuit for the NZVCC production of the forthcoming Otago Road Race video a representative group of cars and their drivers were assembled under the direction of Scott Thomson.

The drivers briefing brought back memories to more than a few, and in spite of strict instructions as to their positions on the track and overtaking sequences etc., most of the drivers found they could not



The very last Wigram? Nostalgia was big for assorted cars and drivers at the recent Wigram film shoot. From left Eoin Young, Scott Thomson, George Calder, Gavin Bain, John Boyd (back to camera), Geoff Owen and Arthur Ainsworth. Photo Barbara Thomson



Action! Camera! Leon Witte provides some authentic Wigram background for the forthcoming VCC film based on the 1953 Dunedin Street Race. Photo Barbara Thomson

resist the challenge of once more into the fray. They followed the camera vehicle at speed around the track and were supposed to follow the script. This result necessitated a further re-run and as the time was pressing it was decided to repeat the process to take advantage of the available light.

It must be one of the very few, if not the only time that Wigram was raced the wrong way round. One driver on the day was overheard to remark that he would not be racing on Wigram again until they filled in the pot holes and particularly that drain across the end of the main straight. Our thanks however must go the drivers for their gesture in attending with their vehicles, Eoin Young for his on camera comments, Vidpro for their expertise and assistance and Ngai Tahu Properties for making the location available.

John Boyd

Dear Sir,

It is quite amazing how a topic will jog someone's memory and other related things then come to the surface. Like Grant Hitchings' *The Way We Were* featured in the latest *Beaded Wheels*, I was a bit older but in the same place. Christchurch had become our new home late in 1938, and it was only a year before it was announced that "we are at war with Germany".

It was during my first year at Christchurch Tech that my older brother sailed away to the war, one of a whole Company of railwaymen, from the South Island, who, with a similar Company from the North Island, were off to Egypt to man the Egyptian railway system. It was another three and a half years before brother HJ was able to step ashore back home with the furlough draft, in July 1943. In the meantime there had been the parades of further drafts as they prepared for their shipboard trips to the Middle East or Great Britain.

I recall a story about the Queen Mary, the 80 something thousand ton Cunard Liner, taken over as a troop ship. There were about ten thousand troops on board, and there was a daily ration of a bottle of beer per man. Originally the empties were simply tossed over the side "into the big locker". Until some boffin calculated that this trail of brownies, nearly 10,000 a day, would be an easy trail for an enemy sub to use, to track the Queen. They couldn't have caught up with her, but there was such a thing as radio, and other subs spread across the oceans. The outcome of this bit of intelligence was that a defaulters party was detailed to break each bottle, before disposal into the big locker!

How many can recall the rattling display through the streets of the city, when "Bob Semple's Tank" was put through its paces? A Caterpillar tractor had had a steel body, externally clad with 1 1/2" or 2" angle iron, built around the machine. The point our Minister of Works was making was that we in New Zealand could turn our hands to any munitions job. The railway workshops at Addington turned out a whole range of stuff: grenades, sub-machine guns etc. And there was a period when scouts from the city were making camouflage nets. A disused warehouse in Lichfield or Tuam Street was set up for the work. There were long plank tables with pegs set to indicate the tying distances. Hundreds and hundreds of binder twine lashings were made around the 15 to 20mm flax ropes, with the end result a net about six metres square. We made dozens of the things.

But getting back to the gas producer fitted cars, and suchlike.

Archibalds had a furniture shop some way out from the centre of town, in Manchester or perhaps Madras Street, up toward Bealey Avenue. On Friday nights they ran what today would be referred to as a courtesy car, for prospective customers, from the front of the cathedral, out to their shop. The car would return the shoppers to the Square later in the evening. What I recall of this period was that the courtesy car was, I think, a Light 15 Citroen. It was

bag, the full length and width of the car! The gasworks were only a short kilometre or so from the Square, and the gas bag was filled with coal gas, to be used to power the car. The gas producer Grant referred to made the gas as they went along but the Archibalds' car got a top-up of ready made gas as required, from the town supply. Surely somebody out there has a photo of this outfit?

H Wilson Hawke.

Dear Sir,

In the process of searching for material to publish in our Machinery Club newsletter I have come across this article on electric trucks from a copy of the *New Zealand Farmer, a Century in Retrospect*.

Apparently, from the article there were fair numbers of these vehicles on the roads, and I was wondering if through *Beaded Wheels* you could make enquiries, and find out if any Electric Trucks have survived into preservation.

I am not a subscriber to *Beaded Wheels* but a member has supplied copies of the magazine to our Museum for doorkeepers to read while on duty. They find it a most informative publication to anyone interested in the history of motoring.

In our Library we have an Encyclopedia of Motoring published in the 1920s in which there is a description on an electric transmission where there is a generator attached to the motor and the power is transmitted to the wheels after the manner of the diesel electric railway engines of today. It seemed a tidy system and it is surprising it did not survive. I saw a truck chassis in the London Museum of Transport equipped with the system, but no indication as to what extent it had been used.

With the present concern about pollution, and the possible shortage of fuel from oil, one wonders if these battery powered vehicles will ever come back in to use. Being responsible for the preparation of our newsletter I hope that the small article on battery operated trucks may assist in filling in a corner in *Beaded Wheels* some time.

WJ Skinner,
Geraldine

Text of article mentioned in WJ Skinner's letter

"During the last few years the motorization of all forms of horse-drawn equipment has proceeded at an amazing rate, and is now making itself felt in the farming industry - a domain that has been regarded as sacred to the 'friend of man.'"

Just when most farmers were becoming accustomed to this innovation of the ubiquitous benzine motor, their interest has been further aroused by the advent of the electrically-propelled vehicle. Dairy companies are also finding a profitable field for this new method of haulage, owing to the exceptional facilities every dairy factory possesses for charging electric trucks.

The dairy companies at Rongotea, Kaupokonui, Hawera and Awahuri

Rongotea Co-Operative Dairy Company's electric trucks leaving the factory, and below is a group of electric-driven vehicles in Christchurch."

Dear Sir,

Honorary Life Membership.

At the age of twelve as a car crazy kid, I watched in awe as the Veteran and Vintage Cars competed in the first Wellington Branch Upper Hutt to Lower Hutt Rally. The die was cast.

When I joined Wellington Branch three years later, I had little idea that I would derive 40 years of continuous enjoyment and satisfaction from our Club. The fact that I have, speaks volumes for our great organisation.

The thought of achieving Life Membership was not even in my wildest dreams.

Being elected as a Life Member is a great honour and privilege, one that I will respect. I would like to offer my sincere thanks to Frank Renwick, Peter Holdaway, Wellington Branch and all members who supported my nomination.

A very special thanks to Diane, for without her constant encouragement over more than 30 years, it would not have happened.

Thank you all most sincerely.

Roger White

Dear Sir,

Regretfully the photos relating to the North Island Easter Rally 2001 article in the August issue of *Beaded Wheels* were wrongfully attributed to me. The photographers were Sandra and Trev Hardy; Dave and Liz Livingstone; Maurice and Christine Entwisle and Lachlan Scott.

Rob Knight

Ed Note: Apologies for the error and many thanks to all those who supplied photos to Rob to accompany his article.

Dear Sir,

I think I may assume that R. Jacobs who refers to "Les and Yvonne" in his letter in Aug/Sept issue is indeed Ron, once met never forgotten Jacobs. Well, as Oscar Wilde would have commented he "knows the price of everything and the value of nothing". Indeed I would not swap a 30/98 for five Model A Fords let alone three. How could I drive them all!

Indeed one is reluctant to prosecute the point I was making further given the quality of the response. Suffice it to say that in its own idiosyncratic way the Lancia Lambda is probably swappable for a couple of Austin Sevens, perhaps even three. This does not decry the merits of the Seven or indeed the Model A. Hopefully R Jacob's mind can be prised open far enough to embrace the diversity expounded by Bruce Pidgeon's original article which I was endeavouring to expand upon. I think "Luddites in Lancia Lambdas" has a certain ring about it!

★ ★ ★ ★ ★

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Book Review

The Magic of A Name

The Rolls Royce Story, The First Forty Years

By Peter Pugh

(Icon Books, Duxford, England) 340 pages, illustrated.

Reviewed by Maurice Hendry

Here is a Rolls Royce book that stands out from the run-of-the-mill, uncritical flattery kind so familiar to many readers.

The original "Magic of A Name" title was written by Harold Nockolds before WWII. Harold was one of the three famous brothers who distinguished themselves in motor literature, painting and photography. Harold was editorial director of *The Motor* when he retired in 1972, by which time his RR book had gone into many editions and reprints, mine is dated 1957, and it had become a handy reference to RR company activities from the beginning.

The Nockolds book, although a worthy pioneer effort, was a very sanitised work, in "Boys Own Paper" style. It contained serious errors and some historical misinterpretations of its subject matter (one in particular regarding the Rolls-Royce Springfield venture).

Pugh's book is in no sense a revised and updated version of Nockolds' book. Pugh breaks entirely new ground, the style and presentation are contemporary versus the very dated Nockolds treatment, and Pugh is refreshingly candid. Where Nockolds always glosses over company mistakes and shortcomings, Pugh pulls no punches. He has written over thirty books on business matters in Britain and overseas, hence his "business-like approach" contrasting with Nockolds' "agency handout" presentation. For example, Nockolds attempted to explain the failure of Rolls' attempt to build

cars in the USA as the preference of American millionaires for the British made product. This is mere wishful thinking. Pugh avoids this sort of fanciful supposition and explores the real reasons. Here he acknowledges his debt to the great Rolls-Royce trilogy by Sir Ian Lloyd, published in 1978 by MacMillan.

However, I have had to draw Mr Pugh's attention to one anecdote faithfully reproduced from Nockolds and in which I have successfully challenged the actual originator of the story. This is Maurice Olley's hearsay and exaggerated version of the respective high-speed stamina of American and Rolls Royce cars at the General Motors Proving Ground test track in 1928. As with so many Rolls Royce stories, it should be taken with the proverbial grain of NaCl!

Even the painstakingly researched RR history by C.W. Morton comes in for some Pugh correction.

Like Lloyds volumes, this Pugh book is the first of a trilogy. The second volume of the Pugh trilogy takes the RR story from 1945 to the 1987 privatization. It has just been published, and I am awaiting my own copy. The author informs me that Volume III will be completed in 2004 to coincide with the hundredth anniversary of the meeting of Rolls and Royce.

The books are available from Dymocks, Borders and Technical Books of Auckland, price on application. Each volume can be purchased separately.

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Of Matters ALLDAYS

By Rob Knight



I thought I should share the enclosed delightful period photograph of a 1906 Alldays car which was recently presented to me by Gordon Pescini of Levin.

In the 1930s the Pescini family had a market garden in Park Ave, Lower Hutt. Gordon says that his father bought a complete Alldays four-seater tourer for seven pounds from a house in Stevens Avenue in Lower Hutt. Gordon's older mechanically minded cousin Arthur Coombes managed to get the car going and the boys had a lot of fun driving the car around the garden before Gordon's father used the engine to drive an irrigation pump. The boys then used the body to play in. Gordon said that he had begged his father not to wreck the car at the time. Unfortunately when the Pescini family moved to Levin about 1948 the shed was dismantled and moved also, while any surplus "junk" was taken to Gear Island tip at Petone. The only memento or parts of the car known to have survived are the photo and the brass car-makers plate which bears the car number 1930 which is between the two engine numbers that came with the collection of bits from which I built my Alldays.

The dropped front cross member and side panels to the radiator indicate that the car was a long wheel-base model which

would have had a four door tourer body fitted. The windscreen may or may not be original. Gordon remembers that oiling was by a hand pump on the dashboard so the engine would have been the earliest type with total-loss lubrication, which is confirmed by the serial number, making the car 1905 or early 1906.

There is a similar car in Tasmania owned by John Tenniswood which all evidence suggests was originally purchased new in Hobart in 1906 by P. O. (Philip) Fysh a cousin of Sir Hudson Fysh, founder of Qantas. That car has recently completed a delayed 30-plus year restoration and is now being well used and enjoyed.

In the photo Arthur Coombes stands on the right hand running board, Gordon is on the left side of the car, his younger brother John or Ivan is in the middle, while his handicapped uncle tends tomatoes on the left. The registration number W133 is quite early. I have passed it on to Michael Curry who has copied all the early Wellington Provincial motor registrations he can find.

By one of life's coincidences, just the day before Gordon Pescini's welcome visit, I had news through Tony Haycock in Christchurch that a 1906 Alldays had been unloaded from Australia and was being loaded onto a truck for transport by Rae Fairweather to Peter Channing in Marlborough. Curious, I

phoned Rae who confirmed my guess that his Alldays was the short-wheel based two seater restored by Reg Carroll in Adelaide before being sold to the Curtis collection in Forster, NSW. I saw the car in the Curtis museum in 1995 and subsequently managed to acquire the spare gearbox. That collection was sold by auction shortly after and I lost track of the car. It seems as if the Alldays was not sold at the auction and stayed in the ownership of Alan Curtis from whom Peter purchased it. It is nice to know that this pretty little car will swell the ranks of motorable Alldays in NZ and hopefully it will be seen out and about at events. I know Reg Carroll enjoyed using it until he became unable to crank it.

Incidentally, I learnt from Rae that he had collected an Alldays chassis and axles in Marlborough many years ago, traded them with Barry Thomson to form the bulk of the collection which, after passing through a few more hands, I eventually acquired and built into a car. Perhaps it is fitting that, after all those years, Rae has a motorable Alldays in his care even if only on behalf of the owner.

I would be grateful to learn from readers of any similar historical information or photos of Alldays vehicles and equipment that they might have or know of. Evidence suggests that there were a few very active agents in New Zealand and several cars of different models were sold.

Another ex New Zealand Alldays has surfaced again in USA. The 1907 or 1908 4-cylinder 18hp car which was broken up and relentlessly scattered around the West Coast and later gathered up just as relentlessly by Ronson Clark, was restored and entered by him in the 1972 International Rally at Nelson, whereupon it disappeared overseas. In March it was put up for auction on the Internet and received one bid of US \$25,000 which did not make the reserve. The accompanying description stated that the Alldays had been shipped to Norfolk, Virginia in 1973 and then to Athens, Georgia before being purchased by the current un-named owner (in Miami?) who has kept "this jewel in pristine condition". Sadly our low dollar value would preclude this "jewel" ever returning to New Zealand.

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Something About Freewheels

By Douglas Wood

The subject came up during a natter session at the local branch when we were discussing the merits of the various improvements made to everyday motoring during the last century. Freewheels were briefly mentioned, and I recounted how I had found a new old stock freewheel accessory for Austin Sevens in the Spares Department of the firm I worked for in 1935. I was told then that it was an English 'Sandeson' invention, brought back by one of the Directors for trial and evaluation, that it was a disaster, to hide it again, and forget it. This last admonition took effect and it wasn't until our natter session that I recalled the occasion.

Upon researching the matter I remember that its right name was Humfrey Sandberg, invented by Humfrey and Halest, developed by Sandbergs and made by Moss Gears. They exhibited at the Olympia Motor Show in 1930 and '31. The complete assembly, such as I had found, sold for £7.15s fitted. There was also a bigger kitset available for Austin Twelves. I also learned that it was only one of a number of freewheeling devices made in Europe and America between 1928 and 1935. They appear to have been originally a French invention, being marketed by Chenard et Walcker in 1928.

The background and the reason for these long-forgotten gadgets was the problem so many drivers had in changing gears silently, especially when changing down. Double-declutching is an art which requires the driver to know what is happening in the box at the end of the lever. Without having to learn this, the freewheel separated the warring factions as soon as the throttle was shut and silent changes

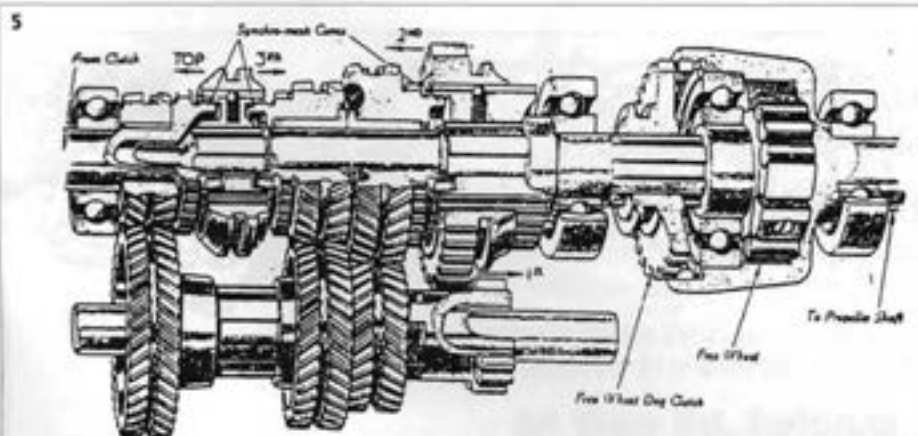
result. As a bonus, when there was no power, as in descending a gradient, the vehicle travelled in comparative silence and economy. With more and more women wanting to drive, these changes made the freewheels a great boost to sales, especially in America.

There they were accepted by the makers of Auburn, Chevrolet, Essex, Graham, Hudson, Hupmobile, Lincoln, Marmon, Pierce-Arrow, Studebaker, Chrysler and Plymouth. When many of Henry Ford's 15 million drivers of epicyclic geared cars had the chance to upgrade their transportation they were confounded by the problem of changing gear by hand instead of leg. The development of any easy gear change mechanism could hardly fail in such a vast market.

