

NEW ZEALAND'S FOREMOST

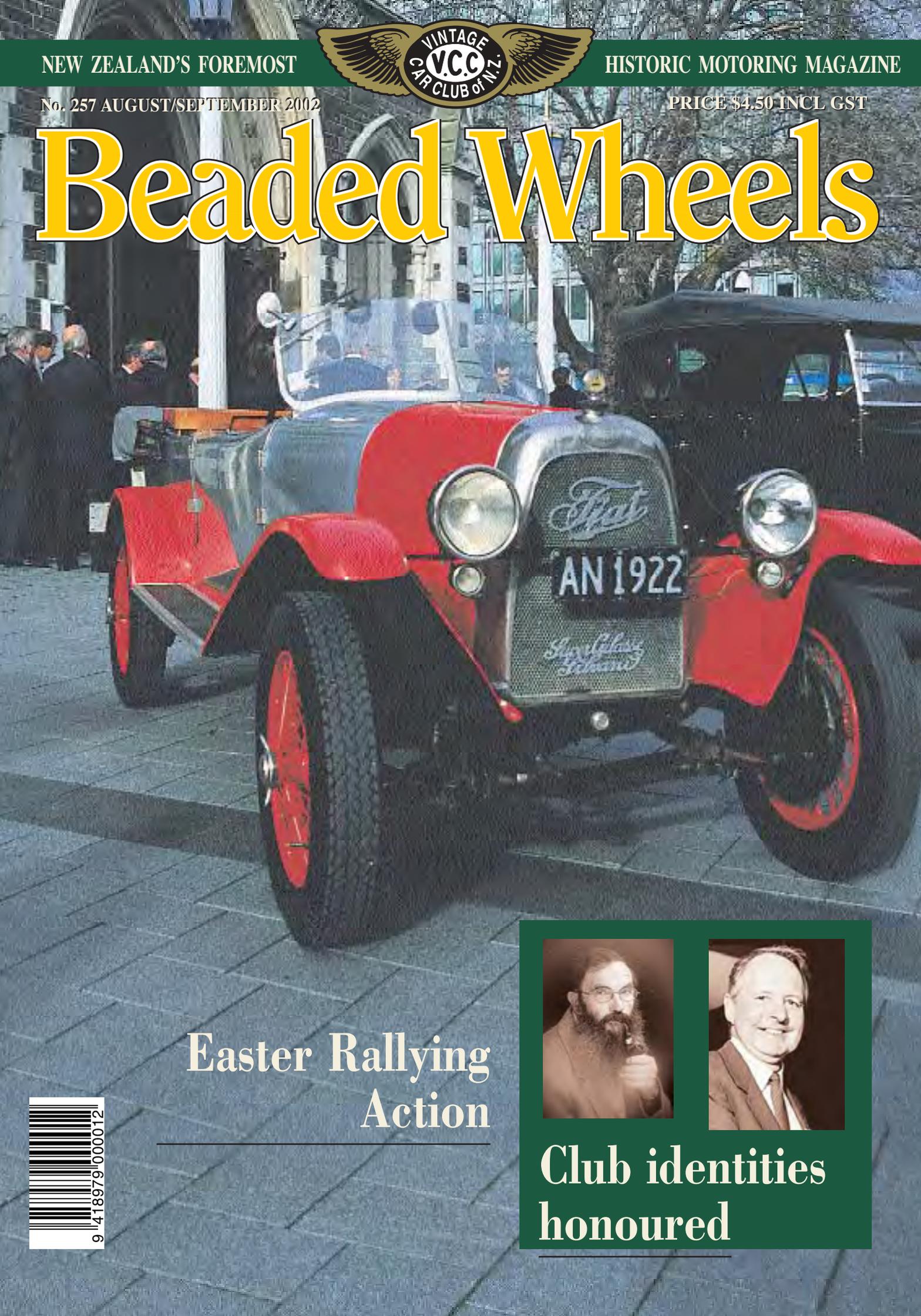


HISTORIC MOTORING MAGAZINE

No. 257 AUGUST/SEPTEMBER 2002

PRICE \$4.50 INCL GST

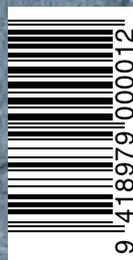
# Beaded Wheels



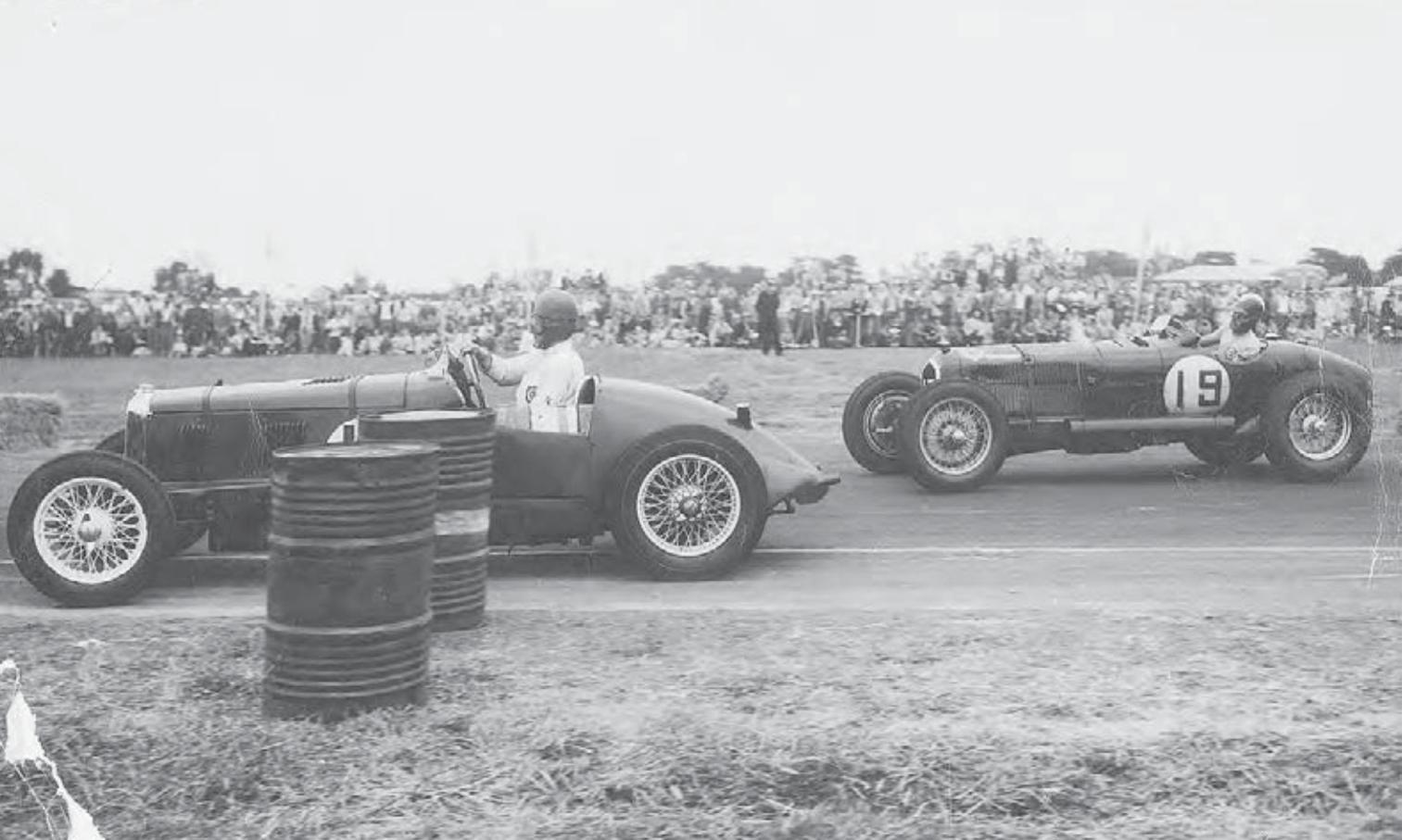
Easter Rallying  
Action



Club identities  
honoured



9 418979 0000 12



*Herb Gilroy driving Phil Neill's FSS (Ford Sutherland Special) followed by Ron Roycroft P3 Alfa-Romeo, at the Ardmore New Zealand Grand Prix, 1954. Herb achieved 182kph down the back straight but retired during lap 60 with "totally round cams!"*



*Grand Prix cars in storage at Engine Reconditioners, Newmarket, Auckland for the New Zealand Grand Prix 1955.*

*John Gilroy has supplied these photographs which form part of his father Herb's collection. Herb Gilroy will be known to many readers for his racing during the fifties.*

## Beaded Wheels

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

Submissions of photographs for this page are welcome from *Beaded Wheels* readers. Please send original photographs of historic interest with any available information to *Beaded Wheels*, PO Box 13-140, Christchurch.

**Laserprints and photocopies are not suitable.** Photos will be returned as soon as practicable.

## PRESIDENT'S MESSAGE



It is with great sadness that we record the sudden untimely passing of our *Beaded Wheels* Editorial Committee Chairman, Bruce Pidgeon. Bruce was on the *Beaded Wheels* Editorial Committee for 33 years, during which time this magazine has grown from the original "guff sheet" into the esteemed, widely read voice of the Vintage Car Club we all enjoy today. As Chairman of the Committee, Bruce drew out the best in his fellow Committee members, having the happy knack of encouraging and inspiring ideas. He was a valued member of the Management Committee and shared his incredible amount of knowledge with all Club members. There would be few, if any, Vintage Car Club members as well known throughout the country, or as well respected as Bruce - we extend our deepest sympathy to Adrienne and family.

It is also with much regret that we advise the sudden passing of Rob Shand, one of the founders of the Club and our first President. Rob was President during 1946/47 1948/51 1953/63 and was an Honorary Life Member of the Club. We can all be thankful for the foresight that he showed in those early days. Rob continued to have the Club at heart, recently representing us at the launching of the video "Streets Ahead" in Dunedin - our sincere sympathy is extended to Moya and family. (*Obituaries for Bruce and Rob are printed elsewhere.*)

One of the items discussed by Management Committee members during the recent branch visits was the updated Branch Manual. It was envisaged when assigning each branch two copies of the manual, that one would be kept at the branches' clubrooms for all members to access as it holds many, if not all, the answers to questions regarding the running of the Club. Ask your Branch Secretary to point you in the right direction to view your branch copy.

In recognition of the significance of the honour bestowed on Honorary Life Members, badges have been made for presentation to those qualified. As these badges are being presented retrospectively a low-key presentation is intended as official acknowledgment by the Club has already been extended. Badges for Past Presidents will also be presented. I know the recipients of these badges will wear them with pride.

Honours Boards for Honorary Life Members and Past Presidents have also been commissioned and we thank Bob Ballantyne for his craftsmanship in this regard. They are to be presented at the Club's coming Annual General Meeting and will then be hung permanently at National Office.

Spring is nearly here - we look forward to another "Vintage motoring season."

*Leigh Craythorne*

# CONTENTS

## FEATURES

No. 257

- 4 25th Brian Parker Memorial Rally
- 7 NZ Motoring Federation Report
- 9 Obituaries
- 14 Lincoln Lore
- 15 Left ... or Right?
- 17 South Canterbury PV, PWV, P60v Rally
- 18 VCCNZ National Easter Rally Action
- 22 The Weekender
- 24 Tasmania on Two Wheels
- 28 Gordon-Crosby Country - Girls
- 41 50 Year Award - Geoff Mehrtens
- 52 Behind the Wheel - Talbot 14/45 1927

## COLUMNS

- |                                 |                          |
|---------------------------------|--------------------------|
| 6 VCC Events                    | 11 Mailbag               |
| 7 News from the National Office | 30 Marketplace           |
|                                 | 37 Swapmeets and Rallies |
|                                 | 43 Idle Torque           |

## COVER PHOTO

*Fiat 501s waits outside Christ Church Cathedral to take owner Bruce Pidgeon on his last Vintage journey.*

*Photo: Alan Voyce*

## Beaded Wheels

**Publisher:** The Vintage Car Club of NZ (Inc.), the Historic Vehicle Authority of New Zealand.

ISSN 0113-7506 Vol L No. 257

**Editorial Committee:** Judith Bain, Rosalie Brown, Kevin Clarkson, John Coomber, Chris Stevens, Barry Thomson, Robin Wells, Lindsay Wogan.

**Material for Publication:** Reports of restorations, events, road tests, historical and technical articles etc should be forwarded to PO Box 13-140 Christchurch, typed or neatly printed, double space on one side of paper only. Email of text only acceptable, do not email pictures/graphics. No payment is made to contributors. The opinions or statements expressed in letters or articles in *Beaded Wheels* are the author's own views and do not necessarily express the policy or views of The Vintage Car Club of NZ (Inc.)