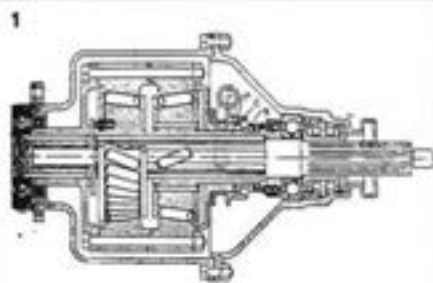
Freewheels were advanced in design and utilisation quicker in America than elsewhere, Studebaker offering them as standard in June 1930, while Henry Ford did so for Lincoln cars in December, when British makers were quietly dropping them despite the fact that Lea-Francis used them in 1928. In England they were available on Rover, AC, Armstrong Siddeley, Humber, Alvis, Morris, Austin, and Singer. There may have been others.

Freewheels were not the complete answer to foolproof gear selection. Re-engaging positive drive needed engine revs to suit the speed, and they had to be manually locked for reversing. They also required a leisurely gear change to allow the various parts to mesh. And there must have been problems with reliability, though we have no advice in this matter.

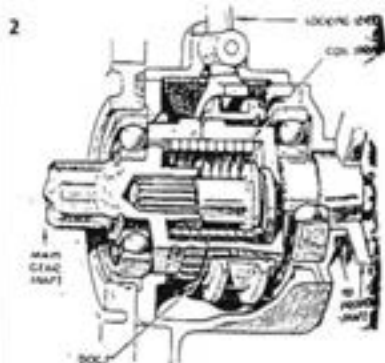
But in exhaustive tests both in UK and USA they were proved to provide greater fuel economy to the tune of 15-20%, with



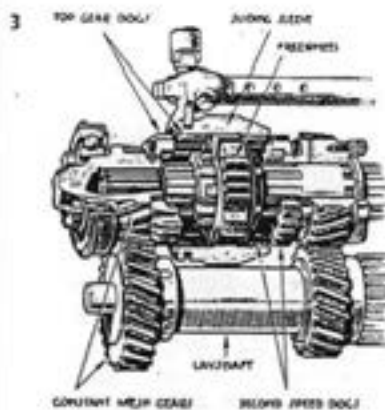
The Warner designed gearbox as used by Standard cars with rollers in inclined ramps.



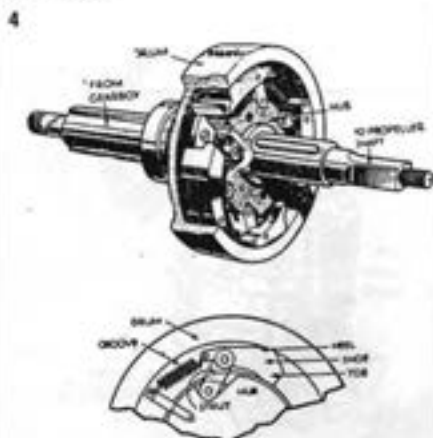
This is the basic Humfrey Sandberg. To lock it A, B and C were slid together. It is illustrated in simpler form in number 11.



This was the LGS freewheel as fitted to Auburn, where a tightly wound spring gripped the drive sleeve when the power is applied.



Number 3 is the freewheeling and sprag built into the very satisfactory Studebaker gearbox; I did many miles as a passenger in a Commander thus fitted and it was admirable.



The Pittar design, where a set of shoes grip the groove when the drum is turned anti-clockwise.

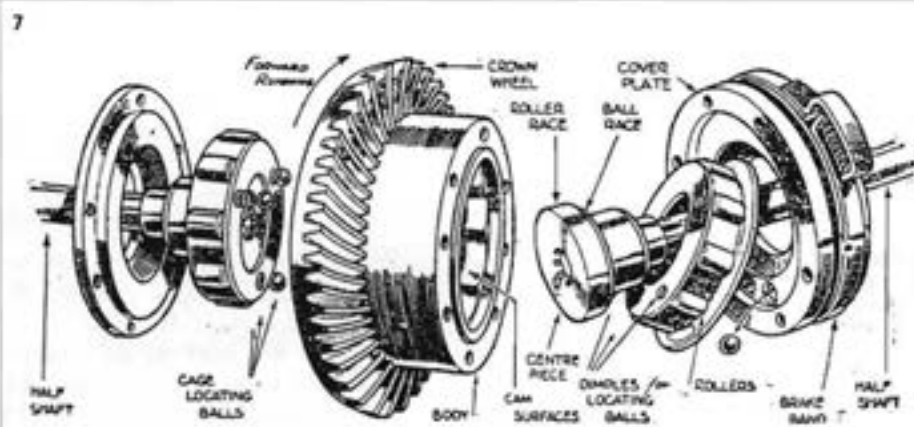
marked saving in oil consumption (why?) Speeds between destinations were quicker, but as these tests were made with drivers intent on proving the product they wouldn't generally apply to the motoring public.

The principle on which freewheels worked was the same in all cases though the methods varied. When the throttle was opened and power applied to the front shaft of the freewheel, the mechanism, of whatever type, locked up and drove the car. With the throttle shut with the car in motion, the driveshaft drove the freewheel which relaxed its grip on the gearbox shaft and the final drive gear became stationary. In all cases there was provision made for the driver to lock the wheel in the fixed position. There was also a lever to select reverse in some cases.

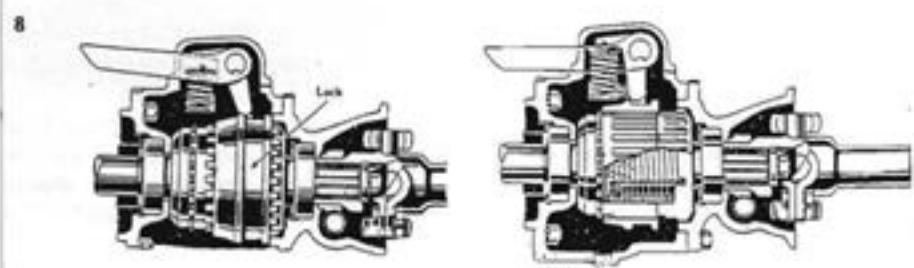
Several of the designs incorporated a sprag to prevent the vehicle running backwards on a gradient, Studebaker called theirs the Hill Holder. The motoring press gave freewheels a great deal of coverage especially in England, as the many examples of their artistry accompanying this article will show: I am indebted to the late Arthur Dexter for the collection of prints and to "The Motor" and "The Autocar" for their use.

I had plenty of experience of them as I had a cousin who farmed in the upper Waikato and drove firstly a 1933 Plymouth and later an Airflow Chrysler, both having freewheels as standard, and I was able to both ride in and drive his new cars on many occasions.

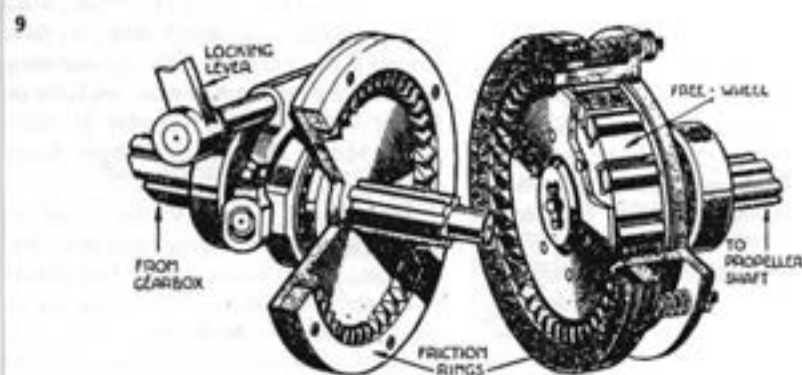
Later on I demonstrated several times a used 1930 two litre Rover Sportsman Coupe similarly equipped. Looking back I believe that there were rarely times when the easy gear change feature was an advantage, and I recall being appreciative of the Chrysler hydraulic brakes, because when you throttled back in freewheel mode the car actually went slightly faster (most disturbing if you



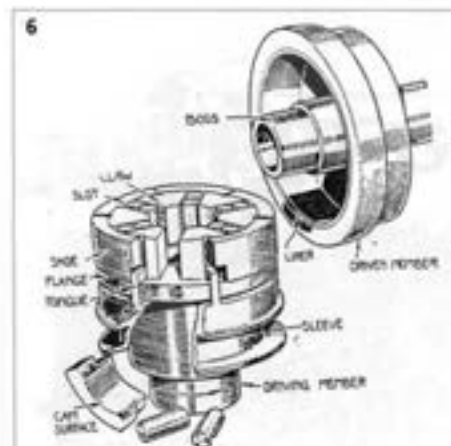
The de Lavaul freewheel when fitted to a differential.



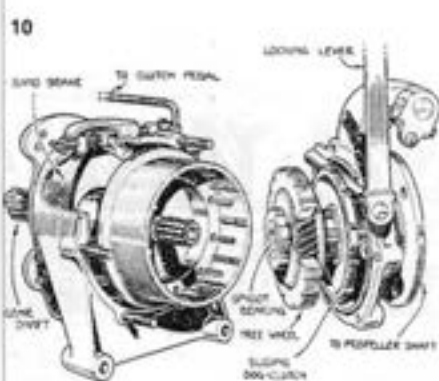
The Chevrolet layout similar in operation to the Auburn, the left hand picture showing freewheeling and the right with the sleeve in the locked position.



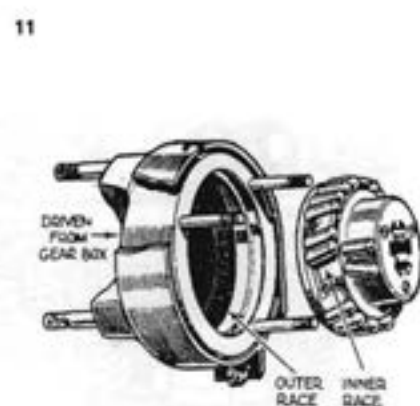
The Lea Francis freewheel is shown in figure 10, with rollers and friction rings which rotated the parts to even speeds before the teeth are engaged to lock the drive.



The Millam, designed by Miller and Lamb and fitted to the Arrol Aster.



The Humphrey Sandberg assembly for an Austin Twelve.



An early type of Humphrey Sandberg

were not concentrating). In traffic they were possibly an advantage to drivers who could not double-declutch.

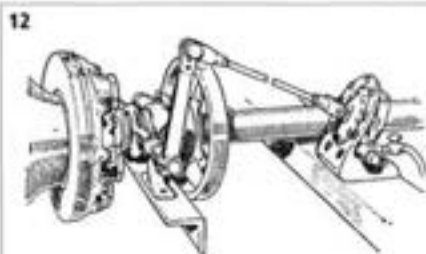
There were other methods of incorporating a freewheel in the transmission and some gearboxes were marketed with a freewheel built into the mainshaft gear. The de Lavaud had one as part of the final drive and attached to the crown wheel.

Then there were the vacuum controlled clutches which enjoyed a short vogue in the mid thirties. These cheaper and easier to install devices consisted of a vacuum chamber, a length of tubing connected to the inlet manifold and some levers. With the engine idling and throttle shut a depression was communicated via the tubing to the diaphragm and the clutch was depressed. A valve in the line could isolate the diaphragm. The design was not a good thing mechanically, and soon went off the market.

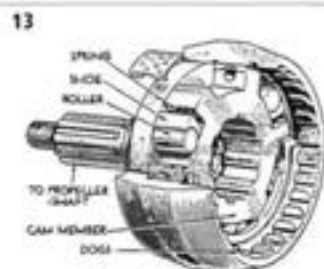
Thankfully the backroom-boys in design offices kept slogging away at the problem of easy gear changing and of the very many (and sometimes weird) productions only synchromesh seemed to be the answer, and it has proved to be the right one. At the same time other teams were developing fully automatic boxes, for which we must be grateful.

The diagrams which accompany this article are examples of the freewheeling systems which were most favoured.

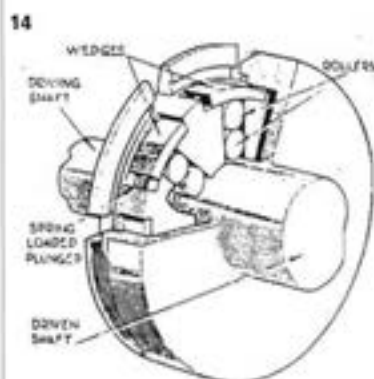
Obtaining opinions of their worth is difficult. A club member who has owned a Singer so equipped says he tried it once and once was enough. One correspondent wrote to the *Autocar* in 1937 extolling the virtues of his 1933 Rover 14 of which he said he 'always used the freewheel, one of the chief attractions of the car'. Perhaps we may learn of further opinions in the letters to the editor.



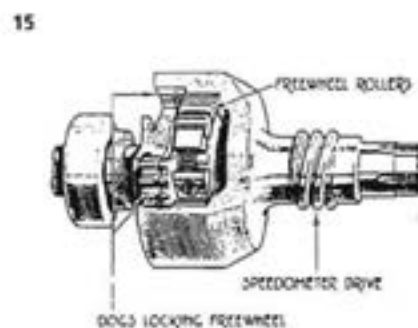
The Clayton-Currin coaster clutch attached to the car's clutch withdrawal lever, and widely copied in its short life.



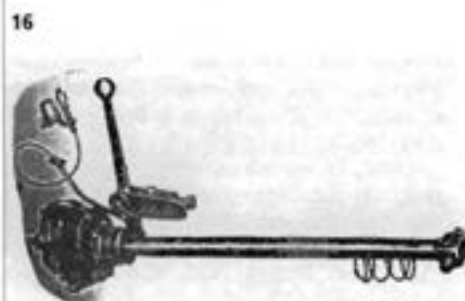
The Essex version with rollers and blocks on inclined planes.



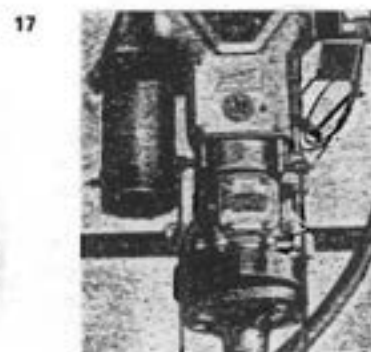
Another view of the Millam freewheel showing the rollers and wedges.



In 1931 Rover standardised that shown in 15 fitted to the rear of the gearbox.



The complete assembly for an Austin Seven.



Humfrey Sandberg freewheel on a Jowett Seven.

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Annual Conference

AGM 2001



Thirty-one of the Club's branches were represented at this year's AGM.

Getting the Chairmen, Delegates and supporters from every corner of New Zealand was a major undertaking, given that the Bledisloe Cup rugby match was being held in Dunedin at the same time. Office Manager, Julie Cairns, overcame this problem with her usual efficiency and all arrived more or less on schedule.

Gore, the brown trout capital, heart of New Zealand country music and home of that wonderful southern burr, is located about an hour north of Invercargill. The Hokonui Hills, famous for stories of illicit moonshine, overlook the town – an interesting historic place worth more than a short stay.

Those who arrived via Invercargill were treated to an enjoyable bus ride with driver Herbie Horrell and fellow Gore Branch member, Ron Osborne giving an on-board commentary. Some were able to have a quick look at the famous Creamota Factory with its wonderful steam engine fuelled by grain husks, powering the equipment since 1929. Sadly, by the time you read this, the doors will be closed as production shifts to Australia. The huge painting on the building of Sergeant Dan (that famous symbol since 1878) had a tear in his eye!

The venue for the AGM was Croydon Lodge, a large well-appointed facility. Those from the North expecting Antarctic conditions need not have worried – it was a very warm and convivial place! Alex McLennan, the Gore Branch Chairman, welcomed everyone at the commencement of Friday night's Executive Meeting where the main topic of discussion was the proposed purchase of a building for our National Office.

2001/2 Management committee: Back row left to right: Bob Ballantyne (Mgmt committee), Frank de Lautour (Speed Steward), Bruce Pidgeon (Beaded Wheels Chairman), Rod Brayshaw (Registrar), Greg Terrill (Mgmt committee), Betty Wallace (Archivist), Malcolm Lind (North Island Club Captain). Seated left to right: Gary Beaumont (Mgmt committee), Julie Cairns (Office Manager), Leigh Craythorne (President), Diane Ross (South Island Club Captain), John

Saturday's AGM was opened by Gore's Mayor, Mary Ogg and included an interesting talk by Ian (Inky) Tulloch who was the invited guest speaker. Ian is a local man and his topic ranged from his Model A Ford to his truck racing exploits – a fascinating insight into this very popular sport. (The business of the AGM is recorded in the minutes included with this issue.)

Amongst the highlights, was the award of the John L. Goddard trophy to Gisborne Branch for their restoration of the historic Carlton car. Hawke's Bay Chairman Tony Bartlett expressed his pleasure and surprise during the presentation. Those responsible for this restoration can take great credit in their achievement.

Following the nomination and discussion at the last Executive Meeting, Roger White was voted an Honorary Life Member, in recognition of his many years of service to the Club at both branch and management level.

Dave Allbon was farewelled after eight years on the Management Committee, as was Phil Dunstan after his two years as Club Captain Southern Region. Diane Ross (Ashburton Branch) and Bob Ballantyne



Leigh Craythorne and John Coomber in full flight during the meeting.



Providing a little colour during the event.





(North Shore) were welcomed as the new Club Captain South Island Region and Management Committee member, respectively.

President Leigh Craythorne announced that Russell Hawkes (Southland Branch) had been selected as Rally Director for the 2006 Diamond Jubilee Rally. Russell was introduced and spoke to the meeting. He has a big task ahead that initially consists of forming an organising committee that will include one Management Committee member.