**E-mail:** beadedwheels@vcc.co.nz

**Advertising Address:** Classified and Display Advertising to: PO Box 13-140, Christchurch. Telephone 03 332 3531, Fax 03 332 3531. Rate schedule available on request.

**Back Issues:** Available on request to PO Box 13-140, Christchurch.

**Correspondence and Subscriptions:** *Beaded Wheels* subscribers change of address to PO Box 13-140, Christchurch. Phone 03 366 4461, Fax 03 332 3531. Annual subscription (6 issues) \$27.00. Price includes GST Australian subscription (6 issues) NZ\$42. Other countries (6 issues) airmail NZ\$62, seairmail NZ\$36.

**Production:** *Beaded Wheels* is typeset and printed by Wyatt & Wilson Print Ltd, Christchurch.

**Closing Date for Next Issue:** Editorial Copy - 23 August 2002  
Advertisements - 10 September 2002

## The Vintage Car Club of New Zealand (Inc.)

**National Office:** Phone 03 366 4461, Fax 03 366 0273, PO Box 2546, Christchurch

*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 bygone era, that this magazine is dedicated.*

25th

# BRIAN PARKER Memorial Rally

5 - 7 APRIL 2002

Text Dave Duirs

Photos Micke Pooley and Dave Duirs



Competitors assembled on Taipa Beach, Doubtless Bay



Far North Branch 1928 Plymouth (which belonged to Brian Parker), under starter's orders from FNDC Mayor Yvonne Sharp.



Prizegiving left to right main sponsor Chris Spanhake, co-rally organisers Vince Mason and Win Matthews and President Lyn Matthews.



Lunch stop at Broadwood Showgrounds.

**B**rian Parker was one of six founding members of the Far North Branch of the NZVCC in 1975 which, with eighteen members, became a sub branch of Whangarei shortly after, attaining full branch status in 1991 with 43 members. When Brian passed away as a young man of 27 years of age, his wish was that his 1928 Plymouth Coupe be donated to the club. The car was fully restored by the club and to commemorate Brian an annual memorial rally is held and this was the twenty-fifth, with club membership at ninety.

The car is regularly used and is made available to new members who may not yet have a vehicle - the rules being that you house, groom, feed and water it while it is in your care.

As the National Easter Rally and the North Island Club Captain's tour were happening close to our usual time for this event it was decided to have a true 25th celebration weekend in the hope that some of the visitors to Northland in the above events would join us the following weekend.

A committee was set up and with a lot of hard work in the background the first weekend in April culminated in a grand celebration of Vintage motoring and camaraderie with fifty vehicles from as far south as Invercargill participating.

Most competitors met on Friday evening at the Aurere clubrooms to collect rally packs and have a yarn over a dinner of camp oven spuds and all the trimmings à la Far North.

On Saturday the cars assembled in overcast and windy conditions at Taipa Beach in Doubtless Bay. The public were encouraged to come along and view the vehicles and support the Brain Injury Association as part of the focus of participants from the North Island Captain's tour which preceded this weekend.

We were honoured to have Brian Parker's mother and some of the family as guests. The Far North District Council Mayor Yvonne Sharp said a few kind words assuring us that mayors had the power to keep the rain away and that she supported the Brain Injury Association - she offered a generous donation. She then sent the first car - the Brian Parker '28 Plymouth no less - on its way with Brian's brother Bob and his son as passengers. Mayor Sharp was given a run around the block in the Crisps' Model A coupe and was guest in Jim Boag's Cadillac for part of the rally to Mangamuka.

The rain kept away until the last car left and the rain headed inland up the Oruru valley, home of dairy farming, local picture theatre "Swamp Palace", Peria saleyards, lifestyle blocks and remnants of a bygone era which was a busy self-contained farming community on what was then the main road from the coast (and shipping service from Auckland) to Kaitia, now served by the main coastal highway.

We were last to leave and it wasn't long before cars were coming back towards us, the keen ones who had missed some of the silent checks or clues set to sort out the winners from the tailenders.



*Slushy Mangatoetoe back roads. 1928 Star Eclipse tourer of David and Kay Hutson, 1955 Peugeot 203C of Dave and Dorothy Duirs followed by Model A of Peter and Cecilia O'Dell.*



*State Highway 1 Far North style. New calves and cows as obstacles.*

The tarseal ended at Peria and with the rain and the narrow, twisty metal roads up through cattle farming country, the challenge to navigate and pick up clues was evidenced by muddy vehicles retracing their tracks on several occasions. Some of the clues were quite intriguing and interpretation amazing according to the judges. We were treated to some quite ingenious mail boxes and signs to draw attention to properties!

Back on the seal, SH1 took us over the twisty and beautiful native forested Mangamuka Ranges to the old settlement of Mangamuka Bridge. We then headed west through hilly farm land to Broadwood for lunch and a chance to stretch our legs and tell a few lies about our exploits of the morning! The cars all looked grand lined up on the rugby field, a bit muddy, but all safely through the first stage.

The next stage took us through Herekino farmland, with clues which kept us alert, to Ahipara and on to 90 Mile Beach which with all the wind and rain looked quite formidable but beautiful none the less. We had motored from the east coast to the west coast! We continued on through Kaitaia where back-ups Shirley and Gordon Matthews were observed to be doing their good samaritan thing. Up into the hills above the JNL Triboard mill on twisty, now dry roads which saw some cars heading in

different directions (we were the ones going in the wrong direction!) The view from the top, although still somewhat overcast, was a great vista stretching from distant 90 Mile Beach and Cape Reinga to the left over Houhora, Mt Camel, Rangaunu Harbour, across Rangiputa to Kari Kari Peninsula and Doubtless Bay on the right. The route took us back down to SH 10 which comfortably led us along the coast, to the club house at Aurere where a welcome smile and cup of tea was exchanged for our rally sheets to conclude an interesting and challenging day.

That evening we met at the Eastern Rugby clubrooms for a great spit roast meal courtesy of our local kindergarten ladies. We enjoyed old-time music from a local band which prompted dancing before and after dinner. Our guests of honour were Chris and Dale Spanhake who have supported this rally over the years with prizes. On this occasion Chris was asked to present the main prizes after President Lyn Matthews had thanked visitors for participating and her local team for the hard work which had gone to make the weekend a success. North Island Club Captain, Malcolm Lind, presented some of the awards and took the opportunity to thank the Far North for their hospitality. A long, satisfying day came to an end, but for some we were brought back to reality on our way home as we were stopped by the booze bus team who must have wondered what all these old buggies were up to ... none were apprehended.



*6hp Tangye engine demonstrated at Win Matthews' museum. Win, in cap, second from left.*



*90 Mile Beach, Ahipara. 1928 Essex Brad and Nancy Topp, 1930 Ford Model A Trevor Froggat.*



Heading home. The Branch Plymouth on newly developing Carrington Farms vineyards and golf course, Karikari Peninsula



Start of the Sunday tour from Win and Lyn Matthews' garden.

Some folk had to make tracks home on Sunday, but a good number mustered at Winston and Lyn Matthews' home to view Win's very interesting museum of vintage agricultural gear, some cars and memorabilia from early settlement in the area as well as marvel at Lyn's stream-side garden and bird aviary.

Shirley and Gordon Matthews then took us on a tour up the inland road, through the gumfields, a legacy of the early Dalmation gumdiggers who now form a strong part of this community, and along Tokerau Beach to the newly established Carrington Farms. Featured here was the recently opened challenging golf course over the reinstated wetlands next to the sea with clubhouse, restaurant and guest houses blending beautifully with the landscape. Our hosts, the Haig family also introduced us to their vineyard project which has been carved out of barren, stunted tea trees and now features beautiful irrigation dams to water the grapes which are nearing fruition. This will lead to a winery being built shortly. This, together with the establishment of an Angus Stud will complement the restau-

rant fare in the not too distant future. The Vintage vehicles looked truly at home parked up on the rolling hills amongst the young vines with the development in the foreground and the blue sea as a backdrop.

The lunch stop in a picnic atmosphere courtesy of the Kari Kari fire party was the point of farewell. Some then visited the local beaches and Matai Bay (a dream on its own) and local Hideaway Trees Nursery of Colin and Margaret Gilchrist featuring

healthy plants growing in patches cleared amongst tea tree.

A weekend of great camaraderie was enjoyed by many and our thanks go to all our visitors and to those who worked so hard to make it all happen and to our sponsors Spanhake Engineering and rally pack contributors Spanhake Engineering, JNL, Top Print, BNZ, AA, Doubtless Bay Association and Fullers.

**bw**

#### Results

- |   |                              |                     |
|---|------------------------------|---------------------|
| 1 | Hal O'Rourke and N Melville, | 1937 Dodge D5 Coupe |
| 2 | Peter and Noelene Creighton, | 1937 Oldsmobile     |
| 3 | John and Shirley Foote,      | 1937 Buick          |

#### Oldest Car – There were three 1928 entrants

- |   |       |
|---|-------|
| Brad and Nancy Topp, Far North              | Essex |
| Neil Kidd and Fergie McDowell, Invercargill | Dodge |
| David and Kay Hutson, Auckland              | Star  |

#### Furtherest Travelled

Neil Kidd, Invercargill.

#### Best local performers

- |   |          |
|---|----------|
| Judy and Peter Matthews   | Ford     |
| Dorothy and Dave Duirs (with June Golding as assistant)         | Peugeot  |
| June and Murray Baird, Ford. Tied with Naomi and Felicity Mason | Vauxhall |

## VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3531 by 10 September, 2002 or email us at beadedwheels@vcc.co.nz

Wairarapa	National AGM	4 August	Bay of Plenty	Swap Meet	19 October
Canterbury	Winter Picnic	4 August	South Canterbury	Mount Cook Rally	20-22 October
			Marlborough	Bi-annual Swap Meet	26 October
Canterbury	M/C Around the Bays	10 August	Auckland	Hunua 100	26-28 October
Auckland	Winter Muster	11 August	Hawke's Bay	Annual Safari	26-28 October
Waitemata	Afternoon Run	18 August	Canterbury	National Commercial Rally 2002	26-28 October
Northland	Swap Meet	2 September	Canterbury	Girder Fork Motorcycle Run	2-3 November
Waimate	Swap Meet	7 September	Far North	Far North Tour	2-3 November
Banks Peninsula	Ashley Forest Hillclimb	15 September	Waitemata	Chelsea Walsh	17 November
South Otago	Blossom Festival Rally	28 September	Banks Peninsula	Pomeroy Trophy	23 November
Central Otago	Swap Meet & Bazaar, Cromwell	29 September	North Otago	Windsor Rally	23 November
Otago	Dunvegan Motorcycle Rally	5-6 October	Auckland	Swap Meet	22-24 November
Manawatu	Swap Meet & Pomeroy Shield	5 October			
Canterbury	Swap Meet	11-13 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.

# NEWS

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

FROM THE NATIONAL OFFICE

Phone 03 366 4461  
Fax 03 366 0273

The passing of Bruce Pidgeon and Rob Shand has come as a shock and both are going to be greatly missed by all who knew them. The National Office offers condolences to family and friends. I was lucky to know them and to work closely with Bruce. On both a business and personal level I will miss them.

## Business Reply Paid Voting Envelopes

Please note: As stipulated to all branches and members, the Ballot envelopes forwarded with the annual mail out were to be used for this years vote. The vote closed on the 29th July 2002. If they are used after this time, they must have a stamp

## New Zealand Federation of Motoring Clubs Inc

### REPORT

Andrew McClintock

VCCNZ Inc representative to the Federation of Motoring Clubs Inc.  
Phone 03 338-4049

Hopefully this is the first of many regular reports. Most of you won't have heard of the Federation unless you read the Presidents report in the last *Beaded Wheels* or take an interest in the management of the VCCNZ (Inc).

The Federation was formed six years ago with the aim of keeping watch on any legislation that might restrict our rights to use any historic vehicles in New Zealand. Member clubs include one make clubs, motorcycle clubs, the VCCNZ, tractor clubs, traction engine clubs, military vehicle clubs and farm machinery collectors. Restrictions on our use of the roads is most likely to come from the Land Transport Safety Authority, but it could come from Government legislation, local body rules, Transit New Zealand, OSH, or any rule making authority

The wording of new rules has inadvertently affected old vehicles. The ten second smoke rule is a good example. It was aimed at worn out and poorly tuned petrol and diesel cars and four-wheel drives but it has caused concern for transport operators. We all know large diesel trucks will smoke when under load. This problem has been partially overcome. As for traction engines, well how can you operate a boiler without smoke? You will be pleased to know they have been given an exemption.

If you own a two-stroke car or motorcycle or your vehicle has a total loss oiling system you have to provide evidence that it has been tuned in the last six months, hardly satisfactory if you only travel a few hundred miles a year.

At the time of writing this the Government is about to push through the Land Transport (street and illegal drag racing) amendment bill. The purpose of

attached or they will be returned to sender or disposed of by NZ Post.

## Minutes of Meetings

All branches receive copies of the Management Committee Meeting Minutes as well as the Federation of Motoring Club's Minutes. Your Branch Secretary will have these available if you wish to read them.

*Julie Cairns*

this is to combat the problem of illegal street and drag racing and the practice of performing wheel spins and other dangerous stunts on public roads. However one section states a person must not promote or take part in a competition race or trial of speed between motor vehicles on a road. There is another section that allows trials or races where permission is given, but a rally is a competition and an average speed is a trial of speed.

By the time you read this it should have been taken care of, as the Federation, the VCCNZ and a number of car clubs and individuals have put in submissions. I bring it to your attention to emphasise how our use of the road can be affected even inadvertently. I know this is rather boring but it is also very important. If you hear of anything that may affect the future use of our vehicles please let me know as soon as possible.

Now to change the subject. The Management committee have given me permission to compile information sheets. These are intended to assist you with legislation eg vehicle licensing, registration and exemptions, warrant of fitness issues, road rules etc. They may also include handy hints, club affairs and updates eg the tread exemption for light trailers on page 37 of the *Repair and Restoration Manual* no longer applies. These info sheets will be kept in a folder with the branch manual and the important information will be printed in the *Beaded Wheels*.

Thank you for taking the time to read all this. I won't necessarily be putting a report in every *Beaded Wheels* but will keep you informed as and when necessary. I look forward to hearing from you if you have a problem.



National President Leigh Craythorne presents a plaque of acknowledgement for 31 years continuous service to *Beaded Wheels* magazine by Paul Gieseler. Paul has been a member of Canterbury Branch for 37 years.



VCCNZ Management Committee member Roger White presented Sir Len Southward with his Life Membership award.



Contact...PAUL HANES  
Phone 07 829 9753 work EMAIL: hanes.eng@xtra.co.nz  
Home 07 829 9741 Fax 07 829 9671

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owning a unique car. You can also receive special discounts on house and contents, car, boat, trailer, caravan, and travel insurance. Plus, by insuring with Royal & SunAlliance you automatically support your VCC branch, as it receives commission from every policy you take out.

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# Bruce Delabere Pidgeon

30 April 1938 – 15 June 2002

Canterbury Branch

Members will have been both saddened and shocked to learn of the sudden death of Bruce Pidgeon whilst returning from an international Bugatti rally.

Bruce Pidgeon could be described as one of the most enthusiastic members of the Vintage Car Club of New Zealand. He joined the Canterbury branch in 1956 and from that day motored extensively both nationally and internationally. Bruce favoured the smaller capacity continental sporting cars hence his love of Fiat and Bugatti

I first met Bruce in 1955 which was his last year at college before he started work in the family business E W Pidgeon and Co. The catalyst was old motorcars which was at that time all we could afford (Fiats of course) he attended early Irishman Rallies and his first major rally to Picton in 1958. In 1963 he was despatched to Gisborne to open a new branch of the family business where in no short order of time he with others became a founder member of the Gisborne Branch. Bruce was a most competitive driver and I well recall when leaving Gisborne one morning after a short stay, he said, "which way are you going?" "Coast Road to Opotiki" says I, his immediate response was to tell me of his best time, and I tried but failed miserably.

I suspect it was as a choirboy at Cathedral Grammar school in Christchurch that Bruce found his love of music and singing so it was that in Gisborne that he learnt to play the guitar and joined with the local folk singers. Those who knew Bruce well will recall that if there was a singalong, Bruce would be there.

He returned briefly to the south island in 1965 for the Haast rally and finally in 1968 to take up a senior management position in the family firm. It was in 1971 that he joined the *Beaded Wheels* committee and after continuous service became Chairman of the editorial committee in 1995. A change of organisation in 1996 saw him join the national Management Committee where his involvement at this level brought rapid changes to the format and presentation of our internationally read voice of the VCC.

I guess it was in the late 70s when due to a take-over, Bruce lost his position and the old firm disappeared. As has often been said, when one door closes another opens

and so it was for Bruce, when he was invited to join as a shareholder and manage Auto Restorations Ltd. Under his control this company has grown to be recognised both in New Zealand and offshore for its quality of restoration and integrity. He was so proud of his staff and their skills without whom, he would confide in me, he was nothing. Over the years I have been fortunate to motor many miles in Bruce's company both in New Zealand and overseas so it was with great sadness that I carried him on his last journey on his beloved Fiat 501s. He has left a legacy of beautifully restored cars and motorcycles that he would want to be used and enjoyed. Bruce was an honest man and a tireless worker always ready to pitch in whenever asked. We will all miss his presence, loyal friendship and competitive spirit.

To Bruce's wife Adrienne and sons Michael, Craig, Grant and Hamish we extend our deepest sympathy.

Frank Renwick



Bruce tackling a Balcairn Trial with typical vigour.



# Rob Shand

16 April 1928 – 20 June 2002

Life Member

Founding President of the Vintage Vehicles Association 16 August 1946 to 19 March 1946 and President of its renamed successor The Vintage Car Club of New Zealand from 19 August 1948 to 5 July 1951. Again President of VCCNZ Inc December 1953 to July 1963.

On Wednesday 20 June the Club lost the original founding father and life-long enthusiast, Rob Shand, in his seventy fifth year - herding his much beloved Red Devon cattle and just after accepting the Otago Branch's request that he act as one of the judges for the concours of the upcoming 50th Brighton Run.



Group of "founding fathers" in Rob's "Bloody Mary" - 1922 Model O Hudson Super 6 at the VVA's second excursion to Rakaia Huts, September 1946. Left to right: Clem McLachlan, Jim Donald, Rob Shand (proud owner), Andy Anderson, front Sandra Dowland.

What a grand and fitting finale to a life of whole hearted enthusiasms and generous participation in the sharing of these enthusiasms and passionate advocacy of dreams of every shape and kind.

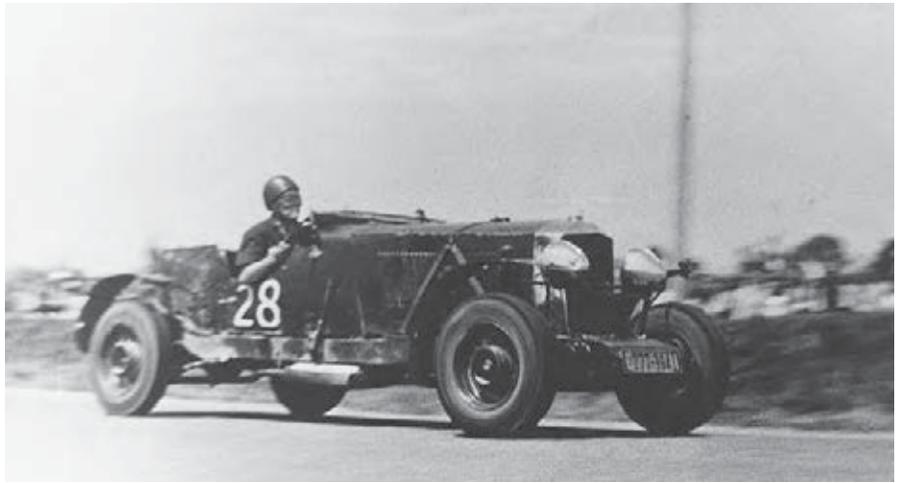
This Club is the result of just such a "dream" advocacy and the tenacity to persuade others to share it, the hard work and hard intellectual graft to lead everyone involved towards its fulfilment.

The breaks in his Presidencies reflect no diminution of enthusiasm; just the necessity to take time to further some other enthusiasms along the way like finishing his law degree and some modern motorsport!

The success of the Club's overall national operation, in an age of extreme parochialism, was the result of his careful study of the failures of other would-be national organisations and the careful crafting of Club institutions to avoid those failures. It is his legacy to us all.

The law finally proved no place for a true "dreamer" of constructive and imaginative ideas and his departure from city to Strathconan necessitated stepping down from the Presidency but no diminution of enthusiasm.

Fairlie's place in the Irishman Rallies for at least 20 years bears out Rob's lasting interest in the Club's motoring enthusiasm he did so much to establish in the earliest years. He threw himself into the running of the lunch stop on the Haast Rally in the year following his leaving the committee and later participated in Otago's hosting the early Southern Festival of Speed meeting at Timaru.



*Rob Shand driving his ex-works Light Sports Railton*

For the wonderful series of propounded theories, furious arguments, hard graft and hilarious miles of Vintage motoring, the pages of our very own 50 years book bear striking testimony to Rob's great gifts to us all.

To the writer and his contemporaries, all the above provide that illumination of

both fond memories of the past and strong legacy of his dreams to help us to fill the gap in our lives that his passing has created.

Our thoughts and sympathy are sincerely extended to Moya and family.

*Andrew Anderson*



Albert Anderson (Alby) was a dedicated amateur restorer who loved old Chevrolets. He insisted on restoring cars back to original wherever possible. The one exception was his 1938 Chevrolet Roadster into which he added LPG fuel in anticipation of long touring trips around New Zealand in retirement.

Albert was a motoring person and this reflected in his cars, preferring to prepare them for serious motoring - not for concours!

Family members brought to light several lighter moments at Albert's funeral including the fact that as a member of a household full of women (four daughters) his preference for the leisure hours in his workshop and the company of club members, was one item brought to light!



*Alby and Barbara Anderson photographed in their much rallied Chevrolet roadster during the Royal & SunAlliance 50th Anniversary rally.*

The early days of Cutler Park brought Albert and family tree planting and sowing grass from the deck of one of his Chevrolet trucks.

Albert worked on the remodelling of The Barn about 1975 and had never missed a swapmeet.

Albert and Barbara were actively involved with committee and travelled long

distances New Zealand wide to rallies and swapmeets. Albert had joined Canterbury Branch in 1970.

*Tony Becker*

## PRECISION CASTINGS



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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 recently attended the New Zealand MotorSport Annual Conference in Wellington and was delighted to hear from the President, Steven Kennedy, that there had been successful negotiations between the Vintage Car Club and MotorSport New Zealand and that an affiliation agreement had been reached which has the blessing of our International bodies.

May I take this opportunity to congratulate our President, Leigh and her negotiating team, as well as the MotorSport team, on such a laudable outcome. As a long-standing member of the Vintage Car Club (50 years in 2004) and as a member with a foot in both camps, I am absolutely delighted that a commonsense and practical agreement has been reached. I can assure you that it was greeted enthusiastically by the whole MotorSport Conference.

I don't doubt that there will still be knockers out there in both camps but I would make this plea to you all - New Zealand is tiny. We cannot afford the sort of differences that have been going on, and if divided we will definitely fall.

My understanding is that the Vintage Car Club now has access to all MotorSport venues to run its own events with its own officials and with each driver having a Vintage competition licence issued by the VCC.

With my MotorSport hat on and as Secretary of Southern Festival of Speed Dunedin Street Race we will welcome VCC members to our circuit in their own capacity as Vintage drivers and would love to see you have your own race.

Well done everybody  
Gordon Sharpe

## Dear Sir,

The AGM of the Hawke's Bay Branch of the Vintage Car Club has come and gone and, as a Foundation Member, during the time of silence many faces flashed past in my memory. Memories of members who did a lot to sustain our branch since it was formed with twelve members, so many

many years ago. There were 86 people at this meeting and all positions were filled and it was thoughtful that men who had worked for the past year were again willing to stand.

It was a man who was 22 when the 1965 Mount Cook Rally was held, Sam Slyfield of Christchurch being the organiser, he had just transferred from the Wellington Branch and his reminiscing of that tough Rally reminded me of the members who participated from the Hawkes Bay Branch. He recalls admiring our Chrysler 77 - but wondered what we thought we were doing, entering at our age. That was 1965 and Reg and I still have that wonderful car. In fact Reg has had it over 50 years, slightly longer than I have known him.

The Branch here has its own freehold clubrooms suitably situated between Napier and Hastings. Buildings to hold a substantial spares department and more. The grounds are able to accommodate both visiting and branch vehicles. And for us, it is just great to have new young and enthusiastic members joining up.