At the conclusion of the AGM, the Executive Meeting recommenced, finishing around 3.45 pm. This fortuitously enabled rugby followers to watch the delayed telecast of the match. An action however regretted by some following the game's outcome. The supporters' bus trip had departed earlier, taking visitors on a trip that included the Croydon Aircraft Company and the Hokonui Moonshine Museum.

Throughout the weekend, Gore Branch members kept their well appointed club-rooms and new parts shed open, supplying visitors with refreshments that were much appreciated by all. The adjacent museum was also open - a most interesting collection of vehicles and other memorabilia. Its exhibits included a Burrell traction engine, which was put through its paces by steam enthusiast Wayne Clarke from Hawkes Bay, who interestingly just happened to have brought his overalls!

The sound of a lone piper sounded the beginning of Saturday evening's festivities. The young piper led a large party of Gore Branch members from their nearby club-rooms to Croydon Lodge where the evening

dinner took place. Others fell in with the party to make a very memorable entrance.

A very talented comedian who regaled us at intervals with stories and jokes (which varied in tone as the evening progressed) provided entertainment during the excellent dinner. Of course these occasions are always lightened by the activities of some of the members themselves and this was no exception!

Sunday saw the departure of attendees to their various homes. However, some took the opportunity to avail themselves of the Branch facilities and a trip to the Croydon Aircraft Company was again arranged. This is a fascinating place just outside Gore that specialises in the restoration of elderly De Havilland aircraft. One of its staff who happened to call in, invited us back to see where he is building replica C Type Jaguars. Some of those returning via Invercargill were able to visit Bill Richardson's marvellous truck museum, thanks to Ian Ridd who organized this at short notice.

Gore Branch very successfully organized the weekend. One often hears of "southern hospitality" and after this occasion, we can all vouch for this. There is more to our Annual General Meeting than the important business that is dealt with at the meetings. It is an occasion to meet new friends and old, to informally discuss our common interest and acquaint ourselves with the workings of our Club.

All in all, a great weekend - well-done Gore Branch.



Guest speaker Ian (Inky) Tulloch with Alex McLennan, Gore Branch Chairman.



Mary Ogg, Gore Mayor, addressed the meeting.



Tony Bartlett, Gisborne Branch Chairman, collected the John L. Goddard trophy on behalf of his Branch for the Carlton car restoration.



John Coomber congratulates Dave Allbon who did not seek re-election after eight years on the management committee



Roger White became a Life Member of the



John L. Goddard TROPHY

The VCCNZ have recognised the years of dedicated hard work and perseverance that many Gisborne Branch members have shown in restoring the historic Carlton car back to its original splendour.



Keen Gisborne members with the Carlton in 1992. From left Russell Wilcox, Les Bartlett, Robin Cameron, Joe Webber.

The car was first designed by Mr John North Birch (also known as George or Bill) in the 1910 - 1913 period and work began on the first Marlborough car in Blenheim about 1915. World War I interrupted the work, but after 1919 the work continued, and one Marlborough car was completed.

In 1922 Mr Birch, the manufacturer, shifted to Gisborne and brought with him the chassis and running gear for two cars, which he continued to work on. Mr Loach took over building the body, with a Duplex style top, and by 1928 the completed Carlton car was on show at Collett Motors stand at the local A & P Show. Mr Loach was the first person to drive the car, with a trip to Muriwai going smoothly. From design to completion it had taken at least 14 years. She was beautiful and massive - even by today's standards - and modern, using fully-floating rear axles. Mr Birch turned the crankshaft out of one piece of solid steel, and made several camshafts until he had the motor performing to his requirements. It was inevitable that a car of this type would not lend itself to mass production. Such an outstanding example of engineering craftsmanship could never be maintained in production. The workmanship and detail left nothing to be desired.

It has a four cylinder engine, with a four inch bore and seven inch stroke, five main bearing crankshaft and full force feed lubrication. Valves are two and a half inches across the face, cam lift half an inch. The electrical system is especially interesting. The generator and starter motor are of ample proportions. The generator is provided with separate ammeter and voltmeter

which can be independently switched into the circuit.

The car has a Marlborough motor and the body is modelled on the Studebaker incorporating a Duplex style top. Both the chassis and engine numbers are an original No. 4321.

The Gisborne car has a radiator badge "Carlton, Carlton Motor Company, Gisborne N.Z." Unfortunately the company never got off the ground due to the great depression, plus a disastrous fire in the workshop which destroyed the completed Carlton car and her embryo sister. At some time later, one car was rebuilt as a 1 ton 15 cwt truck. On 4 June 1946 after World War II the Carlton truck was sold to Mr Charles Robert (Bob) Power, a returned



soldier, who purchased the truck because it was the only vehicle he found that had decent rubber on the tyres, after the war. He received the second car as spare parts. Mr Power drove the truck for private use in Gisborne, Tuai, and later took it to his farm on Te Aute Trust Road, Hawkes Bay. The truck was named "Mrs Cafferty" by the Power family children and gave good service for about twelve years until it was retired to a special tree lined spot on the farm.

It was in this resting place the Carlton was located by Vintage Car Club members, Charles Black and Cec. Bishop who negotiated with Russell Wilcox to return the vehicle to Gisborne. About 1958, prior to our district having Vintage Car Club membership, the vehicle was transported on a trailer to the Gisborne Car Club. The remains consisted of chassis, motor, wheels, dash-

board and bonnet and two mudguards. Car Club members began the massive task of rebuilding the vehicle. They restored it to the chassis and running gear stage.

The Gisborne Vintage Car Club members became interested and took over the restoration work in the late 1960s. All they had to go by was the only photo of the vehicle taken at Collett Motors A & P Show stand, approximately 1928. By 1975 the Gisborne Vintage Car Club officially leased the car from the Gisborne Car Club. In November 1991 the Gisborne Branch of the Vintage Car Club negotiated the official ownership of the historic Carlton car.

Over a period of 30 years, on and off, the Branch members have spent hundreds of hours of voluntary labour on restoring the Car. In the 1970s five to ten members met at Robin Cameron's home very Monday night to clean, repair and make parts. The woodwork and body panels were constructed. Also suitable bumpers, seats and windscreen had to be found. Most missing parts were made or adapted to fit.

The VCC branch set up a Carlton Car Restoration Fund in the early days and from time to time received donations or made successful applications for grants from various Trust Funds for additional finance.

Over the years some work has had to be sent out to professionals in their field. This included overhauling instruments, a little panel beating, chrome plating, upholstery, hood, lining and blinds and body painting. All the preparation and rubbing down was performed by Branch members.

Ivan English, Doug Fairbank and the late Les Bartlett, made a concentrated effort in the mid 1990s to complete the restoration, by meeting at Ivan's every Friday morning to work on the Carlton. The top part of the body in Duplex style was built, rubbing down done in preparation for painting and preparing the inside panels for upholstery, with help from other members as required. Rewiring was completed by Les and a circuit diagram made for future reference.

The Carlton was finally registered (XJ 8822) and warranted in October 1998 in



time for the Gisborne VCC Branch 25th Anniversary Rally. Since then members have continued the final work on internal trimmings.

The Branch has compiled an album of photographs taken over the years and has kept a copy of most articles written about the Carlton car and Mr John North Birch. There are many, both locally written and from overseas.

Our Branch magazine was named the "Carlton" in 1968, and our Clubrooms were officially opened in 1983 as "The Carlton Rooms", while the Branch lapel badge is in the shape of the Carlton radiator.

The Carlton car resides at the Gisborne Branch clubrooms complex, where it is admired by visitors and is also available for

static displays and parades. The car is unique and of great value to the Gisborne Branch and the Poverty Bay district.

To the best of our knowledge the Carlton car is the only remaining New Zealand made Vintage car of the 1920s era, which has been restored to its original glory.



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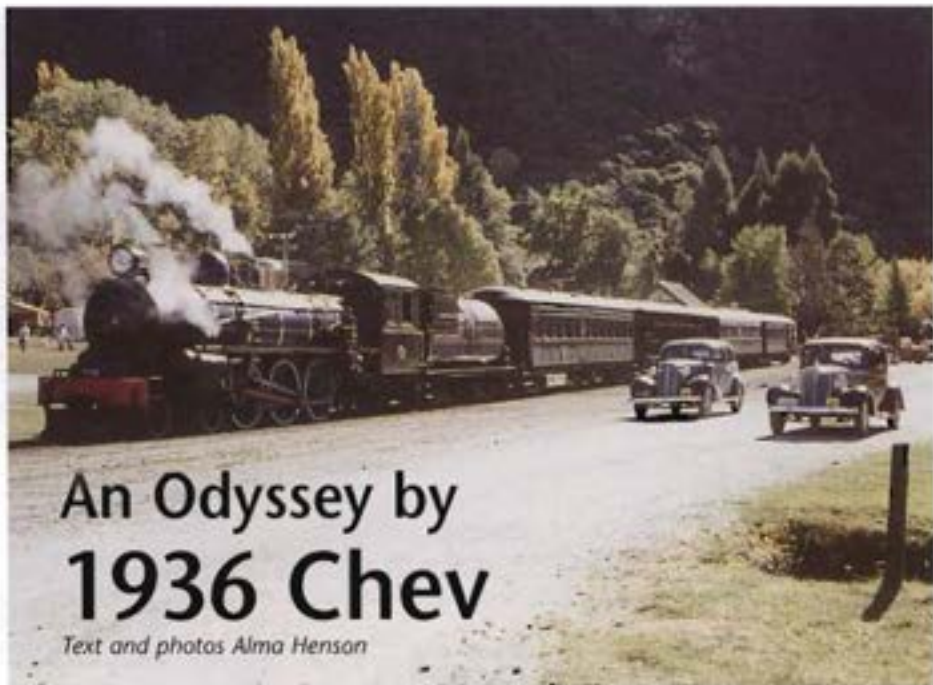


Well base Rolled edge. All sizes.



Obstruction, Dansey Pass

The South Island Club Captain's Tour through the headlights of a 1936 Chevrolet



An Odyssey by 1936 Chev

Text and photos Alma Henson

Kingston Flyer Ab 778 of 1925 Vintage dwarfs the Odyssey Chev and its junior mate.

Left Wellsford 29 March 8.40am. Fine and warm. Passed through Auckland then Gordonton Road, Taupiri onto State Highway 14 to Cambridge. Lunch at Karapiro 12.30. Time for the tyres to cool down. What a relief. A heavy shower sent my passengers Margaret and Harry Heaven retreating hurriedly back to my shelter. Then it stopped. Taupo 2.30 not bad. Waiouru our destination for the night. An accident on the Desert Road held us up for 1/4 of an hour. All these modern gadgets! Helicopter, police, ambulance and fire brigade make my 1936 feel positively decrepit. Waiouru - cold and wet. Taihape, Mangaweka (donuts and coffee) where's mine? Hunterville, Bulls, Levin. How they fly past. Took a while to settle down at night, sixty 14 year olds at same accommodation. Horowhenua Swap Meet next. Met James Lawrie and Zale Malle from the Wellsford Branch there. Spent some time visiting friends and a tourist park, then a big event arrived, the trip south on the Lynx. Good to be tucked up warm inside. Rain or fog all the way across. This was the first rain they have had since October last year. It could have waited until we had passed through. Blenheim - lazy day, olive trees and wine tasting etc filled in the day until happy hour at the start of the Club Captain's Tour. Brayshaw Park 9am. They're eating again, travelled down coast to Kaikoura, country very dry and in places black from scrub fires. Went inland via Mt Lyford-Waiou Historic Pub and on to Hanmer Springs. Everywhere still brown, what a contrast to the north after all our rain, where everything is so green. On again. Methven - picnic lunch Rakaia Bridge. Very strong wind, had trouble keeping on road. How I hate wind. Timaru here we come. Rob and Diane Ross take us on a tiki tour around foothills of Mt Hutt and an old coal mine site. Geraldine - a museum and antique

Swap Meet on today 7.30am. All this tearing around is making me giddy, never mind, on display so might have time for a snooze. Off again, proceed to Pleasant Point. Got lost on the way out of Timaru, not to worry, had a look around. Morning tea, lunch at Tekapo, eating again, now on to a dusty road Mackenzie Pass then S.H. Good view of Mt Cook. Arrive Twizel 4.30.

Naseby via Danseys Pass this time. Turned off at Otematata, drove around Benmore Dam and Lake Aviemore, coffee at Kurow, strong cold wind today. Met up with a group at Ranfurly, gravel again to Lake Onslow, had lunch in an empty hay barn while there was a heavy shower. Will it never stop? Arrive Roxburgh 3pm. Today watched as Margaret and Harry took a short walk to view the Dam and Hydro Station then on through Alexandra, Clyde and Cromwell to meet others at Queenstown. Arrowtown received a visit from us, I like this place. Then back to camp. Margaret rang home, have had a cyclone up there, perhaps I am better off down here.

Now the South Island tour begins. I'm starting to feel at home. Route through Clyde towards Alexandra, took a wrong turn, must be steering and had to ask the way. Retraced instructions to go over a steep mountain road and end up back in

Lunch stop inland from Kaikoura



Alexandra then on to Otarehua where lunch was at an old historical engineering workshop.

Back roads brought us out at St Bathans. After being "held up" by Bandits" we finally got back to an Al Capone evening, great fun for some. We had to wait outside in the cold. Public Open Day and Gymkhana. Left Cromwell and travelled, via the Crown Range. There was so much traffic on this section it was unreal, it has been sealed since we were last this way. A hill climb rally at Cardrona caused some of the problems. Motored back to Cromwell via State Highway 6 much better road, hardly any traffic at all. Drove around Lake Wakatipu to have a picnic at Kingston, now heading South. Stopped at Waianiwa to have my muffler and exhaust welded. Much better. The Alvis had run out of gas so I proudly towed him seven kilometers to Winton.

Invercargill 5.30, been as far south as I can get only way now is heading home. Go via Presidential Highway to Dunedin, the closer we get the thicker the traffic. This is the life, another day off, they have gone on the Taieri Gorge rail trip. A spectacular journey that took four and a half hours. They're off again, this time to the Wildlife Sanctuary on Otago Peninsula. Didn't mind

Me with Harry Heaven, Mangaweka





Anzac Day at Collingwood.



Last get together on the South Island Club Captain's Tour.



1909 Darracq



Picnic.

missing it as it's blowing a gale and icy cold. They went through the hills and couldn't see anything for fog, on to Taiaroa Head and the albatross colony. Two chicks were nestled on the hillside, then on to see the yellow-eyed penguins. A large sea lion was on the beach as they made their way home. What use would I have for feathers or fur?

Dunedin, Palmerston, Timaru, Ashburton. Raining, Ashburton needs rain, drought conditions here. Farewelled southerners today. 1909 Darracq had trouble starting. Wouldn't even spark with pushing so I had the honour of assisting it around the camp twice and up the road before it couldn't stand being behind a 1936 Chev any longer. By lunch time the sun appeared so headed for Greymouth via Arthurs Pass. Harry has kindly replaced my front wheel-bearing. Feels much better. Reefton - fog until midday, on to Lyall, had roadside picnic, so did the sandflies. Nice and sunny

now. Arrive Murchison, travel through Tapawera to Motueka and over the Takaka Hill to Collingwood. Horror! Had first flat tyre, a nail. These Safari trips are great, another day to myself. Today it is the lighthouses and the spit.

Anzac Day. Collingwood main street is usually quiet but today it came alive. The RSA have their annual parade. This year it is bigger than most, army trucks, smoke screens, sand bags and hand grenades in sand on the street, soldiers with bayonets and even a wounded soldier riding on a donkey.

Brrr. Harry is just giving me a much needed wash as we head for Blenheim tomorrow, to catch the ferry. Back in the North and on the way home but first one more rally to go. The Maunga Moana Rally started at the Hawera Bowling Club. Seems the roads in the North Island are as tricky as in the South. Took a wrong turn retraced then missed a right turn. Lunch back at HQ.

Afternoon section much the same but roads mostly sealed but very narrow. One section of winding hilly metalled roads was included, I had to squeeze my doors together when a large truck came round a very tight corner. I hear we are going to try and get home from Hawera today. Travelled up State Highway 3a to State Highway 3 to Ngaruawahia. I was going fine up until then, but decided I could do with a nice cold drink. Harry obliged at Mercer and again at Pokeno. Had a good head of steam along the Motorway so took the Greenlane off ramp. Filled me and thermos flasks, nearly made it home, one more drink in the Dome Valley. Arrived home 5.45. They still have work to do. I'm home snugly tucked away till next time. Not bad for an old girl eh?

PS: Used 809.7 litres, cost \$897.37c, travelled 3,455 miles, 19.42m per gallon.

Compiled from notes by Margaret Heaven



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One of the most difficult things about the Sporting Trial is trying to explain to a layman what it is all about. The conversation usually goes something like this...

"I'm off to the Vintage Car Club Balcairn Trial this weekend."

"Oh yes, is that a car rally?"

"Well no not really, it's more of a mud-plug, well no not that really either, it's well, it's ... well it's trials sections."

"What's that?"

"Well you find a series of greasy slopes and gullies or a muddy section, on some friendly farmers paddock, bang some markers in numbered one to twenty and everyone sees how far they can get before stopping...it's fun...really it is..."