Olive and Reg Kilbey

Owners of the 1930 Chrysler 77 and the 1914 Alldays and Onions

## Dear Sir,

Ref: Page 2 Photo *Beaded Wheels* 256

I think the photograph may have been taken in Timaru rather than Christchurch. RA Rodgers ran a shop on the corner of Stafford St (No. 57) and Cliff St, Timaru. Perhaps one of our Timaru readers may be able to confirm the location.

The two Harley-Davidsons look to be still untouched by the roads of the time so a date of about 1920 would seem correct. The reflection in the side window shows "coachbuilder" and Alex Campbell, coach builders operated in Cliff Street also.

Chris Parker

PS: *RA Rogers in 1916 were AJS motorcycle agents but I'm not sure about Harley-Davidson.*

## Dear Sir

The photo on page two is almost certainly of Ralph Rodgers Cycle Shop which was situated on the corner of Cliff and Stafford Streets in Timaru. Rodgers sold and serviced motorcycles and bicycles on this corner for many years. My late father in law worked for Rodgers assembling new machines. The business in later years became known as Rodgers and Stoddart and began to focus mainly on bicycles. Later it became Brown's cycles and later still changed to Thompson's Refrigeration. After World War II our weekly cycling club meetings were held on the premises. I occupied the next door premises for a few years in the 60s in what was previously a billiard saloon. A sign for the saloon can be seen in the photograph. In recent years the buildings have been demolished and the site used for car parking.

Peter Gilchrist

## Dear Sir,

Re Photo inside cover June/July issue No 256

I wish to advise Mr Malcolm Thomson of Balclutha that this photo which he has in his possession was not taken in Christchurch, but taken in Timaru and the shop shown was situated on the corner of Stafford and Cliff streets.

Mr Ralph Alexander Rodgers purchased the business in the 1920s and was there until the late 1940s, he passed away in December 1951. The business continued as a Cycle Shop until the mid 1970s, it then became an electrical and refrigeration outlet until it was demolished in the late 1980s.

At one stage I worked in the back part of this building between 1961 and 1967. As a child I remember my grandfather working in the Billiard Parlour which is shown on the left of this photo.

Spence J Richards

## Dear Sir

I enjoyed the article about Duncan Rutherford written by John Stickney particularly as it outlined some of the history of Duncan's two cylinder Alldays.

However it did not answer a puzzle that has long been lurking in my mind about the photo on page 19 of the Alldays as the first car across the Hanmer Bridge (that photo also appears on page 24 of Pam McLeans *The Veteran Years of New Zealand Motoring*) in 1909. The straight front cross member and the radiator indicates that this car has to be a short-wheelbase model while the timer protruding beneath the radiator makes the car either 1905 or early 1906. The long-wheelbase model had the same engine but a dropped front cross member and also a deeper radiator which was also fitted with side panels. The two cylinder engine was introduced in June of 1905 and by some time in 1906 the timer had been moved and mounted at an angle under the bonnet to be driven by a skew gear off the inlet camshaft instead of in line. My records of known engines shows that the change was made somewhere between #1966 and #2578. Other changes to the engine were made at the same time followed by progressive changes over the years.

The puzzle is that the car that Duncan has in his collection, and which I last saw in 1994, is fitted with the "second series" (my term) engine; engine #2784. Has the engine in this car been swapped at some time or is this indeed another car?

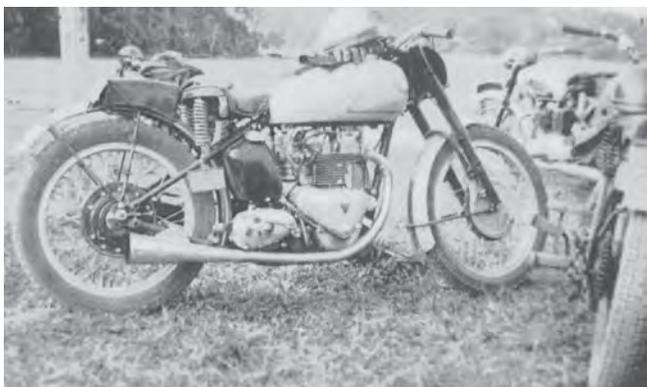
Of the other two photos in *Beaded Wheels*, in the delightful one of the car driving the saw bench I believe that a timer is just visible behind the dumb iron, while in the later photo with Duncan at the wheel there appears to be no timer at the front unless it is totally obscured by the dumb iron? Which suggests a different engine or a different vehicle.

On a closer look at the radiators in those two photos one can see a horizontal rectangular badge on the first while there may or may not be an oval badge (or just a highlight) on the second. In a photo I took of the car in 1994 there is no radiator badge. There is also a distinct difference

between the windscreens in those photos but the windscreen could easily have been changed in style to replace a damaged screen? My memory is that the current windscreen is the same as that in the second photo. The lack of the rear seat and the front passenger seat on the sawbench car is not significant as both the rear tonneau and the front passenger swing-seat would have been readily removable.

I agree with the comment that Duncan Rutherford's Alldays is in fine original condition but I suspect it is not the same car as that crossing the Hanmer Bridge in 1909 and cutting firewood. So could either Duncan Rutherford or John Stickney put me out of my misery and confirm my conjecture, or confirm that the engine (and radiator?) was changed at some time.

Rob Knight



Wesley Kelsall's GP at the Langholme hill climb 1948, Langholme Beach in backgrounds.

Dear Sir,

I enjoyed the story on Triumph square barrel racer in March *Beaded Wheels*. Thank heaven for folk like Chris Stevens who record motorcycling history. He did not mention "Digger" Hallam who owned the first GP Triumph to come to New Zealand. Digger was a butcher by trade and he really butchered that GP. He would sit on the starting line with the motor on full song, then drop the clutch. The poor GP didn't care for this treatment and dropped valves a few times and also broke a crank.

I saw Digger many years later working in a butchers shop in Henderson and was hoping to ask him what happened to the Triumph but as the shop was full I never got the chance.

Wesley Kelsall also owned a GP. It sounded great on Muriwai Beach. Accelerating away it would break traction regularly and was a sound to behold! He competed at Langholm Hillclimb but Hugh Batty on his sloper BSA took fastest time of day. Ken Mudford later bought this bike and later still it was exported to USA.

John Phillips.

Dear Sir,

For the last three years I have been trying to find out if some particular volumes of the *New Zealand Motor and Cycle Magazine* still exist. The missing years are 1906-1907-1908-1909. While the year's editions survive in various libraries nobody (not even National Library, MOTAT or the Southward Museum) have any of these missing four years.

I am interested as a member of the Aviation Historical Society of New Zealand. Prior to the introduction of specific aviation magazines (ie before 1909) the motor journals often included items on aeronautics. We are currently working on a series of articles for our Journal covering the pre-1914 period. Those missing years will very likely hold some interesting items.

May I make a plea, through your columns for any reader who holds all or some of these issues to get in touch with me? It would be most helpful if I could obtain photocopies of any relevant pages.

One thing is pretty certain. If no copies of these years are held in private hands then no copies exist anywhere. It is a great pity to think that so many volumes of that fine publication no longer exist.

John Best  
12 Westminster Rd,  
Wainuiomata  
Lower Hutt

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Dear Sir,

With reference to the article *Trackprints in the Sands of Time* by the late Dave Richardson in the April issue of *Beaded Wheels*. I have enclosed photographs of my newly restored Chevrolet Field Artillery Tractor, the same model as in Dave's drawing. I believe this is the only completely restored Chev FAT in private ownership in New Zealand. What a pity Dave passed away so recently – he could have renewed his acquaintance with his old war horse. If any other former field artillery men would like to see or drive in their former mount they are most welcome to do so. I can be contacted on phone 03 349 9599.

Paul Whiting  
Christchurch

*Ed note: Although a similar type of vehicle the Richardson article refers to the Morris model.*

Dear Sir,

Grant Hitchings' article on electric vans mentions a Christchurch Bakery. In 1938 I spent a few months in my grandmother's maternity hospital, Woodvale, situated at 271 Fitzgerald Ave, Christchurch on the north side of the River Avon.

Directly opposite was the Sunland Bakery owned I think by the Sutherland brothers. The only other bakery in that era was SX in Essex St just off Fitzgerald Avenue.

Sunlands had at least three electric vans, although as a small boy I found them rather unexciting and preferred the only petrol one, a nippy looking 8 or 10hp English brand, name long since forgotten. On the outside of the building was, to a small boy, a huge powerpoint for recharging. I can only recall one but if it took overnight no doubt there were others.

Trolley-buses - the livery green and white perhaps, on their way through Richmond were rather more exciting than the somewhat eerie electric vans. Years later as a student I worked for both Sunlands and the MED having become a temporary southerner.

Dermot Mora  
Rotorua.



Dear Sir,

Perhaps some one reading this may be able to help with comments re a 1952 Fordson rear axle ratio.

We have owned a 1952 Fordson Pickup for the past 12 years and use it frequently in our local area, which tends to have very flat roads. Not for us any Arthurs Pass type terrain in our area of Canterbury!

The greatest payload the Fordson's 10hp side valve engine is usually challenged with tends to be two adults together with two sets of golf clubs, trundlers and a few or many spare golf balls. Frequently the homeward journey payload has been lightened by several golf balls!

The Fordson has an enclosed drive shaft driving into the standard 6.83 rear axle ratio. The speedo is white lined at 30 mph, which is no doubt due to the low rear axle ratio.

None of the workshop manuals or owners books that I have seen list any options for other rear axle ratios.

However, Ford Prefect cars of similar vintage and horse power have a rear axle ratio of 5.5.

With our flat roads and minimal payloads, a change of rear axle ratio for the Fordson to something that would turn 30mph into more like 36-38mph at similar engine revs should not make the 10hp engine struggle too much.

As a reminder, the Fordson's differential is off-set to one side to accommodate the engine position to the left of centre.

Also the rear axle has a centre portion that houses the pinion shaft assembly and the two separate axle housings bolt onto this centre portion.

The Prefect differential however has only one axle housing removable from the main housing.

In the late 40s and 50s (and perhaps the 60s) there were thousands of Fordson pickups and vans on our New Zealand roads so perhaps someone knows about possible changes that could be made to the rear axle that will give the Fordson a new burst of life on the highway. Any suggestions would be appreciated.

Geoff Warner  
Warner Place, Leeston, New Zealand  
Phone 64 03 324 3637  
Email warren@lincoln.ac.nz

Dear Sir,

Re Indian

Ten years ago I brought a 1923 basket case Indian Chief that was 95% complete. I used the frame - engine - rear wheel and guard. What I initially thought of as an easy job proved me wrong. But I would have missed out on so much, some of which I could have done without as well. But the job is done. We've been out on our maiden ride and I'm rapt. So this letter is to thank all the people whose help and knowledge has gone into this motorcycle. Thank you.

Brent Gregg (Bones)

Dear Sir,

For the past 15 years the Edendale Vintage Machinery Club have held a Crank Up Day. Last year we changed it to a weekend event which was very successful and we intend doing the same this year.

Each year the Club have a feature on which they base their event and this year it is 100 years of the Ford Motor Company, which we believe has huge potential with cars, tractors and trucks.

To help organise this event we are asking for any assistance your readers may be able to give in the way of contact names and phone numbers regarding the above mentioned Ford gathering.

Julie-Anne Clard  
Ford Committee Secretary  
Phone/fax 03 206 6547



# Lincoln Lore

Maurice Hendry

The Lincoln influence on the Model A Ford outlined in the last Beaded Wheels was not the only “presence” of this famous marque in New Zealand.

With the Model A it was indirect, but there was activity out here with Lincoln as far back as the 1920s, with the Ford-built Model L, and of course I personally remember the big splash the Lincoln Zephyr made in 1936 and subsequently. Among the Zephyr owners I knew was chain-store tycoon Sir John McKenzie, who once gave me a spare hydraulic tappet from his 1938 sedan.

Maybe I can write something more about the Zephyr in a later issue of Beaded Wheels, but here I am concerned with some Model Ls I have heard about but never seen. Plus of course Henry Rynbeek’s 1930 L I wrote up in “A Story of the silver Greyhound” (BW 238). Then there was the magnificent big Model K V-12 of Gary McVicar’s, a 1936 sedan, which I believe has returned Stateside. It compared with my Pierce-Arrow 12. But getting back into “real Vintage”, the 1920s era.

It was Newman’s Cadillac driver Bill McLaughlin of Blenheim who told me about the Leland-designed, Ford-built Model L’s imported by Pope’s Motors. These kiwi Lincolns were open touring cars similar to the illustration shown here from an advertisement in the National Geographic, which Harold Kidd and I used to fossick through as what he called “a wonderful source of high-grade American automobile literature.”