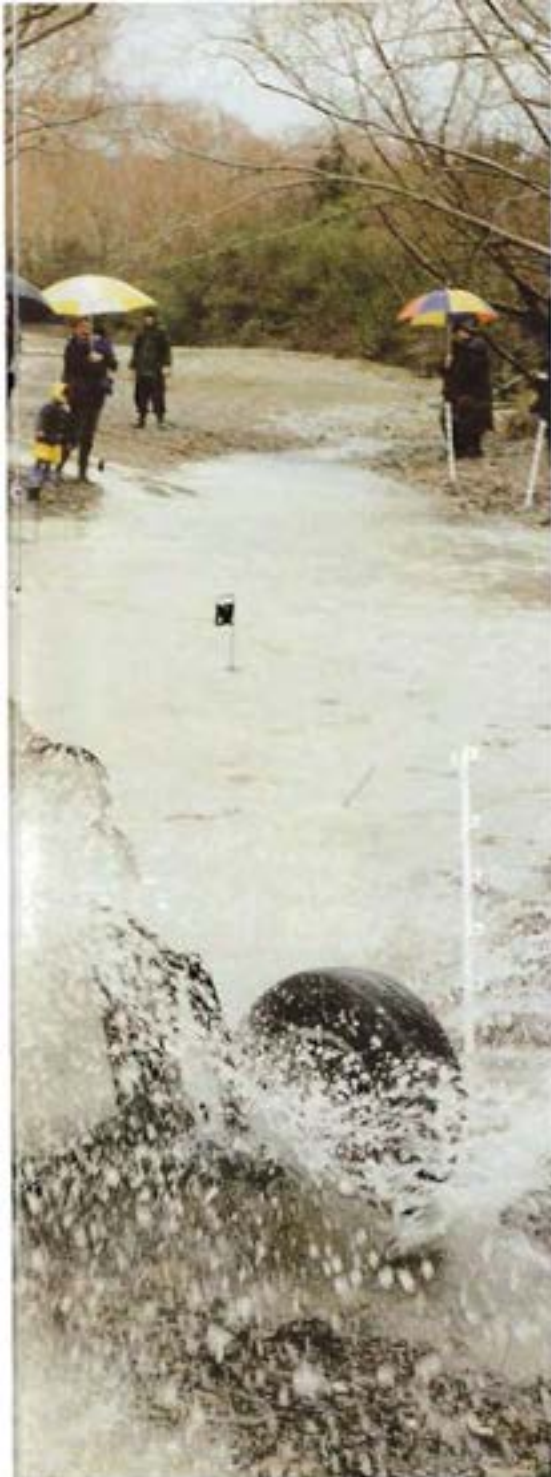
The BALCAIRN Sporting Trial

Text James Palmer

Photos David Banks, Margaret Banks, Tony Hoy

At this point the recipient of your enthusiastic and somewhat confused explanation suddenly realises that they are dealing with some sort of eccentric, and put on that face reserved for people who are not quite the full quid – sort of suspicious but with the pretence of sympathetic understanding.

But how exactly do you explain the Balcairn Trial? Consider this year's event. Forty-three entrants in thirty-five or so cars, standing out for the most part in atrocious weather, driving the widest range of cars through decidedly silly places, getting covered by mud with the pouring rain tumbling down upon them. Utter madness is probably the best explanation. Then again, perhaps they do it because it is so much fun. Watching Bill Datlen and his son William careering down the Kowhai River in his bare bones Ford trials car, with the water



coming straight up off the wheels, and straight back down into his lap had the dozens of people on the river bank in fits of laughter. But he did it to score marks, a full twenty in his case, because the Balcairn Trial is also a competitive event, and the competition is very real.

This year eight sections were neatly set out around the usual venue of Flemings' Farm. They all had silly names, because this is a tradition, and because calling something "Section One" instead of "Of Gorse You Can" is boring. Of Gorse You Can was indeed up first and first up or not quite as the case may be, was last years joint winner George Calder in a FIAT 501. George managed to get the centre line of his front wheel past the 15 marker for a solid if unspectacular effort. Eighteen of the forty-three managed to get all the way to twenty, the first being John Newell in the Vauxhall 30-98.

Newell's Nemesis came up second and with it the pouring rain. A charge up a formed farm track to a small plateau was followed by a further charge through a farm gate and up a grass slope. Charge was the operative word here, as the slightest hesitation would have driver cast in place with

wheels spinning. The challenge was ably met by six hardy motorists, five of whom were competing in the short-wheel base class, the other classes being long-wheel base, and for the first time, trials specials. Power to weight was the name of the game, with the couple of heavy fifties saloons present struggling to make the grade, or should I say gradient.

The Sandpit varies from year to year depending on whether the pit in question is full or empty of water. This year it was mostly empty, so climbing the slope out of it provided entertainment for all, if not success. With the rain temporarily abated, it was the Austin Sevens of Phil Mauger, George Kear and Earl Preston for full marks, as it was for Calder's FIAT and Dutlen's Ford Special. Avon Hyde in the racing Sunbeam Special would have scored a twenty, if it were not for the two inch ground clearance that was to see him rocking backwards and forwards on the lip at the top. Brad Govan in the much-admired Lancia Kappa Special knocked over the number 1 marker for a score not fairly representing his effort.

The Gauntlet was indeed a true test of every competitor. It involved going down a





very steep slope, around some gorse bushes, then threading a path through a narrow and very muddy gully followed by a greasy grass slope, a considerable challenge to get out of. This was in fact a section which proved very tough with John Newell's 19 being the highest score, the result of a very well considered drive.

One more section before lunch was required, and this had the name of Waterloo. It involved a very atmospheric drive through a thicket of willows, then a charge along a shallow river (all of six inches deep with very soft shingle) and then up the river-bank and out. Simple if you had a big car with big wheels, except Claire Newell who had the misfortune of stalling, and then wetting the ignition of her Vauxhall sufficiently to cause a great deal of frenzied activity. The water splashing made a wretched section for the open wheelers, but in turn did provide great entertainment for the quite large spectator crowd who were happily withstanding the weather.

A short break for lunch followed, which at least gave everyone the chance to get some warmth back into wet hands and cold stomachs as well as donning more clothes.

Three sections were to be completed after the break, with the first being Cattleclism. This year the section, a simple gently rising S up a hill following between two slopes, was very difficult. Glutinous mud was the challenge, and walking the section was an impossibility for most, given the ground beneath your feet kept moving away on you. Accordingly modest scores of the 4 and 5 range were common with only six reaching double figures including John Chamberlain in a poor suffering Austin 7 Chummy and Kevin Stevenson in a trials Austin. Bill Datlen ruined his chance of a twenty as, having cleared the section, he was awarded a 15 due to hitting a marker on the way up.

Buttermere Old Road took the cars down a slippery but well formed farm track, up a bank where a path had been smoothed through a ploughed paddock, before travelling on the same access road the cars had

just come down. Going up was harder than going down. Despite this a good portion of the field managed the task, with notably the FIATs doing the job in the hands of Messrs Calder, Beijen, Palmer and Wright.

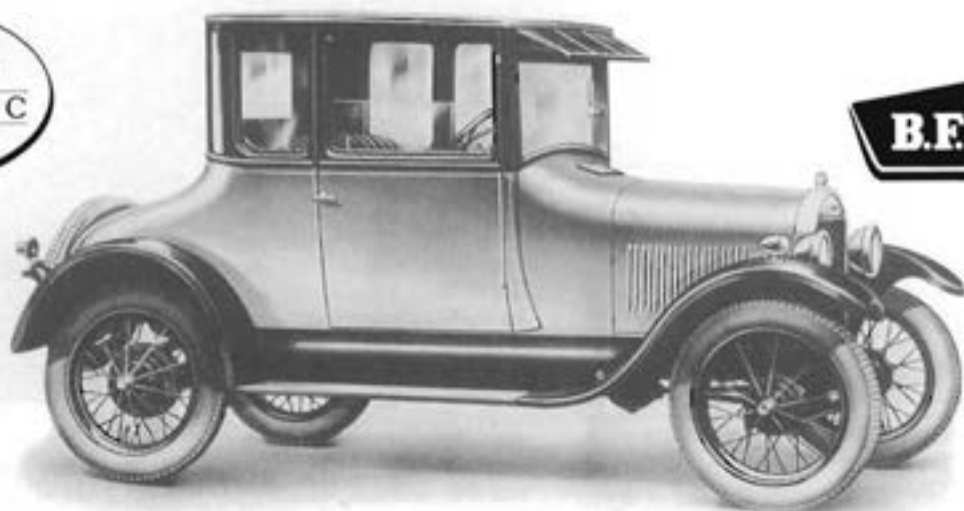
And so to the last section, the very long, Mount Pisa. Fittingly, this section was scored out of 40 points, such was its length. This had a definite effect on the results, as three cars scored over thirty, ten points clear of the next best group all around the twenty mark. The first part took the driver up a formed but steep and curving track of considerable slipperiness, then, if skilled enough, up onto a flat plateau where the cars spun their wheels and literally inched their way along. After this, they would slide through a farm gate, turning hard right onto thick grass, where a charge along either saw them hitting a marker, or getting up to the next tricky piece which was series of bumps. The rest of the course carried on in similar vein, but as nobody made it further than 34 we shall not continue. Avon Hyde was the clear winner on this section, an astounding run in a car more suited to a race track than a muddy paddock, with success also for Phil Mauger and Kevin Stevenson in the Austin "7ish". A number made it as far as a twenty, which was certainly no mean achievement. Most impressive though was David Wright, or more particularly Raewyn Kensington and Louise Russell, whose energetic bouncing in the back of the FIAT gave definite advantage to their driver.

The trial over, it was off to the Sefton Pub where tallies were made and prizes announced. The winners of each section were announced with George Calder (FIAT 501) with a relatively low score of 117 gaining first in the long-wheel bases from John Rogers (Chevrolet special), Phil Mauger (Austin Seven special) holding out the hard-charging Craig Pidgeon (Bugatti Brescia T13) and Avon Hyde (Sunbeam special) in the short wheel bases, and Bill Datlen (Ford trials special) triumphant on debut. The highest overall scorer with 156 points out of 180 and winner for the third time was Phil Mauger.

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Text Bob Hayton

Photographs Ian Hayton & Bob Hayton

Danny Ryan, 1919 Lancia Kappa Sport.

Kairangi: n. rainbow; adj. highly esteemed; figuratively - an exalted Maori chief

Rainbow: well, we did have a couple of these that day as well as some Sunbeams, one even with an exalted Maori powerplant, and as for 'highly esteemed' Absolutely, this hill certainly will be from now on!



Above: Lawrence Poolman, MG C type Montlhery.

Below: Roy Rowe, V12 Lincoln Zephyr.



Situated at the eastern edge of the Waipa/Waikato Plain, in broken country rising up to the local high point of Maungatautari, lies the section of road chosen for the first ever Waikato Branch Hill Climb. The 1.2km fully sealed course started from the foot of imposing Kairangi Hill, a site of a Pa or defended place in earlier times. Probably all that will be defended now is 'Fastest Time of Day (FTD)' if this event justifies its potential and finds a regular place in the calendar.

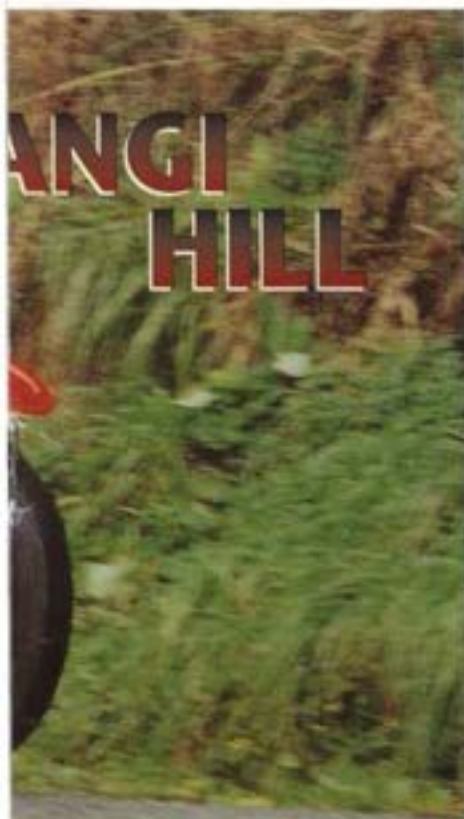
Following our successful introduction to the concept at Mystery Creek during the Royal & SunAlliance Rally 2000, murmurings developed within Branch membership that it was time we considered organising some sort of local speed event ourselves. This led our committee to approach Waitemata Branch for guidance. Their

John Hearne, 1929 Alfa Romeo Supersport.

Hal O'Rourke



ANGI HILL



Steve Payne's TR2 Steve with David and Noelene Eddleston.

response was willing and swift. Four of their officials made the long journey to Cambridge one evening to talk to members and offer their encouragement. After this the search for a suitable venue was all on, and what a venue it turned out to be!

Not far from Cambridge, but isolated at the end of a sealed loop road, with few residential access concerns, the venue has a local hall for event headquarters facilities and even friendly neighbouring farmers to provide paddock space for plenty of off-course parking. The local council proved very accommodating too, assisting with the road closure procedure for an agreed date in mid-May.

All the necessary equipment was quickly made found or donated. Marshals volunteered, the local radio enthusiasts club agreed to assist with timing and communications and one of our doctor members joined the team. A breakdown truck was organised and Knud Nielsen took charge of scrutineering in his Viking Motors workshop. This first year the entry of twenty cars was ideal, giving the organisation a chance to bed in and all drivers the chance to

complete the number of runs they wanted. Thorough machine and gear scrutineering the previous day was widely commended, but an early decision to make the event open to 'all classes' almost back-fired on organisers when the terminal speeds reached by some of the more modern machines greatly exceeded that which had been anticipated.

Some driver comments after the first timed run included a 'difficult finish', which prompted stewards to move the finish line some 30 metres forward and further away from a tight left-hander in the run-down area. This wasn't enough, unfortunately, to prevent the driver of a rotary engined and front wheel driven NSU from making close contact at high speed with mother earth, straight after posting FTD. A bent car, dented pride and sore back were his other rewards, but the near simultaneous arrival on the scene of marshals, doctor and breakdown truck, almost before the errant car had come to rest, confirmed that the organisation was right up to the mark!

But back to the beginning! Early comments from drivers were encouraging - the



Knud Nielsen and Hal O'Rorke scrutineering Anne Thomson's 3 litre Sunbeam.



Wallace McNair's mighty Sunbeam being checked out by Scrutineer Knud Nielsen.

the start signal in his Riley Elf.



Terry Pidduck, 1925 Hudson Super Six, shows its paces. Gordon Dearlove, MG TF.





Anne Thomson awaits the starter's signal in the 3 litre Sunbeam.

experienced David Eddleston driving a Mk II Jaguar thought the run was 'very nice' and a rather nonchalant Lawrence Poolman (MG Montlhery C type) also agreed that it was 'quite good'. Hadyn Lovegrove believed disc brakes and another 25hp might help his Mk I Escort perform better; he reported having to hold 3500 - 4000 rpm to stay on the 'Cosworth' cam he was running! Anne Thomson, in her first hill climb, was very impressive but found the heavy three litre Sunbeam a bit of a handful. John Phillips was having 'A hell of a lot of fun' in the TR4A, whilst Graeme Luxford was regretting not having invested in a new set of plugs for the MGA.

Times improved for almost everyone during the first three runs before the lunch break, with experience and a drying track both playing their part. However, the very smooth driving lines held by Greg Terrill all morning in the green MGB were rewarded with impressively consistent times around 50 seconds, whilst Gordon Dearlove was getting his MG TF into third on the hill and 4500 rpm on the final straight to finish at almost 70mph. By contrast, in a stately 1925 Hudson Super Six, totally unchanged from the day when it gave up delivering mail, passengers, school children and supplies as a service car around Drury, Terry Pidduck was making the journey in an equally consistent 75 seconds and 'the Old Huddie was loving it'!

But the real enchantment for most of those who had come to watch this procession of attacks on the winding road from their nearby elevated hillside vantage point, were undoubtedly the elegant 1919 Lancia Kappa Sport piloted by an equally elegant Danny Ryan in matching red racing gear, and the Wallace McNair enormous Sunbeam with the sound of its Maori engine raw power reverberating off the

Different strokes for different folks though. For me it was the very rare 1929 Alfa-Romeo Supersport which John Hearne originally brought into the country in 1987 and had driven down from Auckland for this event - so similar to the Zagato bodied GP model that I had ridden in with my father back in the 1950s. For others, the clutch of Austin Seven specials did the trick, whilst Roy Rowe in the V12 Lincoln-Zephyr roadster was also a popular and impressive contender.

At a social level, the 30% of Waitemata Branch visiting competitors mixed well with the locals, whilst drivers of older machinery rubbed shoulders all day with enthusiasts of the more recent motoring classes. Mechanical problems were minimal too, perhaps due to most entrants driving their cars to the event. The only casualty was an experimental driveshaft coupling on the Lancia, which after four runs could no longer stand the heat of competition.

Whether your preference was for large or small motors, early or late, British or otherwise, to describe this first event as anything other than a success would be an understatement. But being a 'first' means there are things to learn too. Probably the most important of these was the huge range in performance which is now to be experienced in an 'all classes' event of this nature. A review of this aspect will surely result in either changes to the course, a limitation on entry classes to better suit the course chosen, or a study of the suitability of particular vehicle types for such events. In any event, a repeat of the one unfortunate incident experienced is certainly not wanted in future fixtures. Although the planning and organisation complied with 'VCC Speed Event' requirements in every way, better communications with marshals throughout the course would also likely be of benefit in

But let the last word lie with the competitors: 'everything I had hoped for', 'best fun available while sitting up', 'a truly wonderful day, Waikato' and many more plaudits were received from departing drivers.

Join us next time!



Robert Braddock and Hadyn Lovegrove admire the Sunbeam Maori engine.



Diane Humphreys, MG J2.



Steve Aldersley Austin Seven special on the

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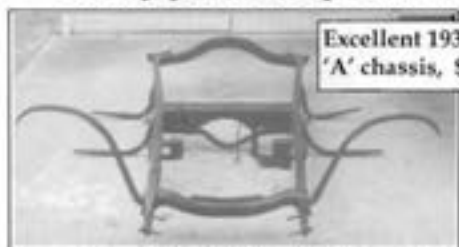
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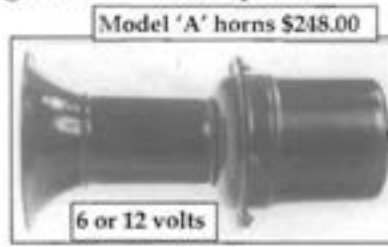
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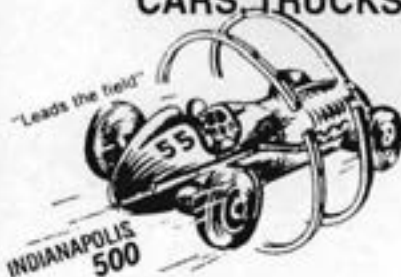
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The Rotorua Highway (near a Kiriwhiri Country)



During July a run was to be organised by Clynt Inns and as chairman of the organising committee of the largest rally ever held in the Vintage Car Club (50th Anniversary Rally) his reputation preceded him and we looked forward to an exciting and enjoyable day.

Torvill & Dean visit **Lees Valley**

Text and photos Bruce Pidgeon

Instead of just the usual phone call for these monthly runs, we had all received in the mail details of the start point at a coffee shop in Kaiapoi. However when we arrived the only occupant was a shop renovator undertaking extensive repairs and from the look of things he would not be prepared to share his Thermos with us. Clynt summed up the situation and being an astute professional led us on a brisk constitutional down the road to the Kaiapoi Bakery for our morning tea. We were confident this minor hiccup was not a prelude of things to come.

We were away by 10am and the instructions provided the route to Okuku Pass and the northern entrance to Lees Valley. As we drove through North Canterbury the effects of the "Big Chill" became more evident with farm ponds frozen over and any ground still in shade was frozen white. As we climbed the Okuku Pass the higher we went the more slippery the road became until on a down hill shady section three of the cars slid off the road into the water table. Warner Mauger in the Sunbeam slid in first, Bob Beardsley in the Alvis appeared unsure and so Geoff Owen in the Bentley applied the brakes, slid on the surface and bunted Bob up the tail into the ditch and then followed himself.

At this stage all cars came to a halt while we extracted the three from the water table. Clynt who was leading from the front had motored nonchalantly down the hill and his narrower track gave some grip compared to the larger, wider vehicles that followed. He did have the grace to walk back up the



road to see where his charges had disappeared to.

It was possible to move a stationary car by merely leaning on the back and so push it sideways on the glass-smooth ice and Leon Witte assisted Edgar Ridgen in the Bentley back astride the road crown on his own. Trying to stand upright could be a battle with gravity and three friends were all up-ended when each tried to help the other and only succeeded in going down like dominoes.

Ron Hasell in the Bentley was the most spectacular and although travelling slowly went from lock to lock at walking pace on the way to the bottom and some sunshine and safety. Once we all grouped at the bottom we met up with an opossum trapper who with cyanide tablets was trying to protect the forestry blocks.

Here we realised that Dave Richardson in "Chug" the Austin 12/4 being a late arrival at the start would probably still be behind us and would require assistance down the slippery slopes. A delay of half an hour satisfied us that he was not following and we proceeded across the floor of the valley to a suitable area for lunch.

Many of the small streams were still frozen over but the weight of the number of cars eventually broke through the ice thickness providing a steep entry and exit at slow speed. The crossing of the Okuku River was deep, swift and loose on the bottom but all cars made it safely to the other side. We chose a lunch spot just short of the curved bridge. We were all well rugged up to protect us from the chill of the keen wind when a four wheel drive arrived and the driver enquired on our intentions after lunch. We said we intended to travel through Lees Valley and out the southern end by the Ashley Gorge.

He suggested that we should go back the way we had come in as the only vehicle to make it out to the South had been a four-

wheel drive with chains. They only just made it due to black ice on the descent to the bridge and the climb out the other side. He did suggest that we would need to be back at the frozen slopes by 3.30pm and prior to the evening refreeze.

There was a certain amount of bravado that suggested we should press on and suck it and see, but in the end our diplomatic organiser gained a consensus and we returned back to the way we had come into the valley. Because there was still an element of doubt as to whether we would see our loved ones that night, Malcolm Cameron was recording the suitability of various hay sheds and shearing sheds as possible evening accommodation.

At least by going back the way we had come in we knew that there could be cyanide tablets available to us if the night became too painful. In actual fact the difference between 11am in the morning and 3pm in the afternoon meant that although a number of us still had chains on board as a carry over from the Irishman Rally, some were able to motor up the hill quietly without chains. The glazed ice of the morning had largely broken up and allowed grip to the shingle underneath.

We adjourned to the Southbrook Hotel where the warm log fire and friendly environment encouraged us to remove some of the layers of clothing and reminisce on the day's events now that the danger was behind us. We were reminded that the last time Clynt organised one of these runs was also into Lees Valley but starting at the other end and on that occasion the Okuku River was deemed too deep for us to cross.

The following day the road into Lees Valley was closed to traffic because of the icy conditions. Clynt is still wishing to organize another run to get us through this valley.

Should we give him another chance – the jury is still out on that one!



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1916-1920 OAKLAND GUARDS, BONNET, and scuttle, 1929 Oakland engine, radiator surround and headlights. Also interested in any Scripps Booth or Krit parts and contact with owners. Phone Brendon Fox 06 362 6564 or 025 471 891. Email: bdf@voyager.co.nz

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Vintage Car Club of New Zealand

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& 40th Anniversary of the
NORTHLAND VINTAGE CAR CLUB
29 - 31 March 2002

Lots of rallying, good company,
and a **BIG**
Birthday Party!

An event not to be missed!

Book accommodation now, Whangarei Visitor Bureau
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Entry forms out to all branches end of September
or contact - 2002 Easter Rally Co-ordinator
PO Box 17, Whangarei

It's been a while since we've seen you all!

NATIONAL SOUTH ISLAND EASTER RALLY

Easter 2002 • 29 March - 1 April

The North Otago Branch is hosting the National South Island Easter Rally over Easter 2002 and invite you all to historic North Otago to enjoy our scenery.

The rally will be based in Oamaru with optional activities to the outer limits of North Otago -

Excellent rally routes are being planned with various options for all classes.

Accommodation is likely to be limited so entrants are asked to make their own arrangements as soon as possible.

For further information regarding accommodation please contact the accommodation convener

Rally Chairman
Rally Secretary

Jim Boaden, ph 03 437 0452, 025 347 648
Nancy Tunnage,
6 Ash St, Oamaru. Ph 03 434 7722
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Further information from Ray Singleton 07 573 6547.

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2002 NORTH ISLAND CLUB CAPTAIN'S TOUR



The National North Island Easter Rally 2002 is being held in Whangarei next year and it has been suggested that we travel north together via the west coast, gathering late morning at Wanganui Branch Clubrooms for lunch at noon on Monday 25th March, staying over night in New Plymouth, Waingarua, north of Auckland City and then onto Whangarei for the weekends celebrations hosted by Northland Branch.

After Easter, the plan is to travel north to the top of the Island and then join the Far North Branch for their annual Brian Parker Memorial Rally before returning south at your leisure.

You are welcome to join us for the whole tour or just part thereof. The whole event including Easter will run away with two and half weeks by the time we get home.

Registration of interest and information pack to Malcolm Lind, 19 Norfolk Crescent, Feilding 5600
or e-mail : malcolm.lind@xtra.co.nz

Hawke's Bay Branch Vintage Car Club

ART DECO RALLY

For club eligible vehicles up to and including 1945

15 16 & 17 FEBRUARY 2002

For an Entry Form and Programme of Art Deco Weekend events contact:

Rally Organisers – Diane & Geoff Quarrie

Ph/Fax 06 876 4009 or email : dianeandgeoff@paradise.net.nz

or write to PO Box 1036 Hastings



CANTERBURY BRANCH – NEW ZEALAND VINTAGE CAR CLUB

NATIONAL COMMERCIAL RALLY

Labour Weekend 19 • 20 • 21 October 2002

Venue for rally to be Cutler Park McLeans Island Christchurch.
on site camping facilities available.

Preliminary enquiries and registration of interest to:

Roy Grainger, Phone/fax 03 322 7200 or write

122 Kennedy Bush Road, Christchurch 8003



IDLE TORQUE



VCC Branch Reports

Please confine your national reports to approximately 200 words!

Ashburton

Les Bennett

Our recent Mid Winters Dinner saw the largest turnout of Branch members I have seen for some time. Guest of honour was our National President Leigh Craythorne who, with husband Tony, travelled from Christchurch to be with us. The Restoration of the year Trophy was presented by Leigh to John Lovett for the restoration of his Austin A40 utility which John has owned from new. A very enjoyable evening.

The Annual Quiz contest with the South Canterbury Branch was held in Timaru on 18 August, nine local members making the trip South. Unfortunately for Ashburton, South Canterbury Branch won the contest by one point! Oh well, at least we had the trophy for one year, the only time in history.

New members: Donald and Carol Williamson with the ex-Lou Pemberton 1923 Buick Sports 55 Tourer, this well known South Canterbury car was rallied by Lou for many years, and I believe Donald and Carol are very pleased with their purchase. Ian and Nola Hydes have joined us with a 1924 Dodge truck, a 1947 Fargo truck and a 1970 Dodge Phoenix car. Jack and Helen McQuarter have joined with the 1929 Essex Super Six Sedan and the 1938 Morris 8 Sedan formally owned and restored by the late Ray McQuarters.

After being laid up for a long period, Martin Greene's 1961 Series II Bentley chassis No 896CU is now back on the road after an extensive engine overhaul which was carried out by our local Rolls-Royce and Bentley expert (and VCC member) Bruce McIlroy.

Our Vice Club Captain and Cadillac owner Bill Datlen has been busy building a VCC acceptable Ford 10 Special for hill climbs etc. I hope he is not going to fit a Cadillac V8 in it!

I believe John Charity has been gathering up Ford New Beauty parts for a road-

Congratulations must go to Diane Ross on attaining the position of South Island Club Captain at the recent AGM.

Our branch has lost another valued member with the recent passing of Eric Osborne, Eric spent his life in the motor trade in Ashburton and was instrumental in setting up a group to record the history of the trade in the district. Eric's immaculate 1937 Chrysler Sedan was to be seen on most rallies and he had almost finished restoring a Hillman Californian at the time of his passing.

Some news just to hand, Alby and Barbara Irvine have recently purchased a Triumph Stag, it seems that after selling his Vauxhall 14-6 a couple of years ago Alby had all this room in his garage.

Auckland

John Stokes

Motorcycles: Russell McAlpines 1931 BSA is awaiting final assembly. Perhaps Geoff Downs will have the bike ready for Russell's fiftieth birthday, apparently it was supposed to be ready for his fortieth birthday.

Twenty-four bikes competed in the Wet Leg Run, Ron Fey winning with Bob Masters second and Monty Wray third. A three wheel rally is planned for September, this should be interesting.

VETERAN: Peter and Andy Webster have sold their 1913 Michigan project to Bernie Snalam of Pukekohe. Neil Cox is having the motor of the 1906 Darracq balanced by Jeff Jongmans while Neil manufactures spring shackles for the 1914 Overland model 79. Neil recently obtained a motor for this car from Ashburton. George Mihaljevich's Hudson speedster has been dubbed "The Trolley" after Joyce saw the chassis being pushed out of the garage. Efforts are being made to encourage a good Veteran participation at the 2002 North Island Easter Rally in Whangarei.

VINTAGE: Alan Budgen's 1930 colonial bodied Essex coupe, ex Dick Andrews has been sold in the Nelson area. Mike McGinley has completed the skinning of his 1928 flatnose Morris Oxford roadster. Allan Albon has obtained a high ratio crown wheel and pinion for his 1925 Austin seven sports, the wiring has also been completed and the wheels are respoked. The Vintage Muster attracted thirty-eight entrants and thirty-six starters. Chairman Shirley and family planned a good run mainly in rural north west Auckland with lunch at Puhoi and a good mix of metal and sealed roads. Thirty starters were in 1928-31 cars and fourteen of those in Model A Fords, perhaps the most durable and successful Vintage vehicle built. Once again Max Colman '25 Chevrolet and Dudley Kitson '20 Sunbeam were the only rear wheel brake participants. Non competitive tourists were up on last year but we could have had more of them. Rodger and Val Ball won overall in the '30 Model A, while Owen and Jayne Hayward in the '22 Paige and Gavin and Trish Welch in the '25 Davis were first and second in the slow class. There wasn't much out of branch participation, but thanks to Les and Lesley Webster

Brown '30 Humber Snipe (Wellsford), and Paul and Kathy Collins '30 Plymouth (North Shore) for your attendance.

PV PWV: Len Whysall bought a 1934 Buick Eight series 40 at the Rotorua swap meet. It was driven up to Auckland for him. Len is well pleased with it and is attending to a manifold repair and some cosmetic touch ups. Graham Bent is doing a 1958 Morris 1000 saloon. Russell McAlpine is progressing with a 1962 Austin Healey Sprite.

COMMERCIAL: Greg Martin has completed his 1928 Model A pickup and Hans Dorbeck has his Model K Bedford bus, mobile again. Alven Bonneys KB3 International mudguards are finished. That's it for now.

Bay of Plenty

Garry Linkhorn

Monthly meetings held in July and August were well attended, with guest speakers being (July) Liam Brett Kelly, the sole pilot for the Tauranga based Tranzrail Rescue helicopter and (August) Constable Andrew Crockett, traffic enforcement branch, NZ Police, based in Greerton, Tauranga.

July's mid-week rally attracted members to a luncheon meet at Tauranga's Bureta Park Motor Inn, well organised by Jo Edlin.

The August mid-week run had members heading off to Rotorua, where visits were to a glass blowing factory, an ocean pearl farm and motor world.

The Weekend Run on 24 June (Lady Navigator Special) with 15 participating vehicles, held in changeable winter weather, over a mixture of main roads and back country roads of Welcome Bay, Ohauiti, and lower Kaimais, ended at the Wairoa River Reserve. Well organised by Jack Anderson.

Sunday 22 July was a non-competitive run with some question and answer sections, won by Athalie Davey with navigator Lois Crawford. This run, organised by our Chairman Roger Newland, started at Rapurapu Reserve (base of Kaimais on Waikato side), travelled over scenic dairy



farming areas concluding at a church in Te Aroha. After lunch members were entertained with music from a 19th century church organ played by Deidre Hamerton, accompanied by her brother John Lucas on violin.

Our Annual Prizegiving-Dinner-Social Evening on Saturday 18 August. Held at Tauranga's Fahy's Motor Inn proved very successful.

A scrumptious dinner followed the prize giving, then a fabulous floor show by a "New York-Broadway" Vaudeville show group swung into action, capping off a very enjoyable evening.

Canterbury

Tony Becker

The Grand Dance, Canterbury Branch's main winter social evening event, brought the good gear out of VCC wardrobes. A great do, this year organised by Bob and Rose Kinnaid and helpers, it deserved better support. The frosty night may have kept a few away but enjoyment inside the warm hall, rounded off with a very good and plentiful supper, was stamped on every face before returning to the crisp night air and home.

The 9-90s mid-winter Christmas Dinner drew 56 members and friends to the Rangiora RSA where a convivial afternoon was enjoyed celebrating the event.

The Kinnaids' name comes up again when we learn of the Commercial Section's July outing to Bob's garage. According to our reporter, Bob is just about a "maggie-grade" collector and gave the group of visitors almost everything old one could imagine to look at!

The motorcycle scene, in quieter winter riding mode, nonetheless excited twenty or so starters for a cold and very wet Waiau Run on the weekend 28-29 July. A few were missing home comforts Sunday morning as nothing had improved weatherwise and hot food and drink courtesy Myra Saunders plus a warm fire, made almost the only solace. Notably "Back-up Barry" kept drier!

The winter picnic had better luck and a good number of vehicles turned out for the run from Cutler Park to Orton Bradley Park on a sunny pleasant winter day.

This venue keeps getting better each year and offers some inspirational rhododendron plantings and well maintained old farm buildings to explore.

Swapmeet 2001 has one significant change for this October when a trade pavilion will replace the usual restoration centre. Perhaps there is a message here?

Sites are again heavily sought and it is hoped we don't get too much moisture meantime as the grounds are in a transitional repaired state with a number of wet weather soft spots.

By the time this is read we will know!

Eastern Bay of Plenty Elaine Proffitt

Another successful annual Lorolie Pollard Night Owl Trophy evening was held in June, the run being followed by a pot luck tea and then a sing-a-long which had those present brushing up on their nursery rhymes. The trophy was won by Bevan

and Jean by a slim margin from George and Maureen. A great evening organised by Lorolie with assistance from Garry and Liz.

In July we had 35 members of the Jowett Car Club Auckland Branch visit for a weekend social event. Five Javelins, one Jupiter and some "funny" cars made up the Jowett contingent and were joined by local Bric Bradford plus several local members cars. As some of the visitors had not been to Whakatane before, we had a two hour tiki tour to points of interest around the area on Saturday afternoon and in the evening a Pea, Pie and Pud plus dessert tea preceded some lively entertainment. This included two teams of Jowetteers arguing the for and against of whether Jowetts are Jolly. EBOP members Johnny Arbuckle and Alan Moore on saxophone and guitar and Jowetter John Holloway on piano provided music for a sing-song.