The “L” model designation stood for Leland. Both Edsel and Henry Ford were great admirers of “The Master of Precision” and never altered that model designation for ten years until the redesigned Model K V-8 of 1931 (still based on the Model L).

Bill McLaughlin remembered the Lincolns very well, describing them as “beautiful jobs - everything in them, engines, chassis, transmission, bodywork, was all to the highest possible standard. I was amazed to find they were so precision built, that they did not have to have any running-in period. The manual stated that you could drive them at any speed you like as soon as you took delivery. This I have never known with any other make before World War II at all. When the Model A Ford came out we all recognised the Lincoln style!” We called it the Little Lincoln!”

This is all I can recall today of Bill’s Lincoln reminiscences, and of course I tried to follow up on the matter, but without

success. Miracles do happen, but I suspect the cars are long gone.

One discovery I did make, however, was in the pages of an October 1922 copy of The New Zealand Fordist, a house periodical put out by John W Andrew of Auckland for their dealers and owners. It goes into rapturous handstands over “the Ford’s new baby brother. Some Baby!” (It became Edsel’s baby, he instigated the Ford takeover). The writer was describing a V-8 touring car imported to Australia by Mr Dickson, the famous cordial manufacturer of Melbourne. This Aussie tycoon



had been searching for the finest motor car built, regardless of cost.

“On the last trip of the SS Niagara from Vancouver to Auckland, we had the opportunity of inspecting one of the latest cars put out by the Lincoln works. This car had been purchased by Mr Dickson, who was returning from a trip around the world. He had promised to bring home to his wife the finest car money could buy. His final selection was a Lincoln costing \$6,000 in America. This was after a series of astonishing hill tests, and a thorough run from San Francisco to Vancouver, which more than satisfied the buyer that “he had got the best car the world could produce.”

“The Ford works have been described as a ‘mechanical hell’, where the sizzling hot metal finds no peace until tortured and assembled into a complete car, to an unceasing chorus of ‘hurry, hurry, hurry.’ But the Lincoln works is a ‘mechanical cathedral’ where its builders worship at the altar of accuracy, accuracy and still more accuracy.” (*The Lincoln was actually built in a separate plant miles from the Ford works. MDH*)

“This car is the last of Henry Leland’s precision masterpieces, built with the superb Johansson precision gauges, first introduced by Mr Leland to the auto industry in 1907. The master gauges, which are the ultimate standard of precision measurement in the world, are kept in a constant temperature room in the Lincoln plant. They are accurate to millionths of an inch, and are never touched by human hands.

The Lincoln’s piston displacement is twice that of a Model T, but it develops more than four times the horsepower (over 90) due to the 80-90lb compression, compared to 50-60 lb for the Ford. The Lincoln can use the high compression on account of its accurately machined combustion chambers, perfect ignition, large precision-fit bearings and fully machined crankshaft which is static and dynamically balanced on a special machine for every engine off the line.

The new Lincoln owner is not troubled with break-in instructions – there is no ‘please drive at 30mph for the first 500 miles’ on the windshield. He can drive at top speed when he leaves the showroom.

We suppose now the ambition of every Ford owner will be to save enough to buy a Lincoln and enjoy the luxury of driving one of these pussy-footed space eating monsters.”

Believe it or not, a good many years ago, Mr Dickson’s car plus another, came to light in Australia, discovered by a Vintage-fan friend of mine.

He reported that “the owner’s initials were still visible on the car doors – one husbands, one wives!”

The Model L of course was made famous by gangsters of the Capone era, followed up by the “Police Flyer” Lincolns of 1923 with special equipment, such as gun racks, bullet-proof glass, four-wheel brakes before the stock models, and hi-performance engines giving 85mph. Lincoln was selected from eleven comparable makes as the fastest car available. I had a Monogram kitset model “Police Flyer” Lincoln years ago, but like the real thing, it is long gone in house moves etc.

**bw**

Some time ago a Branch newsletter contained a little information on this subject and, considering that the objects of our affections (old motor vehicles!) have steering wheels either on the right hand side, in the middle or on the left hand side, then perhaps we should know some of the background.

It is useful to look at this from a historical perspective to see how the demands of the time led to one side being favoured over the other depending on the activity involvement at the time.

When walking, most people have a natural tendency to keep to the right. This may be because most are right-handed. However it seems that right-handed swordsmen may have preferred to keep to the left in order to have their right arm nearer to and their scabbard farther from a potential opponent, and also to reduce the chance of the scabbard (worn on the left) hitting other people.

Horse riders tended to keep to the left. A right-handed person finds it easier to mount a horse from the left side of the horse, and it would be difficult to do otherwise if wearing a sword (on the left). It is safer to mount and dismount towards the side of the road, rather than the middle of traffic, so if one mounts on the left, then the horse should be ridden on the left side of the road. Horsemen armed with swords prefer to keep left of each other in order that their sword arm is nearer to a potential opponent. Jousting is done with the lance in the right hand and the horses must keep to the left.

Wagon teams with postilion riders tended to keep right. Teams of horses pulling a wagon were driven by a person riding one of the horses in the team. This is called postilion control and was common in some parts of the world. A right-handed rider mounts from the left and controls the team with a whip held in the right hand, and therefore must mount the left-rear horse of the team. From this position, the driver has the best view of the distance between his vehicle and oncoming traffic by keeping to the right.

In areas where wagon teams were driven from the wagon they kept left. A right handed driver controls the team with a whip held in the right hand, and so must sit on the far right-hand side of the vehicle, or the whip will hit the vehicle and anyone else seated in the wagon. From the right-

# Left ... or Right?

Kevin Clarkson

## Which side of the road do people drive on their vehicles on and why?

hand side of the vehicle the driver finds it easiest to maintain separation with oncoming traffic by keeping to the left. It is also easier to quickly turn the team to the left than to the right if the whip is in the right hand, so it is better to keep left so that a quick turn can be made off the road in case of a potential collision.

The choice of sides seems to have been governed by the time of introduction of these different modes of transportation and their relative numbers, as well as by social and political influence. Most often, left-hand riding was the initial standard. In areas where wagons driven from the vehicle became dominant, right-hand driving was adopted. In areas where wagons driven from the horse became dominant, left-hand driving remained the norm. The passenger coach (a wagon driven from a seat on the vehicle) appears to have originated in Hungary, so its earlier appearance there reinforced left-hand driving in much of central Europe. In France, on the other hand, cart-drivers and postilion riders dominated traffic so that the later introduction of wagons driven from the vehicle did not change the established pattern.

Some believe that the Pope decreed left-hand driving in Europe in 1300 and that France changed sides in rebellion. There is lack of evidence to prove these claims and they are probably not true. On the other hand, Napoleon did require Europe, and other countries he conquered, to change sides to conform to France. Many other conquerors have done the same.

It is possible that at least some states of the United States of America did at one time drive on the left. It seems logical that when the USA were English colonies, they would have followed English driving customs, as virtually all other colonies did, and driven on the left. The facts are not certain but it seems likely that some states drove on the left and some on the right. Between 1792 and the first few decades of the 1800's the left-hand driving states gradually changed to right-hand driving, state by state. Canada

drove on the left except in Ontario and Quebec and changed completely to right-hand drive in the 1920's.

The side of the road driven on in ancient times has not been documented from those times, however there are some clues that assist here. In late 1998, the remains of a Roman quarry was discovered at Blunsdon Ridge, near Swindon, England. It is one of the largest and best-preserved Roman quarries known. Ruts in the road leading to the quarry are much deeper on one side of the road than the other. If it can be assumed that the side of the road with deeper ruts was the side used by loaded carts leaving the quarry, while the side with the shallow ruts indicates empty carts arriving, then we can conclude that at this particular location, at least, the Romans drove on the left. (SwindonWeb Local News Archives: Gwynne Dyer, Is driving on the right – right or wrong?)

The other evidence comes from a Roman coin. Robert Pease writes that he has seen a picture of a denarius from between 50 BC and 50 AD showing two horsemen riding past each other, right shoulder to right shoulder (ie: each keeping to the left side of the road). There is, however, no firm evidence as to what the rule of the road was in any part of the ancient civilisations in Greece, or Assyria.

It is often thought that relatively few countries and drivers actually drive on the left as we do here. However, the list of countries that remain left-hand driving is respectably large (in excess of 60!) and the statistics show that one third of drivers in the world still drive on the left-hand side as we do here.

Information for this article came from various sources including an article on the Internet edited by Brian Lucas and Peter Kincaid's book "Rule of the Road: An International Guide to History and Practice"

bw

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## Mice nests Pose a Threat

reproduced from the Canterbury Branch "Hub"

### A word of warning

Old cars stored in barns, sheds and even garages attached to houses are vulnerable to mice invasion all the year round, but especially in winter months, and now there's news about a serious health hazard relating to the nests. Mouse droppings can carry different

diseases, and several are very nasty, even life threatening. Back in 1993, the first documented case of hantavirus pulmonary syndrome surfaced, according to an American study, with 283 cases having been recorded nationwide to date. The disease is fatal in approx 38% of cases

Hantavirus is transmitted by rodent saliva and /or droppings. As they dry up in a nest or nesting spot, such as seat cushions, engine bay, boots, headlining etc they can become airborne and be inhaled by humans. Symptoms of the disease include fever, muscle aches and fatigue, according to the National Centre for Disease Control in Atlanta, Georgia. It is recommended that nests made by mice and other rodents be removed using protective clothing, gloves and full face respirator, with copious use of household bleach and water.

bw

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South Canterbury branch had an excellent entry for its PV-PWV-P60v Rally. Over 60 cars were treated to a very enjoyable afternoon motoring, the “reverse route” trick for some entrants was a great idea which avoids a lot of the follow-the-leader rallying. It was quite amusing really, as we received a lot of gestures from drivers going in the opposite direction, presuming we were lost!

A surprise entry in the PV-PWV-P60v Rally was the 1957 BMW Isetta belonging to Alistair Lobb of Ashburton. There was some concern as to how the car would manage crossing Brassells Bridge with the raised planks, but apparently it wasn't too great a problem, one wheel in the centre left and the rear drive wheels on the left land plank.

The route was an interesting one, out through Otipua, via many detours, across into Southburn and Lyalldale areas, where even though it was a cold blustery day, the views were great from on top of the ridges. Several of the roads we have rallied on before, but as is quite often the case some of us had never been over a lot of these roads.

I was a little shocked at the site chosen for the end of the time trial – it was right outside our farm dairy amongst the “cow sh.. and old Internationals”

Altogether this was a great rally followed by refreshments at the Clubrooms. Thanks to Club Captain, Ron and his team for a great winter afternoon event.

bn



The small car fleet on the PV-PWV-P60v Rally, seen here in the Lyalldale area, led by the Goggomobile of Ian Brooker from Christchurch. Ian actually trailers the car to rallies as he says it would take about 3<sup>1</sup>/<sub>2</sub> hours to drive down from Christchurch. He is followed by Bruce Grierson in his Morris 8 Sports, then the BMW Isetta (obscured) with Noel Brady in the Ford Prefect, bringing up the rear.



Concours judging underway.



Entrants under instruction.



1939 Dodge, Alan Welbeloved.



The end of the time trial – right outside Bill Weir's dairy.



1930 Chevrolet of Kevin and Heather Lord with Royce Hanna among those looking on.



Contrasting eras of the motor car line up for the gymkhana competition with Stuart McCully in foreground.

# North Island Easter Rally 2002 & The Northland Branch 40th Anniversary Rally

By an Austineer

Wow that's quite a heading, but it also included rallyists on the North Island Club Captain's Tour. Festivities started on Friday with a welcome at the clubrooms in the museum grounds. Not having been involved with the VCCNZ for some years, this provided a great opportunity to catch up. Many old and new club members came out of the woodwork. It was great also to see new restorations and some of the old faithfuls still on the road.

Having first joined the Club in 1971, I marvelled at how the Club has grown plus the much wider range of vehicles and years. The Club now encompasses cars younger than me! In the 70s and 80s the norm was a 1920s Vintage car. Today the rallies bring out cars up into the 70s, catering for a much wider age group of people as well.

Saturday, rally day, was perfect for motoring on the rally routes. The long route comprised some 140 miles, taking in many back-country roads. The feedback from the crews on completion would have made the organisers very happy.

Sunday, Gymkhana and display day, dawned dark and foreboding. Apart from the marshals getting wet setting the event up, the rest of the day 11am-3pm was perfect fun on the field. Many a laugh was had at the antics the crews were getting up to, to complete the driving test. For once the drivers had to listen to instructions and do as they were told (as for a number of tests they were blindfolded). Even from the odd back seat navigator/driver!