Sunday morning the visitors looked through the Watchorn truck museum and after morning tea set off on their homeward journey to Auckland, Coromandel and Te Awamutu ending a great weekend.

On the restoration scene, the A35 ute of John and Sylvia Sisson is on the road and looks just so neat and cute in its great paint and red upholstery and trim. Another satisfying project completed and added to their Austin collection. What's next John?

Far North

Dave Duirs

My apologies for not having any notes for the last issue... Dorothy and I have just returned from two months motoring around Britain. We had a wedding at the beginning of June in Gloucester and a family function in York at the end of June. The rest of the time we just roamed from day to day with no specific plans. We followed the coast all the way round and soaked in the history, countryside, hospitality and good weather with a few castles, car museums, gardens pubs etc that came our way. A great relaxing way to get the feel of the real country! Foot and mouth had a massive impact on tourism so we seemed to have the whole place to ourselves. We kept away from the cities and motorways and used the B roads and unmarked roads wherever we could so ended up in some truly beautiful and hospitable spots. Two days in Hong Kong, a miserable, cold wet drive home from Auckland and back to work the next day brought us back to the real world!

The Branch has been very active over the winter and the company of a good few new members has strengthened the camaraderie. Please bear with me for this summary of events as a detailed report could go on forever.

The AGM was well attended and the oft avoided duty of secretary was "keenly" accepted by Murray Baird. All other positions were filled with minor changes, thanks to all office bearers who give so willingly.

The Brian Parker Memorial Rally had 14 Vintage and seven moderns participate (from a '26 Chev to Rolls-Royce) and took us for a challenging gallop over the hills. This was followed by a celebratory party to commemorate our tenth birthday as a

branch. After a sumptuous pot luck dinner the tables were pushed back, the music struck up, thanks to Ces Mumby (who also received his 25 year badge) and Ivan Gerbic, and the dancing began to the groan of some old bones! A great night out! The next day 14 cars went out to Karikari to have Bob Haig show and explain his project for a restaurant, golf course, vineyard and beef stud. This is all well underway and is being very tastefully done not without hassles from bureaucracy and others who like to have a knock at any of these projects. This was followed by a picnic on the secluded beach past Rangiputa. Just as all the tucker was made ready the clouds opened which resulted in damp people and soggy sandwiches once the rain passed on.

The Mother's Day run had a novel twist. We met at the club and the guys had to make a corsage for the girls and from a line up of old photos recognise the faces, a real worry for those who could not see any likeness for their own mates let alone anyone else. The Mangonui Waterfront Café was the venue for a great lunch followed by a wet rally of clues and tulip navigation.

The Molloy Trophy Run and Mid Winter Dinner proved a great success meandering through some true back country roads (a No Exit road proving it had an exit!) which rekindled some memories for some folks. A visit to a collection of Caterpillar tractors and a shed full of old working radios was a highlight. The pot-luck dinner was up to the usual standard and many a laugh was had over the day's run.

The Annual Dinner and prize giving was held at the Fairway Café on the Carrington Farms project at Karikari. The food was amazing, a beautiful fire roared and atmosphere was great.

August's event was O'Dells Delight, a Magical Mystery tour and Gymkhana which started in the rain at Kaeo with 17 Vintage and four moderns. We motored via Whangaroa over the coastal hills with views to die for to Matauri Bay and on to the new golf complex at Kauri Cliffs where the management very kindly showed us through the very tastefully appointed amenities overlooking the Bay of Islands. Lunch was at our rally organisers, Cecilia and Peter O'Dell's lovely home, followed by a gymkhana in a nearby quarry. Blindfold driving and other activities requiring skill and brain power brought on much laughter and leg pulling, all in good spirits. Afternoon tea with our hosts was much appreciated.

The Honours Board project is well under way and two of the radiator surrounds are back all polished and ready for mounting. Peter and Judy Matthews have donated a large commercial drinks fridge, Tubby Dykins has worked on the tv aerial and video player, Peter Odell and Winston Matthews have prepared the boxing for the parts shed extension, Colleen Brownlie has worked on restoring the curtains, Naomi Mason is upgrading the telephone tree, June Baird is still wanting photos of cars and owners for the millenium album and John Crisp has plans for upgrading the library. Several subcommittees have been formed to plan for next year's Brian Parker

Rally which will be the week after the National North Island Easter Rally to be hosted by the Northland branch out of Whangarei on 29-31 March 2002. This will be a big undertaking for us as we hope entrants to the National event will stay over and join us in the Far North. So, local members please be available to assist, and prospective entrants to the Easter Rally consider having a taste of the "real far north" after Whangarei, we promise you something special.

A new club trophy is to be organised "The Matthews Brothers Challenge Cup" will be awarded to club entrants who accumulate the most points from three runs pre-selected by the Club Captain. Details are to be finalised but the idea is to give an opportunity to some of the lower place getters to be rewarded for being consistently close to winning individual events. No, neither Winston nor Gordon have passed away, but since they have done so much for the club since day one, we feel that recognition is appropriate! With our membership strong and active some further recognition of the efforts of participants will also be met.

We have welcomed several new members and had some more vehicles join us, we trust that our activities are enjoyable. It is indeed gratifying to see a good number of visiting VCC members joining our events, we have an event every month, so if you plan to visit our area give us a call and we will let you know what is happening.

Roll on the summer and some warmer weather!

Gisborne

Rodney Clague

Our Annual General Meeting was held in May, with most office holders retaining their positions, although David Clark stood down this year and his place was taken by Tony Notting. Doug Fairbank has also stepped down after several years as one of the parts team, and his place was taken by young member Glen Wells. Jocelyn Wood has joined the team as correspondence secretary, while Rosalie Douglas is now the minute secretary, Terry Wood taking over the treasurer's job.

This year's Ladies' Run saw a good turnout of vehicles including three "new" vehicles in the branch: Fairbanks' Morris 1000 Woody which had recently been acquired from the Manawatu area; Scott's; Riley Elf which has joined their 1951 1 1/2 litre Riley and the Hopps' Morris 1100. The run went through Manutuke and Patutahi before ending back at the clubrooms.

June saw over 40 members attend the Annual Dinner at the Tatapouri Fishing Club, an enjoyable evening interspersed with hilarious ditties from Mrs Editor (Janet Squires). The club night was addressed by Sam Lyle from the New Zealand Car Constructors Club who brought along his replica 38/39 Alfa 8c 2900 sports car. A lot of time and effort has gone into this machine and it sounds marvellous, even if it is powered by a Nissan motor.

The June Club run was a shed raid on a man who makes model trucks and cranes

body panels. Two models of note are a GMC crane truck as used by Monk Bros in the early days, and an S Bedford as used by Colin Isabeth. Oh to have the skills, the patience...!

July club night we visited a local panel-beater and car painter, the only LTSA accredited certifier in Gisborne, where we were shown the latest in technology when repairing damaged vehicles, and then moved on to the paintshop where we got a lesson on the requirements when using the new paints. The rigmarole, red tape, rules and regulations that he has to go through is mind blowing.

The July club run consisted of a walk up the railway line from the clubrooms to the East Coast Museum of Technology for a conducted tour of the complex, although time ran out before the tour could be completed. Museum members provided afternoon tea.

Yet another shed-bound vehicle has seen the light of day for the first time in many years, this time a 1955 Hillman Minx. It shouldn't be too long before this one is back on the road again, judging by the work being put into it at the moment.

Gore

Ron Osborne

In July we held our annual dinner and prizegiving in our clubrooms and this event was well attended. Two of our foundation members, Neil McVicar and Colin Pearce, were presented with their 35 year badges. A very enjoyable evening with a good meal and nice soft music. The highlight for our year and probably for some time was our hosting of all branches to this year's National AGM. This was held at the Croydon Lodge Complex which is across the road from our clubrooms and from our point of view went very smoothly thanks to the organising committee. I'm sure those attending enjoyed their stay in the deep south. Incidentally we last held this event in 1978.

The Southland Branch held their Annual Auction Night in late August and nine of our members travelled to Invercargill for this. From all reports they had an enjoyable evening with not too many purchases. In years past we used to be able to fill a bus to attend this event. In October we will return the compliment as we will be holding our Annual Auction.

Sunday 26 August was our opening of the season run. A bit earlier than usual but nevertheless fairly well attended with 14 vehicles taking part. After a trip round local roads taking in such areas as Croydon, Waimum, Titipua, Brydone, Edendale, Wyndham and back to Gore, a pot luck tea was held.

Our new parts department is virtually finished after two and a half years work by a dedicated team and the end result is a vast improvement on what we had before we started. We still have some sorting out of parts to do particularly outside which hopefully will be done this summer. I heard some nice comments the weekend of the National AGM by visiting branch members regarding the good lighting and the general

With spring here, and some very nice weather of late, the impetus is there to get out and take part in events coming up which include the Central Otago Blossom Festival Rally, our Annual Weekend Safari going to Borland lodge on the outskirts of Fiordland this year and a Garage Raid coming up.

On the restoration side there isn't too much to report at the moment but there are one or two beaver away so I may have something to report next issue.

Hawkes Bay

Derek Gordon

Last month our branch held its annual Lady Drivers' Rally based on a Christmas theme with Santa, elves and fairies. Everyone was dressed for the part except one fairy who was very very suspect. The weather had turned really cold, so you could imagine these people dressed in tunics and tights how cold they were, we certainly saw some goosebumps.

After the ten cars and their crews departed, those left at the clubrooms sprang into action decorating the walls with fairy lights and Christmas trees and the mulled wine was heated up in the crockpot.

The idea was that the contestants had to find certain objects as they went around the run, the last one being Santa's Grotto.

Our Santa appeared, he was a Jenny Craig version (No pot gut), his helper was an under nourished bespectacled fairy dressed in a tutu.

Off they went to a house in Te Awa Ave to set their grotto up on the front lawn, the sign was out on the roadside and they waited, the cars went past, some waved, some never even noticed them, nobody stopped. Maybe the branch will have navigator's eye tests sometime in the future. Once they were all back at the clubrooms, had several glasses of mulled wine and got some warmth back into their bones everybody settled down to enjoy themselves.

Our August Club night was held in Waipawa. This is done once a year in appreciation of the central Hawkes Bay members who travel up to Napier every month. A good attendance and a good night had by all.

On Saturday 11 August, the club held a Monte Carlo run with a good turn out of cars. Again the weather let us down turning cold and wet.

After all the cars had finished the run and everybody accounted for we settled down to a meal of fish and chips. Then came crunch time as the judges sorted out the papers handed in from the drivers. The judges had a good laugh about some of the things written on these papers and finally came up with the winners.

Horowhenua

Peter Nightingale

These notes will be very brief as all efforts are going into our 3rd Motor Show which is on this coming weekend.

Our new committee was elected at the AGM and are an enthusiastic lot. Everyone is very pleased to see the new faces on it. We are looking forward to the motoring season.

The new clubrooms are getting closer to being finished. The Thursday team have worked continually no matter what the weather. Ray Ivin keeps them all fired up with his job as tea lady.

Sunday Night 26th: Another successful motor show is over. Will report in the next lot of notes.

Manawatu

Dallas Denby

A pot-luck Christmas dinner was held on 7 July at the clubrooms and attended by about 40 members. The decorations were done by Christine Entwistle, two reindeer made from pine branches and a sleigh of flowers. A team of six people were asked "20 questions" and this caused some amusement (no-one knew what the "W" in George W Bush stood for) The Ford V8 team won.

For the July club night the guest speaker was Peter O'Sullivan a PE teacher at a local high school. He brought along some props for his hobby eg a mountain bike and a kayak. He does triathalons, but spoke mainly about the Southern Traverse. A team of four negotiated the Southern Alps for four days and nights with various check points along the way. Biking, hiking and kayaking in freezing temperatures is not everyones idea of a fun hobby. All members decided that old cars were a much better bet.

Marlborough

Graham Edwards

Since the last report which took activities up to our Annual Meeting in June, the new Committee have been busy with setting the scene for the next twelve months. The positions of Secretary and Treasurer have been filled by Alan Paul and Ian Paynter respectively and that left one vacancy on the Committee which has now been filled by Margaret Holdaway. Ian now wears two hats, being our Branch Chairman too. It's a case of two 'hats' being better than one!

Our new Club Captain has been showing his fresh ideas which look quite exciting. His enthusiasm for the task has produced some interesting runs on the Branch Calendar and is just what we need to put new "spark in the engine". Club runs during the winter have been proof of his success with new faces and vehicles showing up and talk of future planned trips should shake loose members who have not been out for some time. That is just what is needed.

Sunday, July 22: There was a half day run to Waihopai Valley and through to the Omaka Downs with 26 vehicles including four moderns taking part. Thanks to the property owners who's land we were granted the privileged to travel over, allowed for a great day's outing.

Sunday, August 12: Some moderns were included in the 21 vehicles which motored to the Branch Hydro Power Station. This time of year finds some of the Vintage cars out of warrants hence the number of moderns being used but that is better than not taking part. The winter's day was such that we all enjoyed an outdoor lunch and it was nice to have Terry and Sandra Wood with us

in their lovely 1936 Ford V8 De Luxe Sedan.

Coming events of interest: Sunday 16 September: Ladies run which will have a few interesting twists to it but I'm not going to spoil it by spilling the beans.

Saturday September 29: For a change of format this year for our "Shiny Parts Auction" we have decided to start at 10.30am with a garage raid followed by a pot luck lunch at the Club Rooms at 12.30pm and the auction will start at 2pm. For the preceding hour the parts shed will be open at 1pm.

Early in 2002 there is planned a trip to French Pass and then a crossing by punt vehicles and all to D'Urville Island. There's accommodation for the night and some different motoring to make this a very exciting prospect.

There's already a lot of interest so early booking will surely be needed.

The *Blokes in Sheds* are beavering away every Wednesday morning in our parts shed and compound. Just shows there's no need for booze and girls to keep their interest and like the parts and old vehicles the numbers are growing. There is a huge amount of spares awaiting new owners and these blokes are doing a wonderful job for us all.

Our Museum Custodians have been opening up the Museum and Club Rooms every Wednesday afternoon for the benefit of members and the public alike and give of their time freely. If you are passing through Blenheim try to make it a Wednesday so you can pay us a visit.

As you will see from the above, there is a lot of activity which will be reported on in the next issue of *Beaded Wheels* so watch this space.

Northland

Lyn Wrack

It is catch up time for me as I endeavour to fit four months of northern motoring into this column. Easter break was a quick trip over to Australia to call on members Brian and Noelene Potter who work in Roxby Downs, six hours north of Adelaide. We ventured with them up to Coober Pedy to check out the opals and wrecks there. Some good restorations just waiting for an enthusiast to take home I might add! Then we have also entertained Americans and checked out lots of tourist spots in the North Island, but still find our roads here in the north pretty tempting to absorb the scenery and just to get away from the hustle and bustle of the world! Which brings me to confirm that, yes, our planning for the National North Island Easter Rally 2002 is shaping up extremely well for a full and varied weekend of rallying, fun and most of all celebrating our 40th Anniversary. It makes me feel rather mature when I can remember 30 years of very enjoyable times we have had with events of the club.

Our incoming committee for the year has a few new faces to assist which is a very healthy sign. Keith Thomas is at the helm, with Rex Graham, secretary and his lovely daughter. Leeanne Judkins, our newsletter editor, Clubman of the year is our Club Captain, Neil Porter, who is plotting some great runs to keep us very happy, each

month, sharpening the new member's skills in interpretation of rallying rules at the same time.

The Don Dugmore Memorial Motorcycle Rally in May was very well supported with over 50 bikes participating. The rally headed to Dargaville on real biking roads.

The Mother's Day Run was again organised by the Dargaville members when 26 vehicles headed down the Pouto Peninsula for lunch at the new lodge which overlooks the Kaipara harbour entrance. The instructions were a little misconstrued by some entrants who played "follow the leader" and took to a sand hill track! Luckily a fisherman in a four-wheel drive vehicle happened to appear on the scene and rescued the stuck fleet of seven vehicles! The hour long delay meant the second sitting for the meal was well arranged!

Remember to come up on the Far North Tour, the first weekend of November. See you all then!

North Shore

Terry Dean

Hello from the new scribe for the North Shore Branch. We'll keep you posted on happenings within our Branch each issue. Over the past few months, it has been great to see some new members along on our monthly rallies. They are keen to participate and 'learn the ropes', and in turn it is great to see our members really keen to help them along. We hope to see them more and more.

July's run was a very pleasant run starting from our Clubrooms, 'Brooklands', in Albany, North Shore. We took the scenic route up around the back roads slightly north, then into West Auckland, where we followed the urban route to the Stardome Observatory. There we had a presentation on the 'Night Sky' which was fascinating. You just don't realise what our wonderful night sky has to offer! From there our members went to dinner finishing off a lovely afternoon. Thanks, Brian and Gaylene Cullen for a great day.

Last weekend (the August run) we took part in our now annual "Jitterbug Jaunt". We started at our clubrooms at 3.00pm for coffee tea and muffins, then headed off on a tour up Coatesville (where we stopped to look in the collectables shop), then on to Waimauku where we were informed about and shown the "Beattie Clubman Sports Car" built locally and exported. This is one awesome power to weight ratio vehicle! Then it was onto the Kaukapakapa Hotel where we had a complimentary glass of mulled wine or juice, and a wonderful dinner organised especially for us. The fire was roaring, the dress was 20s and 30s, the atmosphere was great. All in all another very successful day. This is definitely an annual event well organised by Ian and Bev Cole.

September sees Len and Joy once again leading our Spring Splendour Tour which this year will be up north to Dargaville area. Can't wait for that one, as this also is another great weekend of camaraderie.