Sunday evening was the big birthday party/prize-giving. Winners were really all who entered or marshalled but the prizes went to:

Keith Thomas, present Branch Chairman (left), and Vic McCready, first Branch Chairman, cut the cake.



1929 Austin 7 Northland branch vehicle and c1900 steam engine.

### Long Route Winners

Stephen Voss & Navigator Malcolm Lind, Wanganui  
1963 Austin A40

### Medium Route

Jack and Judy MacKinnon, Bay of Plenty 1937 Oldsmobile

### Short Route

Ivan and Donna Nobilo, Wellsford 1935 Dodge

### Motorcycle Route

Terry and Alison Lambess, Northland 1951 Royal Enfield

### Maxwell Teams Trophy

#### Waikato Branch

Robert and Glenys Braddock 1951 Daimler  
John and Shirley Foot 1937 Buick  
Hayden and Margaret Lovegrove 1930 Ford Roadster

### Todd Trophy

Ron and Kay Dixon, Northland 1956 Austin A30 van

### Hard Luck Prize

Colin and Lorraine Patterson, Waikato 1928 Hupmobile

#### Loose valve seat insert

### Longest Distance Traveled

Neil Kidd and Ferg and Denise McDowell, Southland 1928 Dodge

### Overall Winner and Birthday Rally Trophy

Stephen Voss, Wanganui 1963 Austin A40

Monday saw a farewell morning tea at the clubrooms, with more in store the following weekend for some at the Brian Parker Memorial Rally hosted by the Far North Branch in Kaitiaki.

Thanks go to the members in attendance, the marshals that helped on the day, but most of all to the organisers for coping with all their trials and tribulations from previous months right through to the final hour!



1953 Singer SM Roadster of Phil and Jill Frank, Inglewood.



Start of the long route – 1937 Buick, John and Shirley Foot, and 1922 Paige, Owen and Jane Hayward.



## South Island Easter Rally 2002

Text Tony Aker

Photos Beryl Aker, Wayne Murphy, Keith Perry, Geoff Rolls

The Sunday public viewing at St Kevins. Vehicles waiting their turn at field tests on the left.

firm surfaces on the St Kevin's College playing fields.

A total of 189 entries in all classes took part. Of this total only 13 were local entries, however, many had parked up to carry out marshalling and other duties during the Saturday, and this was appreciated.

Four rally routes were provided, two of which finished by alternative roads, at Naseby, one at Clay Cliffs near Omarama and a shorter route for the Veterans and Commercial finished at Duntroon.

Of those routes open to all other classes, by far the most popular was the route through Danseys Pass to Naseby. This included about 33 miles of unsealed roads, steep grades and tortuous alignment with some awesome drops off the side of the road in places to encourage care and concentration by the drivers.

The alternative and more mundane route to Naseby involved travel largely on the State Highways but was scenic and not too demanding and favoured by many who did not wish to motor on unsealed roads.

Participants visited several points of interest in and near Naseby including the Motor and Clock museums.

The one good feature of being a slow correspondent is that one gets to read other branch newsletters and learn what others thought of the rally in general, the routes and organisation.

In general these comments were very favourable and it seems that participants, officials and helpers alike enjoyed the event. The trip to respective homes on the

Monday in wet and unpleasant conditions would probably have been less enjoyable.

We were very, very fortunate with the weather as on the Sunday the forecast promised cold south-west winds with rain and hailstorms at times. Fortunately Huey saw fit to postpone this until Monday allowing the field tests and public display to take place in fine sunny conditions with

A barbecue lunch was enjoyed by most, as, unfortunately some later arrivals missed out apparently due to misinterpretation of the coloured dot identification system on name tags and the healthy appetites of the earlier arrivals.

The Omarama route terminated at the spectacular Clay Cliffs, about 12km from Omarama.

According to an associate who had spent some time in the USA the Clay Cliffs are equal at least in scenic value if not extent with the Badlands of New Mexico.

This route attracted 37 cars and apparently the crews enjoyed the relaxed cruise around the lakes and through the open and sparsely populated countryside.

The Veteran and Commercial run through local roads to Duntroon was accomplished into the teeth of what had become a strong cool north-west wind which appreciably slowed most of the Veterans. It was a different story on the return trip to Oamaru down State Highway 83 when, with the advantage of the following wind, motoring became much easier. We followed a Veteran for a while, I think the 1914 Rover, travelling at 70 - 75kph.

A delicious smorgasbord lunch was available at the Duntroon Tavern. Those who didn't partake enjoyed a picnic in the Duntroon Domain in the shelter of a row of trees.

Sunday's field tests were performed before a large interested crowd at St Kevin's College sports fields where all the vehicles were on display. Many comments on the thousands of hours of work collectively represented by the assembled vehicles were heard.

On the social side the Noggin and Natter on Friday evening was well attended and those present enjoyed meeting old and new friends and comparing experiences on the trip to Oamaru.

The Saturday night social event was a resounding success, with good music bringing out the dancers.

The St Kevin's catering staff dealt most efficiently with the large crowd present for the Sunday dinner and prize-giving. Over 500 people were fed without confusion or undue delay and the meal was excellent. Speeches were made between courses and the prize giving followed.

Of at least equal entertainment value was the impromptu paper dart flying competition, which took place later in the evening with very mixed results. My own design certainly did not deserve the ridicule heaped on it by adjacent fellow diners and it flew straight and level before demonstrating low speed instability and diving vertically into the dessert of a lady seated some distance away. She looked only mildly surprised.



Field test activity at St Kevins. 1936 Wolseley 25, D Fowler, Christchurch.



Americans at Clay Cliffs near Omarama.

### Time Trial Results

#### Veteran Vehicles

- |   |                        |                        |
|---|------------------------|------------------------|
| 1 | W Nicoll, Invercargill | 1908 Cadillac          |
| 2 | C Pearce, Gore         | 1912 Sunbeam 12/6      |
| 3 | K Perry, Oamaru        | 1911 Overland Roadster |

#### Vintage Vehicles

- |   |                     |                    |
|---|---------------------|--------------------|
| 1 | R Craig, Dunedin    | 1924 Chrysler 4    |
| 2 | K Casey, Dunedin    | 1930 Nash 450      |
| 3 | B Cochrane, Leeston | 1926 Hupmobile R14 |

#### Post Vintage Vehicles

- |   |                          |                            |
|---|--------------------------|----------------------------|
| 1 | G McKenzie, Invercargill | 1935 Austin 7 Ruby         |
| 2 | B Hayes, Christchurch    | 1934 Austin Coupe          |
| 3 | T Appleby, Kurow         | 1938 Pontiac Silver Streak |

#### Post War Vehicles

- |   |                         |                      |
|---|-------------------------|----------------------|
| 1 | J Wilkins, Upper Hutt   | 1950 Austin Atlantic |
| 2 | J Cleland, Waipukurau   | 1955 Ford Consul     |
| 3 | K van de Water, Dunedin | 1951 Chevrolet       |

#### Post 1960 Vehicles

- |   |                              |                    |
|---|------------------------------|--------------------|
| 1 | B Wenlock, Parnassus         | 1963 VW Beetle     |
| 2 | D Atkinson, Oamaru           | 1967 MG            |
| 3 | L McKenzie, South Canterbury | 1968 Rambler Rebel |

#### Motorcycles

- |   |                       |                    |
|---|-----------------------|--------------------|
| 1 | S Adamson, Oamaru     | Triumph Twin       |
| 2 | N Batt, Invercargill  | Triumph Speed Twin |
| 3 | C Fleet, Invercargill | Matchless G3L      |

#### Commercial

- |   |                      |                   |
|---|----------------------|-------------------|
| 1 | J Mehrtens, Rangiora | 1929 Rugby Truck  |
| 2 | J Lovett, Ashburton  | 1954 Austin Devon |
| 3 | K Priston, Dunedin   | 1930 Ford A Van   |



The beautifully restored 1939 Diamond 304T of R Grainger, Christchurch, on display at St Kevins.



1906 Reo, D Willis, at the Sunday public viewing.

**Winner Overall**

G McKenzie  
Invercargill

1935 Austin 7

The Club would like to thank all crews who took part and all those helpers who gave up much time and effort to make the rally a success.

bw



Some of the Veterans at Duntroon, the end of the Veteran and Commercial route.



1936 Austin 10/4 van of Jim Geddes from Timaru pictured at Duntroon.

**Field Trial Results**

**Veteran Vehicles**

- |   |                          |                     |
|---|--------------------------|---------------------|
| 1 | W Nicoll, Invercargill   | 1908 Cadillac       |
| 2 | D Willis, Invercargill   | 1906 Reo            |
| 3 | A McKenzie, Invercargill | 1910 Clement-Bayard |

**Vintage Vehicles**

- |   |                        |                |
|---|------------------------|----------------|
| 1 | A Beigen, Christchurch | 1923 Fiat 501  |
| 2 | R Clive, Christchurch  | 1929 Ford A    |
| 3 | G Wheatly, Kaiapoi     | 1930 Chevrolet |

**Post Vintage Vehicles**

- |   |                          |                  |
|---|--------------------------|------------------|
| 1 | D Oakley, Ashburton      | 1938 Willys      |
| 2 | G McKenzie, Invercargill | 1935 Austin 7    |
| 3 | D Fowler, Christchurch   | 1936 Wolseley 25 |

**Post War Vehicles**

- |   |                       |                      |
|---|-----------------------|----------------------|
| 1 | D Philpott, Ashburton | 1959 Morris 1000     |
| 2 | R Hammer, Timaru      | 1950 Vauxhall Wyvern |
| 3 | J Rush, Oamaru        | 1956 Wolseley 6/90   |

**Post 1960 Vehicles**

- |   |                         |                   |
|---|-------------------------|-------------------|
| 1 | B Goodman, Christchurch | 1971 MG Midget    |
| 2 | B Webber, Timaru        | 1963 Hillman Minx |
| 3 | G Martin, Mosgiel       | 1961 Riley 1.5    |

**Motorcycles**

- |   |                        |          |
|---|------------------------|----------|
| 1 | G Lynch-Blosse, Oamaru | 1952 BSA |
|---|------------------------|----------|

**Commercial**

- |   |                          |                       |
|---|--------------------------|-----------------------|
| 1 | J Lovett, Ashburton      | 1954 Austin A40 Devon |
| 2 | J Geddes, Timaru         | 1936 Austin 10/4 Van  |
| 3 | R Grainger, Christchurch | 1939 Diamond T        |

**Penzoil Trophy**

Ashburton Branch

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## The Weekender

*Text: Bill Cross as reported by Gaynor and Bill Falconer. Photos: Jim Beeby*

*Three weekender entrants captured in the autumn sunlight at Arrowtown. L-R, McNabb 1964 Vauxhall, Beeby 1971 Austin 1100, Falconer's 1970 Rover.*

**S**outh Otago Branch Club Captain Wally Ollerenshaw along with wife Alison, once again organised a very interesting and varied annual Weekender. This year's run was to Cromwell and beyond on the weekend of 19-21 April 2002.

We left Friday 1.30pm in wet conditions. The weather improved by the time we were at Clydevale. Arrived at Cromwell to a lovely sunny day and were met by Alison and Wally Ollerenshaw (1952 MG) at the Chalets camping accommodation complex. After having tea we all had a get together in a friendly atmosphere to be informed by Wally of an early start the next day at 8.30am. Some didn't think much about starting so early, to go to the Arrowtown Autumn Festival.

Saturday we rose to a foggy morning which cleared part way through the Kawarau Gorge to a crisp lovely morning revealing all the autumn colours on the trees.

The group arrived at Arrowtown about 9.30am where the cars were lined up the street with the Central Otago Branch. This gave us time to wander through the interesting stalls and look at the cars before leaving at 10.45am on a shortened version of the 2002 Golden Times Rally.

This took us to Queenstown from where we proceeded on the road to Glenorchy for lunch. Not many years ago the only way to Glenorchy was by the TSS Earnslaw on the lake and then on the rather dusty gravel road. After lunch and another wander round



## Don Jenks

Don Jenks, a member of the South Otago Branch for the past quarter of a century drove his 1928 Chevrolet AB half ton truck on the journey, the oldest vehicle on the expedition. Don takes part in many of our rallies from his home which is at Maclennan, deep in the Catlins, at the junction of the Tahakopa and Maclennan Rivers, in the undulating country behind Tahakopa Bay. To reach Balclutha from his home is a journey of some 60 kilometres and then at day's end it is the same journey back, his participation in particular before the road was sealed was indeed a mission.