Dallas McNeil is moving along with preparation of his 1936 Buick Roadster

Roadster. Also Henry Rynbeek has acquired another Packard to add to his stable. Other members are getting their cars ready for spring and summer.

Preparation is well underway for our annual Swapmeet and All American Car Show on the weekend of 24/25 November 2001 at "Brooklands" in Albany. We would love to see American cars from all over NZ! This is the biggest gathering of American cars at any one event in the country! See you next issue.

Otago

Olly Laytham

Another successful Autospectacular was held 7 July in conjunction with the NZ Post Vintage Car Club at the Edgar Stadium. The covered space available was enlarged enabling a greater number of exhibits and stalls to be accommodated. The public attendance was also larger. The hard-working organising committee, a combined unit, were well pleased with the result of their efforts. An out-of-town venue was chosen for this year's Annual Branch Dinner and was well supported.

A Mid-Winter Blues Run attracted a couple of dozen vehicles and also served as a celebration of popular member Jack Harrison's 75th birthday, a cake being cut at the post-run afternoon tea at the clubrooms.

Entries for the ever-popular Dunvegan Motorcycle Rally (6-7 October) are coming in as expected by the organising committee.

During the winter, guest speakers and video showings have sustained the interest of members on club nights.

Rotorua

John Kirkland

Greetings from New Zealand's most pleasant place of pungent pong! No our club has not gone into recess, in fact over recent months the level of activity on all fronts has been on the increase. The fact that there has been no report from our part of the country has more do with a lazy scribe than anything else.

From Friday night fish and chip video evenings to mid-week group runs, to other monthly social gatherings, to excellent monthly meeting guest speakers, to the usual monthly rallies and runs and finally to our annual swap meet, Rotorua has been alive with activity and enthusiasm.

Midweek group runs have been organised by Myrtle Fleet, Reg Munroe and Ralph Bennett and have visited such diverse places as the Tirau Castle, Lake Tarawera and a glass blowing factory.

The Friday night F & C video evenings have proved extremely popular, as have the standard of monthly guest speakers. May's full club run took 17 vehicles to Taupo. Nothing much in that, everybody knows Taupo and the State Highway 5 connecting the two towns is one of the most popular in the country. However outgoing Club Captain Malcolm Foster planned the trip using back country sealed roads over Ohakuri and Whakamaru hydro electric dams and through some of the best picturesque farming country you would see. Of the 17 vehicles, only three were Vintage. *Evergreen* Bill Shelton (Austie T), Doug

(Model A Ford) carried the flag for vehicles in this class and the rest I would class as relatively modern. Which leaves me to ponder, where have all the old vehicles gone. Other runs have been a country trip to view some large and rare parrots, while some members competed in the Waikato 50/50 rally. Other members, namely Cliff Wickham, Doug Green and Frank Maxwell competed with distinction at the National North Island Easter rally winning the Maxwell team trophy plus other trophies as individuals.

The annual swap meet was a "boomer" to say the least. The weather, the crowd attendance and ultimately the bottom line "net profit" exceeded past year's results by the proverbial country mile, and, as new Club Chairman Cliff Wickham remarked, the success of the day was in no small way due to the willing participation of so many of our club members.

Nothing much is happening on the restoration front, although new member Trevor Coker has an interesting project on the go. Interesting may not be quite the word to describe it, more like mind boggling. He is not restoring, but is assembling from various sources, parts to make up a 1926 Chev Tourer. Now the only thing he had to start with, believe it or not, was a hubcap. Yes a hubcap and its all gone on from there. Today he has a garage full of just about every available body or mechanical part pertaining to a 1926 Chev tourer and has evidently sourced parts from all over the North Island.

Another new member, one Grant Cameron is the custodian of the very unique vehicle indeed. It is a one owner 1924 Ford T, originally purchased by the late Mr Ray Gore in Palmerston North in 1924. The car is still in the Gore family and the old T is still in its original form, a little tatty now I might add, but only in need of a little TLC and we'll have it up and running again. The family still have the original bill of sale I understand.

My old 1919 Ford T is also on the road having been mechanically refurbished by that master craftsman Owen Goldsmith at Pyes Pa, Tauranga. Well that's all from "smelly valley" just now. Remember, let's get those old cars out and on the road and use them regularly. The more we use them, the more aware the public becomes of old vehicles and maybe a spin off could be a boost to club membership. National President Leigh Craythorne's excellent editorial (issue 249 April/May) is well worth a read on this topic.

Southland

Dave Harris

The Branch Annual General Meeting has seen a change at the top with Ian Ridd taking over as Branch Chairman. Dave Harris remains on as Branch Secretary.

There have been no Vintage runs as such in the past couple of months but a Poker Run was held with any vehicle being welcome. This event was held as a fundraiser for the organisation of the 2003 National Motorcycle Rally. Entries were accepted from all in each vehicle, and virtually all the 60 forms printed by organiser Doug Willie were used. Many got away to a rela-

local area, picking up cards at various locations (many of which seemed to be at local Hotels!). Final checkpoint was at the Clubrooms, and the organisers provided sags and bread to all who stayed.

The July Branch meeting included a workshop organised by Ian Ridd in an effort to find out what members (at least the 20% who were at the meeting) wanted from the Branch. Everyone present took part willingly in this and some changes can be expected from the results.

South Canterbury

Bill Weir

It was with sadness that we heard of Owen Jones sudden death in July. Owen had been a long term active member of our Club and will be missed.

The Autumn Rally season saw three events run after the Mid-Island and Mystery Rally.

PV, PWV, P60v Rally 27 May. This proved to be a popular event with 45 vehicles taking part and a very diverse range of makes was represented. Alan Ferguson did warn us not to follow-the-leader, and it was lucky he did so, as due to two different routes being allocated, cars were going in all directions around the Pleasant Point area, most interesting! Afternoon tea and prizegiving were held at the clubrooms at the completion of the run. It was great to have a large contingent from Ashburton attending, we hope they enjoyed the day, also very good to see the mighty Goggomobile of Ian Brooker from Christchurch was entered.

Our All British Day was another popular event. The Caroline Bay carpark was jammed to the gunwales as people and vehicles assembled for this annual event. Branch members and visitors from as far as Balclutha, Wanaka and Christchurch totalled 94 for the event. The day was magnificent and the weather even better.

Stuart Hatton once again organised a well attended End-of-Season Run and this has concluded our motoring programme until September.

Member David Diamond must have been great mates with world renowned motoring writer, Eoin Young in his younger days, going by the four page spread on "Diamonds in the Paddock" in the July issue of *Classic Car* by Eoin. The article was very good, harking back to David's early motor racing exploits and his experiences while working for South Canterbury's motoring icon, Ernie Sprague - a bit daunting though to open the magazine and be confronted with two full page spreads of Diamonds' "spare parts paddock" - great reading David.

South Otago

Bill Cross

The Branch notes in *Beaded Wheels* 251 had a mix up with the Stuarts, as it was Stuart McElrea who made the motorcycle trip of India.

Annual Elections saw a change at the top table with Tony Smith as Chairman and Keith Collier as Secretary. Paul McNabb carries on with the finance job, as does



A Sunday visit early last century to William Gyatt at Warepa. Photo supplied by Bill Cross, South Otago Branch.

continues to produce the monthly newsletter. Allan Budge is parts convener assisted by Phil Sell and Angus Katon and Ian McDonald as librarian. Committee members Dean Katon, Leon Maguire, Stuart Milne with John Cook as custodian, Stephen Kornyei, auditor.

The club rooms have had a make-over with alterations to accommodate a trophy cabinet by Jim Beeby, Wally Ollerenshaw and Leon Maguire. A plaque has been settled on for the branch's annual Weekender and the design from the pen of Jim Beeby. Jim also presented a very fine pictorial record of branch rallies and activities covering from 1990. Angus Katon (1954 Triumph TR) and Wally Ollerenshaw (1952 MG) have been busy during the winter months motoring on the Southern Classic and the Tansley Topless tour.

John Gold the local upholsterer gave a very informative talk at the July meeting.

The Blue Smoke Brigade is now gathering more strength and intends running a moped rally on 2 December 2001. A committee of Neville King (convenor), Bill Falconer, Ian McDonald, Allan Budge, Jim Beeby and Graeme Jarvie are to organise the event.

South Waikato Dolphy Mathis

June started with our branch gaining two new members. Judy and Murray Haycock who will be entering the Vintage motoring fold with their 1930 Model A Ford Coupe. We look forward to seeing them in future events, as it is nice to see more of these older cars.

At this time our Branch is busy making plans to celebrate our 25th anniversary, which is to be held on 7 October next.

A number of our members attended the Rotorua Swapmeet, which is always a well-supported event. It is quite incredible that with such a large array of parts it is still not possible to find what you are looking for.

Our next run will involve AFS students. They will act as navigators, who will hopefully lead us to Okoroire where we plan to meet for a picnic with the Bay of Plenty branch.

Our new Club Captain, Mike Mathis, with his family while returning from Southland, visited the Croydon Aircraft Company at Mandeville, where they restore old aircraft. This involves making new wings, which are then covered in fabric, new fuselages, fuel tanks and engines rebuilt. They saw a Beech 17c Stagger

were also three Tiger moths completed and ready for delivery. A most informative and interesting visit, said Mike. They also have their own air-strip and test pilot.

Taranaki Colin Johnston

Some 8mm films have been transferred over to video and were shown at the July Noggin 'n Natter. They were taken by a Taranaki Car Club member, the late Mr Gordon Lawrence of New Plymouth, around the 1956 era well before our branch was formed. It showed future VCC members at these events who joined our club later. Healeys, Jags, Triumphs and Morris Minors were shown racing at Ardmore and also a lot of local scenes and the very popular flying start at Tikorangi in Taranaki. Humber 80s and Vanguards were also racing and all who viewed them thought that they are an asset for our Club's important history and have now been added to the branch's library.

Des and Colleen Moore of New Plymouth have now sold their beautiful 1938 Buick 8 Convertible to a buyer in Adelaide Australia. We are all sorry to see this car leave Taranaki and New Zealand but unfortunately a local buyer could not be found after extensive advertising. We are thankful for the years that the car has graced our roads here as this was one of only seven examples of this model left in the world and the only example left in New Zealand. Des and Colleen had many years of enjoyable driving and will have special memories to keep and I remember the time that I was a passenger in the rear seat when we attended the big International Rally in Christchurch.

Dave and Pat McDowell put on the annual Brick Run Night Trial in May. As they were the winners last year they had to organise this year's event. They were helped by Mark Vercoe and a good turnout of entrants made this event very successful.

Our annual Mountain Run was attended by over thirty vehicles and although the weather was fine no snow was around the mountain house area. After lunch some of the more hardy members traversed the roadway on up to the plateau to see the splendid views.

Beryl and Jim Watson's Momentous Monumental Meander was held in July and an excellent number of entrants had a very enjoyable fun run leaving from the port and travelling around New Plymouth then out to Bell Block. We then travelled out into the country and into the Lepperton area. Being non-competitive and untimed we were able to stop at points of interest providing a lot of conversation back at the clubrooms. A lot of research must have gone into this run. Well done Jim and Beryl.

It is sad to report that our branch lost one of our foundation members with the death recently of Sue Matthews. Sue was one of only four present-day members who were members in the first financial year of our branch in 1961. You will find an obituary for Sue elsewhere in this issue. Our Branch

President Ian Bleakeley, wrote in his monthly report that the Vintage movement creates many opportunities to forge new friendships and to travel and see our country in more detail than we possibly would if just holidaying in an area. The knowledge and expertise among our members is of value to all and is usually given out freely.

I am sure everyone would agree.

Waikato Jan Dearlove

Even though we are in the depths of winter and experiencing very cold conditions for the Waikato, we are still pulling out a great number of vehicles on our Club Runs. The Mid Winter Madness Night run was a deceptively easy route, with only a few going exactly where intended. The finish was at the Clubrooms where we were welcomed with hot soup and supper. In August an Antiques & Café Run attracted a surprising 34 vehicles. For this popular run we assembled at a Cambridge café for our shot of caffeine, with time allowed for checking out the local antique and art shops. We then had a leisurely run through the winter countryside, stopping at Karapiro for lunch, and continuing away from the main roads to Tirau. Again we had time to peruse the many antique and craft shops before regrouping at The Castle for afternoon coffee and inspection of their toy and doll collection on display.

Our Club Nights have latterly had a wide variety of interesting speakers, with In Car Entertainment systems, a NZ Army Medic telling of his experiences in East Timor, and one of our members sharing his lifelong experiences in the plant nursery business.

These are exciting times for the Waikato Branch as we begin to see the results of the energy that so many of our members put into the car raffle drawn at Rally 2000. This money, together with various grants applied for and received, has allowed the planning to proceed with the redevelopment of the Clubrooms and grounds. The expansion of the grounds into the adjoining area is almost complete. This area, shared with our Scout Group neighbours, has given the Club much needed space and has already been attractively landscaped. Very soon building contractors will commence on the extension to the Parts Shed and Library, providing much needed storage for the parts presently stored off-site, and a safe, more convenient situation for the library.

Wairarapa Frances Elwin

The branch has been a little quiet over the last couple of months. Winter being the best time for repair jobs on vehicles ready for the summer rallies.

Our branch chairman and vice chairman attended the National AGM/Executive meeting in Gore. Confirmed at this meeting was the VCC AGM 2002, which will be hosted by the Wairarapa Branch. Venue to be Copthorne Resort, Solway Park, on 17 & 18 August 2002. Our two members who attended the Gore meeting had a very interesting tour and weekend. Rallies over the last few months have been well attended.

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Peter Chisholm went south to Martinborough, members were given a questionnaire sheet, which caused a few headaches as well as smiles.

Our Annual Austin Run was held on 18 and 19 August. Again this rally was well attended with 28 cars the rally headed south to travel around western lake across the floodgate and onto Kahutara where the local CWI put on a home cooked lunch. Members then travelled back to the clubrooms.

The result of the Peter Smith Memorial (Vintage Austins) saw Bernie and Joan Svendsen, Feilding 1937 Austin 12/4 Ascot in first place with runner-up going to Doug and Caryl Banks of Eastbourne in another Ascot.

In the Flying A class (later Austins) first place went to Steve Robert, Lower Hutt in a 1951 A40, second place went to Peter and Evelyn Chisholm of Masterton in their 1948 Austin 10.

Our Honorary Austins saw Kevin Hickland in his 1929 Chev truck in first place, second place went to Graham Lewis in his EH Holden.

One of the cars which stood out on the day, was a rare "Top Hat" 1928 Austin 7 so called for its high roofline. Congratulation to the organisers for a great day.

Waitemata Keith Humphreys

The Waitemata branch continues it's frenetic mid winter activities with a string of well supported runs and social activities.

The Annual Mid Winter Dinner at the remote west coast Whatipu Lodge was as enjoyable and as hilarious as ever with "Santa Claus" in the form of a "Corporate" Santa Claus, Michael Greig and growing to fill the part ably assisted by John Gairdner. The ability to stay overnight certainly removes some of the constraints usually imposed on motoring party goers.

Our AGM followed it's usual low key relaxed format where the free dinner is almost more important than the official proceedings. The status quo was maintained with the sole movement being Ryan Mac Donald stepping down and being replaced by Peter Bruin. The sole subjects for serious debate were the efforts of Motorsport New Zealand to encompass the Vintage Car Club, which met with a resounding NO and the intention of the National Executive to purchase a property for it's headquarters, which also met with a resounding NO!

Ryan's swansong was the R'Oilcan Rally organised by him as winner of last year's event. As always, this was well supported with an excellent entry of 30 cars. After taking us north, in fine weather for a change, we ended up in Whangerei where after a well received and deserved meal, Allan Booth was declared the winner (poor sod, as next year it's his turn, although it already sounds like he's got a trump card up his sleeve.)

Booth's High and Dry, an annual run also organised by Allan took a good number out west with a surprise visit to the home of Richard Langridge where we were able to inspect a most incredible collection of Rolls-Royces as well as a number of other very desirable cars. To say it left us breathless

The meal at Lopdell House in Titirangi was superb for a fixed menu type situation.

Indoor Go Karts for the adrenaline junkies seems to be losing popularity, but as always, those that attended got their motor-ing thrills without the worry of the increasingly heavy hand of the law.

Wanganui Fay Chamberlain

Several important milestones in the Branch this past month or two. We have lost a dear friend with the passing of Mark Spedding, and only this week, another "gentleman" of the club's older days, Colin Ardell. But to cheer us up, along came Len and Lou Browell (both in their eighties) who celebrated with us at the clubrooms their diamond wedding anniversary, a great afternoon it was too!

It's all go now with the clubroom extensions. The permit has been given, tenders accepted, and it's all "bees round the honey-pot" from here on. By summertime folks, we'll be well worth a visit.

Though it has been a bit off-season for rallying, several members enjoyed the Sunday spent with the Flying A club at Tokomaru, and Club Captain Mike has another "all day" run (or should I say "bus" trip) to the Hutt Valley. This time it'll be the Vauxhall/Bedford Club as hosts.

The Shiny Parts Auction was well attended. \$335 was raised, but this was secondary to the fun had by all. Isn't it amazing how folks will brave the howling winds, pouring rain, freezing temperatures just to be sure to be there to bid for Noline's pickles and Dorothy's famous fudge? (at twice the price of the retail shops?) ... but hey, well worth it.

With Keith and Ian back from the AGM in Gore, plans can now go ahead full steam for the 2004 celebrations now it's been confirmed we're hosting the Easter Rally.



Our guy with the oilcan, fellow auctioneer, Ivan Kendall.



Our authoritative auctioneer, resident in

and the whole country gets to enjoy our 50th birthday!

Wellsford Alma Henson

The bane of our recent Winter Woolleys Wander, the rain, held off until the run was over. No doubt accompanied by the organisers sighs of relief. Our thanks must go to Martin and Margaret Howson and their helpers for finding and manning some new roads for us to discover. Tom and Maureen Belch's flat tyre flattened their hopes of finishing. After trying several garages with no-one prepared to help, finally headed for home. Our own Dodge had been "missing" most of the morning and finally stopped. Although not one of those slender model types I tried the recognised sign of raising my skirt and using the appropriate thumb sign. There's no doubt about it, it works. Soon had plenty of helpers. The outcome, a cracked rotor. With the assistance of Paul Collins and Geoff Ellis and his trusty pocket knife we were soon back on track. The unluckiest entrants on the day Lynne and Owen McCaughey had the misfortune to have their car not playing the game on their way up. They returned home for their modern. Wilbur and Ayleen Brown provided accommodation. Found out later we knew Lynne 30 years ago. The evening dinner was at the Warkworth Bowling Club and with Julie at the helm we are always assured of taste tempting menus. The Haggis piped in, in the traditional fashion with sword bearers and the mandatory bottle of whisky set the tone for the evening. Being classed as the roughest table in the room didn't stop them from being the only table to have stacked their dishes. Congratulations Waikato. Sunday was still overcast but a good number turned out for a short visit to an antique shop, where Gloria Lowrie acted as cashier, and two wineries before a barbecue lunch at the Sandspit Motor Camp. While some had to leave early a few visited Wilbur and Ayleen to see their Eric Campbell and the Metz in the process of being restored. July's outing was a dinner at the Bridge House in Warkworth. Clive Nicholls was presented with the Clubman of the Year trophy. August's run on the 18th was through the streets of Warkworth before heading to the new subdivision being prepared at Omaha. A beach front area five kilometres long is also having two tennis courts and a second golf course. Imagine golfers playing a round on the north end in the morning, having lunch at home, then play the second round on the southern end but seeing that some sections are priced at \$500,000 bare, entitles them to some small compensations. Our evening finished at Robyn and Nigel Hawkes for a pot luck barbecue. John Downie and his son almost made it on their their motorcycle. Broke down just outside Nigel's gate. The threatening rain held off till we were heading home.

New Member Gary Steele, Gary has a variety of cars. Will detail later. Taranaki member Lorraine Brown is moving to our

Susanna Frances (Sue) Matthews

Died 1 August 2001 aged 80 years

Taranaki Branch

"I don't care about the rain for I love the thrill of driving old vehicles" was the comment made by (Sue) Susanna Matthews when she was interviewed by a reporter just before she departed driving her open cab 1925 Dennis Fire engine for the big International Haast Rally in 1965. Quite a feat for this hardy woman and one of her girl friends, considering you had to crank the Dennis to start it each time let alone thinking about what the petrol bill would be. When she arrived in Wellington the fire engine had to be craned on to the ferry for the journey across the strait but she returned back home after an interesting Rally and the great experience of driving an open cab heavy vehicle over different South Island roads.

Sue was a foundation Member of our branch and had the distinction of being the first female committee member elected at the inaugural meeting held at the YWCA Lounge in New Plymouth on the 15th September 1961, and up until her death was one of only four present day members who were mem-

bers in the first financial year of 1961.

Sue worked as a public health nurse in various parts of Taranaki and became a popular and well-known identity but never married. Her nephew Mr Rob Thompson of New Plymouth, also a foundation member navigated for her on several rallies. In the golden years although she was not actively involved in the Club she always maintained her interest and still owned a 1927 Austin 7 Special and a 1930 Austin 7. The 1925 Dennis fire engine was given to the Motat Museum in Auckland many years ago.

Presented with her thirty-five year badge at a Noggin and Natter Sue gave a very varied description of her life and interests and recalled the exciting times of the early days in the Taranaki Vintage Car Club movement.

"People are a challenge," she said late in her career: "As I see it, a public health nurse's job is basically a simple one: to make life a bit more workable and happy by keeping people healthy."

Born into an Inglewood farming family, Sue attended Inglewood Primary School

Ohan Station to the Mount Cook rally could go ahead.

Owen took part in rallies all over the South Island. He preferred to take part and enjoy the run rather than compete for silverware. His aim was to complete the run, enjoy the company and make it home safely.

He restored a 1942 Willys Jeep and enjoyed the off road rallies and the camaraderie of fellow jeepers. His love of the Jeep took over from the Model T and it was also rallied at VCC events.

He was given the opportunity to restore the 1930 Rugby truck which his father purchased new and was well on with this project at the time of his sudden death. To help with patterns for this project, as the remains located were in a very sad state, he imported a 1930 Durant Coupe from America. On arrival this vehicle was found to be in good running order and much too good to wreck, so sits in a corner in the shed awaiting a little TLC to bring it up to WOF standard. Over the years he has also owned an Austin Seven truck, a 1928 National Chevrolet car, 1930 Harley-Davidson and several Model Ts.

Owen was Chairman of the South Canterbury branch for three years and helped organise many rallies. During the 1979 National Vintage Rally Owen was joint Chief Marshall and his wife Joyce, the secretary. Both positions involving countless hours of meetings and work.



Owen and Joyce at the Hermitage on one of the many Mt Cook Rallies they attended.

and Stratford Technical School before working on a poultry farm in Henderson from 1937-39.

Early in World War II she sought her father's permission to join the Women's Land Service, which had been formed to allow "land girls" to work the land while the men were away.

She recalled later that when the rubber shortage hit New Zealand, the Government issued women in the Land Service with wooden clogs to wear in the milking shed - and No. 8 wire was attached to the soles for traction. "The cows went crazy with the clatter they made, and when the No 8 wire wore off, by gee you went for a skate!"

From 1946-49 Sue trained as a registered nurse at the New Plymouth Hospital, working there as a staff nurse until 1951. Her later postings were to Urenui, Inglewood, Tarata, Whangamomona, Hawera and New Plymouth. She also worked briefly in London as a health visitor, and nursed on Great Barrier Island.

Over the years she gained a Plunket certificate and maternity registration to add to her qualifications in public health nursing, and became a registered midwife. Sue retired from nursing in 1986. In 1999 she received a New Plymouth citizens award.

The branch extends its deepest sympathy to Rob and all the family.

Colin Johnston

Owen Llewellyn Jones

13 July 1940 - 16 July 2001

South Canterbury Branch

Owen joined the VCC in the early 60s, but always had an interest in old vehicles.

He restored a green and black 1921 Model T roadster and with his family took part in local picnic runs and rallies. Not easy with Mum and Dad and three children all in a roadster. Very rarely was this car seen with its hood up as Owen could hear too many rattles so preferred to motor with it down, no matter what the weather.

One of the main rallies the family took part in each year was the Mount Cook Commemorative Run. The earlier years were not over the super highway that we travel on today. The old road was more like a river bed in places and yet no-one complained. It was a lot to tackle that rough old road and no one tackled it with more gusto than Owen and his little Ford. He is probably the only person to have completed 30 consecutive Mt Cook Rallies in the same vehicle. There were only two occasions when he broke down during this event but, with roadside repairs, he always made it home. Many times he was responsible for helping other competitors make it home. During the fuel shortage he arranged and transported fuel so Ben

Owen and Joyce were regulars at the Canterbury Branch Swap Meet every October. One year Owen arrived with a Gypsy Moth engine mounted on the back of his truck. It took little encouragement to start it up, you can imagine the panic as the propeller, which was mercifully encased in a wire cage, blew paper from the neighbouring stalls all over the place. The complaints from the organisers and others were greeted with great amusement by Owen.

At the time of his death he was also outfitting a Toyota coaster as a camper to use in his retirement. He was a man with many talents and very clever with his hands as showed by his other interests in ham radio and aeroplane restoration (old ones of course) and vintage tractors.

The branch extends its deepest sympathy to Joyce and all the family.

From notes supplied by Joyce Jones



Behind The Wheel



1934 LAGONDA MR 45

Text Scott Thomson



Going for it! 1997 Dunlop Targa. Photo: Positive Images

IT'S A BIG STEP UP.

Right foot on the external rest, left leg over and into the high thin red car.

Up in the world, about as good as it gets for anyone interested in old sporting cars.

Most people have heard of the Bentleys at Le Mans ... and the Jaguars.

In between, in 1935, a less well known make also pulled off an epic British win in the 24 hours, against odds.

That car was a Lagonda MR 45, registered BPK 202 and the car I am allowed to drive is the team mate, BPK 203, long term resident in New Zealand and property of friend and fellow competitor Alison Moores. That day in 1935 BPK 203 was running handily in third place when gremlins struck, but there's a plaque on the dash that tells us it too finished back in thirteenth place.

Race Bred

Lagonda had been building smaller cars for almost thirty years when they scooped up a supply of Meadows engines as used in the defunct Invicta car and launched their 4½ litre at the 1933 London show.





Targa Trim. Alison Moores with Karen Faulkner. Photo Alison Moores.

Some say they got the motors quite cheaply and certainly the Lagonda company, like Invicta, was in major financial trouble.

Enter Lagonda agent Warwick Wright and tune up specialists Fox and Nicholl. Between them they set up a team of three for the 1934 Tourist Trophy race (see *Beaded Wheels* 246). BPK 201 and 202 went to Fox and Nicholls long term drivers Brian Lewis and John Hindmarsh. BPK 203 completed the squad with a big placid man driving, John Cobb. He was destined to be world land speed record holder. Though big-engined cars were heavily handicapped, the Lagondas ran well, finishing fourth, fifth and Cobb eighth, just missing the team prize.

Fox, who had done race prep work for Talbot and various British private entrants, saw the potential for the longer Le Mans. He bought 202 for Hindmarsh to drive in France with Louis Fontes as co-driver. Old-time Bentley boy, Dr JD Benjafield bought BPK 203 and found a former team mate, Sir Ronald Gunter, to share the driving. Fox prepared both cars but it was too late to save Lagonda. Within days they were in receivership.

Impressions

Behind the wheel there is plenty of room, specially leg room. Alison needs a slim cushion to reach the pedals. For me there is no temptation to crouch over the wheel or possibility of taking a laid back boy-racer recline. I felt as if I was sitting to attention, arms straight from the shoulders, fingers tucking into the coarse grips on the front of the rim, presenting the car for inspection. Strictly regimental.

Looking ahead through the two aero screens the fold-down main screen is flat on the wine red bonnet, ready to be raised and

support the homologation hood. Out beyond the leather bonnet straps is the quick-action radiator filler. The big twin headlights seem to have huddled close in to the radiator – not for warmth but to reduce frontal area. The centre pass light is not visible from the cockpit. But the front mudguards both are moulded close to the 550 x 19 Lucas tyres. (600 x 19 were fitted in the glory days.)

The impression is of a thin car, mean....and business like.

Instruments

Starting from the instrument on the left there is a Ki-gass primer and the starter. (Starter and I are old friends. Struggling out of Manfeldt rain in under the raised hood I nearly kick started the Lag.)

Next comes the clock, a speedo and a dash light which covers headlight and ignition switches, ammeter, and the fuel gauge. The twin ignition can be checked independently, aircraft style. And all the wires to that panel can be quickly checked. It is detachable.

Still moving right we have a big rev counter, red-lined between 3,800 and 4,000 and the means to do something about it. That is to say a hand throttle on the dash, and ignition advance/retard on the steering wheel. Over at the right there is water temp, oil pressure and oil temp and the means to do something about them – a hand control for a five-position radiator shutter. All very logical. Down on the floor is a powerful fly-off type handbrake and ... oh no! The accelerator is in the Middle between clutch and brake. "Remember that," the owner tells me. She drives first.



NEW FIELDS FOR MEADOWS

An engine rated by the Royal Navy at 100 bhp continuous at 2,800 rpm may not seem the first choice for a racing car. Marine and military use was the destiny of the majority of these Meadows motors.

As introduced in the Lagonda car, the 4.5 litre engine gave 115 bhp at 3,200 still on the Admiralty approved compression of 6:1.

For the TT race, Fox and Nichol raised this to 7.6:1 using a thinner gasket and lightweight pistons. Special crankcases were made from RR 50 alloy with the crankshaft big-end journals enlarged from 2" to 2 1/8". The connecting rods were changed from split end to plain small ends and lighter valves were used. All this increased power to 140bhp at 3,800 rpm. Scintilla horizontal magnetos replaced BTH units and many of these modifications were incorporated in the Lagonda M45 Rapide road car which was good for about 124 bhp.

For the racing cars (and later Rapides) the chassis was shortened six inches to 10'3". Andre Luvax hydraulic shock absorbers were added.

Thus in 1934 TT trim BPK 203 and sisters had about five horsepower more than their immediate rival, Hall's Derby Bentley of 3 1/2 litres which had a marginally higher compression. Both types would be closer to the standard product than MG which won the TT in 1932. Though breathed upon, the Lagonda demonstrates that the trend away from standard to outright racing cars was successfully reversed in 1934.



Under the bonnet. Photo Scott Thompson



Lagonda layout. Photo Scott Thompson



The 1934 TT. Photo Scott Thompson

Moving

When BPK 203 arrived in New Zealand the engine was apparently a bit tired and tacky. Not now.

It starts instantly and runs smoothly, nothing racey or freaky. One of the strong impressions remaining of this Le Mans pacesetter is of a very nice machine for just pottering along. Not many really fast cars of that period were quite so happy to go slowly.

Ride has a Vintage feel, a good Vintage. Feel the bumps while the long chassis and springs sort them out.

Some twisty hill road appears, tight with tarseal soft in summer heat. Alison decides to put a snap into it and hurls the big red car through the corners, with the odd yelp from the tyres and a sizzle from the Brooklands style fishtail exhaust. It's fun – and obviously physical behind the wheel.

I'm impressed.

I remember back to a Targa rally stage, Alison blatting past me to the Tauranga motorway. Up came a roundabout where the previous year I had got a bit back with my little car on her other famous family flyer, the green Talbot. Fat chance with the Lagonda. The race bred red just hunkered down leaving me to sit and watch the race sorted shockers and springs working as it pulled away through the corner.

They talk about "thoroughbred" cars. This one drives that way.

Driving

My turn. Starting with a three point turn on a rather narrow road! It is a long car, even though shortened to 10'3" wheelbase for racing. Clutch is sweet while I try to remember where the go pedal is.

Steering isn't light at those speeds, but quickly smooths out on the move so that in a straight line it steers itself, save for a little wrist guidance. There is a slight tendency at present to drift left, I'm told, but it is scarcely noticeable. Down hill specially, there is a tendency to understeer on a trailing throttle. A bit of power smooths progress. I guess there would be a difference between full and empty tank – a 27

gallon tank at the back of a 27 hundred-weight car.

Home for this car is on the long distance road races or rallies. It is a big strong machine that will go and go, having an affinity of feel with the C type Jaguar. It is not intended for gumboot throwing gymkhanas or squiggly little modern artificial circuits.

On the road 2,000 rpm equates nicely with 60mph in top. There is little fuss as the speed rises and Alison says it is like that right on up to the ton. Doug Nye who drove this car in Britain went on record about "real neck-bender acceleration". I took it to a satisfactory 2,400 in 3rd, about the equivalent of 75 in top.

My respect rises for the drivers who went on for four or five hours around the Ards TT, through villages, round hairpins and over hills and bumps, averaging almost 80mph. With a maximum a bit over 100, that means a lot of very serious 80/100 mph driving, wet and shine. And remember, none of these cars crashed or failed to finish at either the Ards or Le Mans. It was a privilege to see it so often and so close in the Dunlop Targa.

That Gearbox

Brakes are good, the handbrake being way ahead of the usual, a real stopper.

Many accounts of the 1935 Le Mans race tell how BPK 203 stuck in top gear in the closing stages and dropped back. Now I've been to Le Mans and driven BPK 203 and with its excellent top gear performance I can't see how it would have lost something like 180 miles, (say 20 laps) to the winning Lagonda just because of that.

The answer may lie with the recollection of a French driver, Just Vernet, who was running an old Lorraine that year. Vernet stated that the driver of the winning car abandoned it out on the circuit. Back at the pits he received a pep talk plus the ABC of gearboxes, went back, restarted, and won.

No race report credits 202 with that sort of lead, but it may well fit 203. The good Dr Benjafield was no sort of mechanic, but he was a very intelligent man, able to carry out



Celebration of a new Millenium. Photo Alison Moores.

instructions from mechanics who could not lay a finger on the actual car at that race.

The plaque on BPK 203 was hard earned.

And afterwards

Apparently BPK 203 did not do a major race again. The other two 1934 cars were seventh and eighth in the '35 TT. In 1936 Alan Good had bought the company and laid down four broadly similar cars. WO Bentley was appointed chief engineer and in 1939 two V12 Lagondas of entirely new design were placed 3rd and 4th in the 24 hours.

BPK 203 passed through several hands. Alison's great friend Robby Hewitt made sure it came to her when she died. Previously Robby had also owned BPK 201, "Jenks" driving 203 on occasion.

Cruising happily home, waiting people could hear our excited chatter as soon as they could hear the car. A week or so later I met car and driver again, quite by chance, a boat now lashed to the back of BPK 203.

I gather that on the eve of the Millenium the old red racer was taken out for a personal champagne at sun up.

It is a car to get excited about. A car that gets used.

Alison Moores enjoying the view from the cockpit of her 1934 Lagonda. Photo Scott Thomson.



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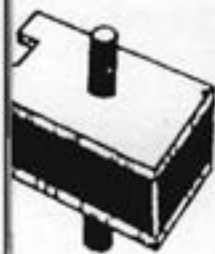
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