Don's motoring story would fill volumes as would his list of Chevrolet motorcars from 1916 to 1937, but here are some of the highlights:

Don's first involvement with a Chev Four started about July or August 1950 at the age of 17 years. At that time he was boarding with an elderly relative in South Dunedin, and working as a junior mechanic with the Post & Telegraph receiving the magnificent sum of 37/6 a week. He had long harboured a desire for a set of wheels, and it was suggested that a long spring Chev might suit his needs. A search of the dealer yards turned up a 25 Superior K Ute TR, which had been trucked by a rabbit who had made a hole in the windscreen to poke a gun through. It was in the yard of a dealer-wrecker under the name of Star Motors. The bloke

*Don Jenks and the 1928 Chevrolet AB half ton truck. Don and Jean have taken part in many neighbouring branch rallies as well as the 1980 21st International at Rotorua, 1st Pan Pacific Christchurch 1986, 100 Years of the Motorcar at Alexandra 1985, Royal & SunAlliance 50th Anniversary Christchurch 1996.*



Barry Delaney with his Model A Ford

we lined up for a photo session with Jimmy (Jim Beeby photographer-1971 Austin 1100). Some went further onto the Paradise end of the road while others headed back to Cromwell, some taking the Crown Range to Wanaka. Everyone arrived back at Cromwell for tea, prizegiving and entertainment from Jimmy Beeby – alias Minnie Mouse-or some called it tit-mouse. This gave a very good finish to a very good day.

On Sunday some went to Bannockburn for gold sluicing, while the remainder ventured home.



**Other entrants:**

- |                            |                      |
|----------------------------|----------------------|
| Paul and Kay McNabb        | 1964 Vauxhall        |
| Malcolm and Denise Mclver  | 1955 Singer          |
| John and Jan Cook          | 1962 Morris          |
| Peter and Dot Umfreville   | 1964 Vauxhall        |
| Stuart and Noeline Milne   | 1956 Hillman         |
| Barry and Lorraine Delaney | 1930 Ford A Roadster |
| Graeme Jarvie              | 1937 Pontiac         |
| Tony and Megan Smith       | Ford Consul          |
| Angus and Margaret Katon   | 1953 Triumph TR 2    |

**Back-up vehicles drivers**

Robin Benington, Allan Budge, Ian Clark and Robin McCall.

himself had one glass eye and you could never be sure which eye was looking at you.

Out of his 37/6 weekly wage board of 30/- had to be paid, leaving the account short to buy the Chev, but a spell of cutting down Manuka in the Waipori Gorge, produced the cash for the Chev. Don's father never had a car so now he had to learn to drive. A friend helped out and drove the Chev (now Don's) from the dealers yard to the place where Don boarded. Each night after some good advice from friends he would crank up the Chev, (literally as the battery would not turn the engine) and drive around the back streets of South Dunedin. Nearing Christmas it was time for the test and an appointment was made at the Town Hall. The testing officer was a portly gent and the door of the Chev a little narrow, but after a struggle and a bit of grunting off they went. The test itself was uneventful and after a time they arrived back at the Town Hall. After struggling through same procedure getting out, Don and the officer headed back into the office without a word being spoken. This finally got too much for Don and he asked "are you going to give me my license?" The reply, "where are you going with that thing?" "Down the bush" (Catlins) replied Don! "Leave the Bloody thing there!" was the only reply – he probably issued the license to get Don and the Chev out of town.

On the way back to the Catlins after the usual Saturday night dance, with the wind and driving rain, the old Chev was chugging along on the twisty corners of the old main highway at Waiholo when the lights went out. After a bumping and a lurching with wet brakes and no anchors the Chev and Don ended up in the ditch through the fence. It is hard to imagine today that only one car

came along the main highway that night and after trying to pull the Chev out the rope broke and that was the end of that. Don noticed the car's top was covered in snow, as it had come from Central Otago. So wrapping up to keep warm it was not until daylight that a Morris Minor came along and gave Don a lift to Milton. A breakdown truck was hired to retrieve the Chev for the masterly sum of £5. Maclennan was safely reached later in the day.

Then there was the day Don rounded onto the old overhead bridge over the railway line at Maclennan a little too fast and hit the kerb rail with the right front wheel. The impact wrenched the steering wheel out of the driver's hands onto full lock and the car bounced off the side of the bridge and headed rapidly for the other side. The left front wheel mounted the kerb on the left side of the bridge and hit one of the hardwood 4x4 uprights which carried the handrails, fair in the middle of the radiator. Water and steam exploded everywhere, the left front wheel was left spinning in space, the front axle resting on the kerb rail, radiator hard on the fan. Don cut the fanbelt with a pocket knife and hopped back in and tried to reverse – no good. Out he hopped again, this time with the jack and jacked the front axle up to the full height of the jack, back in and tried reverse again with success!

The 1928 Chevrolet AB half ton was spied by Don in the wreckers yard at Kakapuaka, and after negotiations with the owner the remains of the Chev were secured for \$70. The AB, once belonging to William Duff Carrier of Balclutha, was in a pretty sad state when Don transported it back into the bush for its restoration which he completed in 1979.

# Tasmania on two wheels

by Chris Leith

It started out innocently enough,  
“When are you blokes going to come over  
to

Australia to attend one of our rallies;  
after all, we have come here to one or two  
of yours now.”

The reply? “When you put on a decent  
one, we’ll be there.”

And so the challenge was laid...





Royce and Jan Baker. Photo Glenn Wills, Moving Pictures - Tasmania

By the time of the Dunedin National Motorcycle Rally in 1999 the question from Ken and Frances Hall, from Hobart and joining the Canterbury team for yet another National Rally, was “We’re thinking of organizing a round Tasmania rally, would you be interested?” Silly question really, but how true the saying “dreams are free, it is reality that costs.” By the time of the Auckland National 2001 the ground rules were laid. A fifteen day event, starting and finishing at Devonport, would take riders around Tasmania; down the West Coast, through the Highlands to Hobart, back to Launceston via the Highlands, down to Hobart again via the East Coast, then back north for the finish. The event, Tassie Tour 2002, was to be organized by the British Motorcycle Club of Tasmania, and to be eligible, motorcycles had to be pre-1960. A meeting in Auckland called by Ken and Frances attracted probably 80 people, who listened intently to the proposal. An Auckland team of 20 bikes, and 18 bikes from Canterbury, the majority of whom were from a collective of Canterbury VCC bikers who have been entering National Rallies as an organized group since 1989, soon formed. Early on it became apparent that the success or otherwise of the venture centred on getting the motorcycles to Australia and back again at a reasonable cost. This aspect alone took a considerable

amount of work researching all options available.

Regular meetings were held by the Canterbury team to check progress on the organisation of travel, accommodation, freighting of the motorcycles, marine insurance, customs, carnets, quarantine, road registration, comprehensive vehicle insurance, and not forgetting the obligatory Team Uniform. The bikes were despatched in February, and the Halls, acting as our agents, soon had them stored at a transport yard awaiting our arrival.

The two groups arrived in Ulverstone about 9 March and soon had the bikes unloaded ready for the tour. A group of Canterbury riders rode out to Sheffield, about 30 miles away, to check out a steam fair. The true steam buffs were rapt to find a Sentinel steam truck, also the only Samson tractor in Australia, having been imported from New Zealand in 2000. The organisers were only too happy to accommodate 30 – 40 classic and vintage bikes to be placed on display in exchange for free entry into the fair.

#### Tuesday 12 March

Registration day, one hundred and sixty-five motorcycles and 250 people. What a mammoth task for the organisers! However, this aspect went very smoothly, with no hitches, and was completed in plenty of time for the scheduled afternoon run of about 55 miles to Leven Canyon and return. That evening the first group meal of all participants was to take place



Loading the container. Photo Lyndsay Saunders



Sheffield street scene. Photo Gary Arps



Ken Hill's collection. Photo Gary Arps

Opposite: Chris Leith enjoying the open roads encountered on the Tasmanian tour. Photo Glenn Wills, Moving Pictures - Tasmania



*Ian and Marilyn McKinley BSA, Mike Glenday Triumph Photo Glenn Wills, Moving Pictures, Tasmania*



*Zeeham. Photo Lyndsay Saunders*



*The Canterbury team. Photo Royce Brewer*

at the Ulverstone Soccer Club rooms, a good opportunity to meet new friends.

### **Wednesday 13 March**

The first full days riding to check out the Tasmanian roads. A mixture of motorway, A, B, and C class roads as we rode to the lunch stop at the Mole Creek Pub. We passed through Sheffield, known locally as the Town of Murals. The afternoon run completed a big loop via Cethana and Wilmot back to Ulverstone. The run was about 120 miles, but for those who missed

the deliberate mistake in the running instructions, the day was longer by some 40 miles.

### **Thursday 14 March**

Ulverstone to Strahan, a distance of about 140 miles. Once clear of the plains-like north west, narrow steep winding roads greeted the experienced and inexperienced alike. It soon became apparent that some participants who were more used to the wide open straight flats of the Nullabor were struggling in the tight conditions. So were some of the bikes, as the backup trailers were steadily filling up. Lunch was at Rosebery, where the local High School provided a barbecue meal. On to Zeeham, where we checked out the Pioneers Museum and the Grand Hotel and Variety Theatre, a building of especially grand architecture when compared to the rest of the buildings in the town. The museum was housed in the School of Mines and Metallurgy buildings, much of the displays centred on the school and lapidary collections. The run to Strahan was down a new highway, the B27, which provided good views of the west coast bush which reminded one of the West Coast of the South Island. Both Frances Hall (organiser) and Marilyn McKinlay (Canterbury) were interviewed by the local radio station. The Aussie interviewer tried to get a dig into the New Zealanders about the old bikes being the only means of transport in New Zealand – Marilyn smartly observed the apparent age of the cars on the roads as being considerably older than New Zealand! The interviewer ruefully admitted that Tasmania has the oldest road fleet in Australia.

### **Friday 15 March.**

A free day in Strahan to partake in activities such as the wildlife cruise on the Macquarie Harbour, scenic air flights, or a trip on the Abt Railway. As the day dawned wet with low cloud and a persistent drizzly rain, any thoughts of aircraft sightseeing were quickly dashed. A number of us took the bus to Queenstown to go on the Abt Railway. Queenstown is a mining town, and a far cry from Queenstown, New Zealand it turned out to be. The local river was a bright orange-yellow colour, it was so polluted that if any fish were in it they would need scuba gear to survive! The Abt Railway is a bush track which climbs a 1:16 incline. To assist in the climb up the incline, the train utilises a third track with teeth cut into it like a rack from a rack-and-pinion steering system. A second set of inboard cylinders on the engine drives two sets of wheels that mesh with the rack track. In about three months it is intended the Abt Railway travel all the way from Queenstown to Strahan. Strahan is trying to become geared up for tourism, but has a long way to go yet. Tourism facilities are too few, and it seemed the whole town did not know whether it was in the tourism game or not. A number of businesses were for sale. A large group of Canterbury people toasted Canterbury VCC Branch Chairman Barry Stevens' 67th birthday during dinner at the Regatta Point Tavern that night.

### **Saturday 16 March**

Strahan to the Central Highlands, about 100 - 120 miles. The day was cold, wet, with persistent low cloud and drizzle. The first really wet day for motorcycling. A number on the tour just did not motor that day, they made other arrangements to get to their accommodation that night. Some of those who did ride, were travelling so slow their bikes were in danger of tipping over through lack of gyroscopic action! Once again, trouble with side chairs hugging the centre lines, oblivious to the long queues of traffic behind them. Accommodation was so scarce that the tour was spread over 35 miles in three different places. The largest group stayed at Bronte Park, a converted settlement left over from hydro development in the 1950s similar to the Mackenzie Basin development in NZ during the 1970s and 80s. The road from Strahan to Queenstown, a distance of about 25 miles, has 99 corners. It was steep and winding, so the rain added to the challenge. A challenge some West Australians were keen to avoid as they sought ways of either persuading the backups to take their bikes to the next stop, or waiting out the rain until the weather improved. Once on the highlands beyond Lake Burbury the road straightened out and was a pleasant doodle through country that would have provided fantastic views of lakes and canals both natural and man made for hydro development, had it not been so miserable and wet.

### **Sunday 17 March**

Central Highlands to Hobart, about 120 - 150 miles away. While cool, the day dawned with patchy cloud, but no rain. The tour stayed on the main drag until the turn off to the Mt Field National Park, where we visited the Russell Falls. A spectacular waterfall within an easy 25

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minute walk from the park headquarters, the view of which, in the words of one Kiwi troublemaker, "Could have been improved by cutting down those two trees that were about half way down". The Australians were not amused. Lunch was organised by the people from the Bushy Park Showground. By this time the day was hot, and a number who had over dressed as insurance were soon peeling off excess layers. The afternoon's run into Hobart continued down the B62, A10, and A1 highways through New Norfolk and Granton to Hobart. The accommodation in Hobart was spread across six caravan parks, camping grounds and motels.

### Monday and Tuesday 18 - 19 March

Free days in Hobart. A chance for those with severe mechanical problems to get them sorted. Engine crank shock absorbers, clutches, primary chains, run big ends, holed pistons, gearbox troubles, brakes, broken rocker shafts – all received attention. It was notable the number of machines permanently retired to be replaced by much more modern bikes to enable participants to complete the event. A number of the Canterbury team spent the first day checking out the shops, taking in the sights on

the all-day bus ticket (Thanks to Barry Stevens who managed to get ALL his group an Old Age Pensioner concession!) and a harbour cruise. The night of the 18th was the second of the organised group dinners, held at the Granada Tavern, Berriedale. By this time, people had mixed more and knew many outside their own groups, so this dinner was a fun filled, raucous affair, with much laughter as Tasmanian Devil dolls were handed out to all riders, and to the youngest participants, Megan and Emily Glenday from Christchurch. The opportunity was taken to distribute fliers and information re the National Motorcycle Rally in Invercargill in 2003, and a talk was given outlining just what one could expect as riding entertainment before and during the rally, as well as the post-rally tour, and possibilities of further touring throughout the South Island. The next day, three bus loads of the group drove down to Port Arthur to view the convict ruins. In addition, a number of motorcyclists rode their machines. According to the locals, the interest in Port Arthur as a tourist attraction has leaped ahead since the massacre of 1996. Since then millions of dollars have been spent on new facilities including an impressive visitors' building, new

wharf and attendant \$2 million catamaran for sight seeing trips onto the harbour, the cost of which is included in the \$18 entry fee onto the ruins site. The pass is good for two consecutive days, and really to do the place justice this time would be needed to view. Of particular interest was the memorial garden commemorating the victims and treatment of the restaurant that the massacre centred on in 1996. The restaurant is a ruin, just like the rest of the site. The roof and internals have been removed, allowing entry of the rain and weather to wash the place clean of such devastation. On the return trip to Hobart, a number stopped at the home of Ken Hall to view his extensive collection of veteran and Vintage machinery. Over 34 bikes, mostly Australian built, featuring Minerva and JAP engines, including very rare Ward and B & B machines. The 1922 Ricardo Triumph with mouse trap carburettor took the writer's fancy it started first kick, too.

*Continued next issue.*



# Gordon-Crosby COUNTRY

## Girls

By Scott Thomson

Between the wars, speed was not all Bentley Boys and Brooklands

Here on the still steeper banking at Montlhery, Paris, Gwenda Stewart takes the world ten mile record in her American Miller at over 137 mph. The 1.6 litre car incorporated a few components from the small French Derby car for publicity reasons and was prepared by Douglas Hawkes who later married Gwenda.

Faster still, a new lap record was established at 145.94 mph

When Brooklands decided to recognise a women's lap record, Gwenda found a tough rival in glamorous little Kaye Petre (lower picture). Kaye borrowed Oliver Bertram's old 10.5 litre Delage to set a Brooklands mark of 134.24, only to lose the record to Gwenda by a small margin next day.

While practising at Brooklands for the BRDC 500 in 1937, Reg Parnell's MG collided with Kaye's works Austin, apparently because he drove too high on the steep banking for the speed of his car.

Kaye Petre was still unconscious when the Grand Prix at Donnington was run a fortnight later – and for many days to come. The winner of that race, Bernd Rosemeyer (the Schumacher of his day) had planned a dinner date with Kaye, but the German driver could only leave flowers from his winner's laurel at her bedside.

Bernd was killed a few weeks later, but Kaye Petre made a complete recovery, becoming motoring correspondent for the Daily Graphic newspaper.

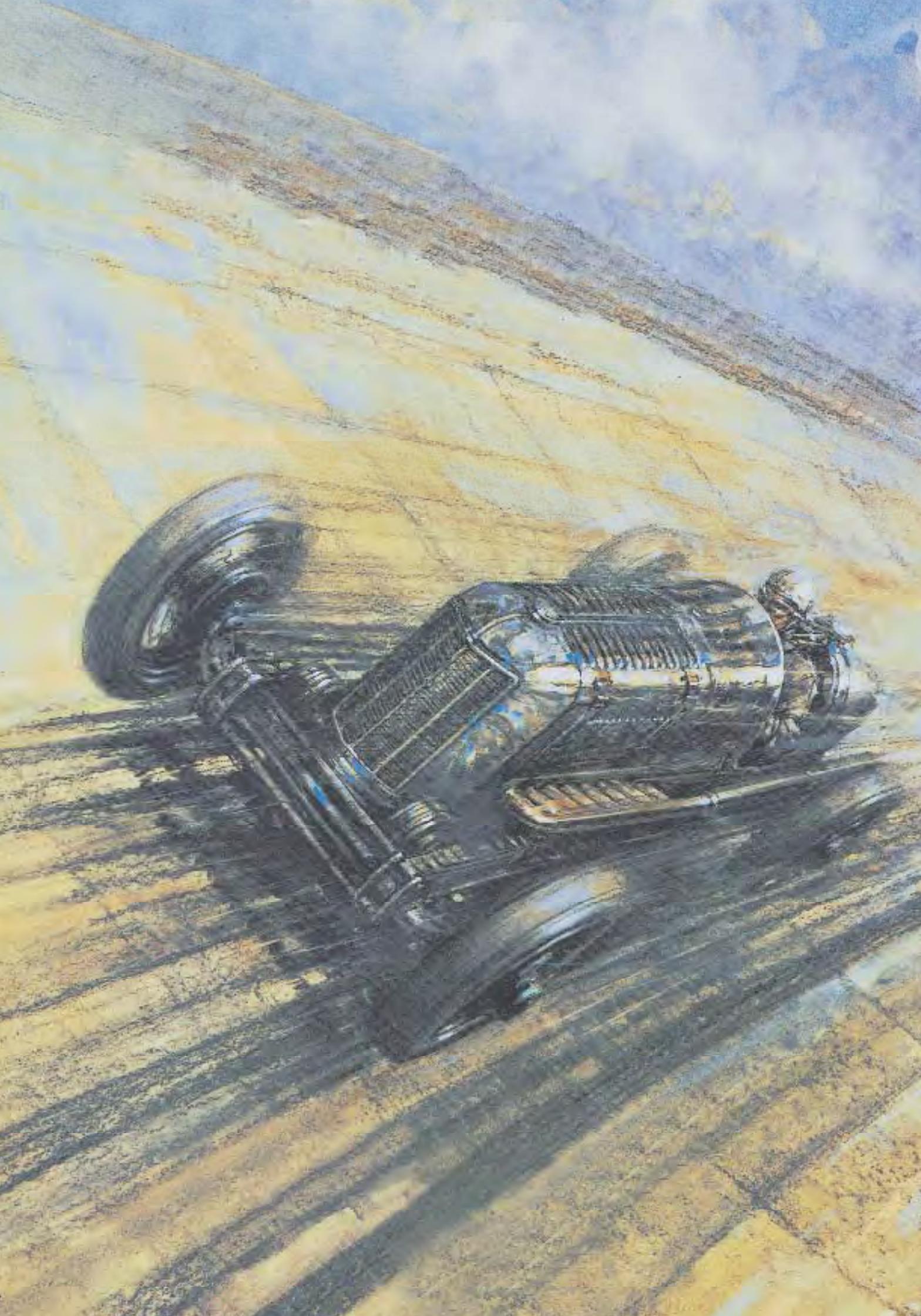
Reg Parnell lost his competition licence, but was successfully defended in a London court by O Bertram, KC, the owner of the Delage she had earlier borrowed. Readers may remember Parnell winning the 1957 NZGP at the end of his long racing career.

Women, glamour and speed prompted MG to commission one of Gordon-Crosby's most famous advertising pieces.

Under pressure, Gordon-Crosby sometimes found it hard to draw figures. His son Michael recalls the car being sketched and his father stumping off into the house, leaving art student son Peter to finish the job. Peter asked his mother to hop in and, suitably scrubbed up by the artistic eye, Marjorie Gordon-Crosby became the MG GIRL who has delighted generations.

*Gordon-Crosby Country is a mini series for Beaded Wheels featuring the art of F Gordon-Crosby. Scott Thomson collaborates with Michael Gordon-Crosby*





# MARKETPLACE

## CLASSIFIED RATES

Due to space limitation, classified advertisers should refrain from the use of dashes, spaces, logos, blank lines and centering. All classified rates include GST.

The 65 word limit includes contact details. Advertisers requiring ads longer than the standard 65 words, or who require typography or space, must apply display rates.

The advertising department reserves the right to edit or return classifieds not meeting the criteria.

**Non Member:** \$16.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.

**Member of Vintage Car Club Inc:** \$12.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement. Members must be financial and state their Branch.

**Text in a Boxed Ad:** \$20 members, \$24 non-members.

**Photo Ad in Box:** \$32.00 members, \$44 non-members, enclose a clear photograph and an S.A.E. if return required.

**Colour Photo Ad in Box:** \$50.00 members, \$54 non-members, enclose a clear photo and an S.A.E. if return required.

**Above rates apply for each advertisement. Advertisements should be typed or clearly printed.**

## ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*. Post to: Advertising, P.O. Box 13 140, Christchurch, to arrive not later than 10th of month preceding publication.

## DISPLAY RATES

	Casual	3 Issues (per issue)
Full Page	\$363.00	\$297.00
Half Page	\$198.00	\$154.00
Horizontal Quarter Page	\$121.00	\$98.00
1 Column x 80mm	\$65.00	\$55.00

Price on application for covers and four colour process

All display rates quoted **exclude** G.S.T. and are for **finished camera ready artwork supplied**. Artwork can be arranged at an extra charge.

**Deadline for copy 10th of month preceding publication.**

*Beaded Wheels* will consider articles of a technical nature for inclusion in its editorial space. *Beaded Wheels* however regrets that it is not able to offer editorial space for advertisements nor for the promotion of products.

**Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full.**

**Where possible *Beaded Wheels* will refund 70% of the advertisement cost for any cancellations received after the booking deadline.**

*Beaded Wheels* makes every effort to ensure no misleading claims are made by advertisers, responsibility cannot be accepted by *Beaded Wheels* or the Vintage Car Club of New Zealand (Inc.) for the failure of any product or service to give satisfaction. Inclusion of a product or service should not be construed as endorsement of it by *Beaded Wheels* or by the Vintage Car Club.

No liability can be accepted for non-appearance of advertisements and the text of all advertisements is subject to the approval of the editor who reserves the right to refuse any advertisements which are not compatible with the aims, objectives, and standards of *Beaded Wheels* or the Vintage Car Club of New Zealand (Inc.)

In accordance with the provisions of the Human Rights Commission Act 1977 *Beaded Wheels* will not publish any advertisement which indicates or could reasonably be understood as indicating an intention to discriminate by reason of sex, marital status, religious or ethical beliefs. Advertisers should take all care in drafting advertisements as they could be held liable, as well as the magazine and the Club.

## FOR SALE

VINTAGE WOOD PROBLEMS? For all your Vintage wood work requirements, I can reproduce your car's woodwork from original parts, patterns and photos. Model A parts made to order, also Morris Traveller Van Kits. N Rhodes, Furniture of Distinction. Purakau Rd, Marton. Ph 06 327 6164.

1929 BSA 500 SLOPER FRAME, girder forks, rear guard, stand, seat, carrier. Swap for either 1928 AJS 350 Druid forks or Veteran Indian/Excelsior leaf spring front forks. Bosch DU4 magneto sell \$100. Veteran NOS bicycle flat profile fork blades \$50 pair. Vintage NOS C1920-30 Accles & Pollock cromoly racing bike fork blades \$30 pair. Phone 03 332 6100 day 03 326 5099 evenings or email: keithmc@hotmail.com

MAGAZINES – all of the issues of *The Vintage Austin Register Magazine* from No 28 Oct 1980 to present. All issues of *Beaded Wheels* from Vol 51 Sept 67 to present. Copies of *Shell New Zealand Motor Racing* 1963 to 1972. *Motor Sport Racing Car Review* 1956. Phone 09 534 4226. Mem.

**KING-PIN KITS, TIE ROD ENDS,** Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gaskets/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, for all makes and models, especially: Austin, Chevrolet, Chrysler, Ford, Hillman, Morris, Standard, Vauxhall. Ronald Lever, 87 Tui Rd, Papatoetoe, South Auckland. Phone 09 278 3888 evenings

INTERNATIONAL TRUCK 1935 C1 model. One ton 9cwt. Good tidy condition. runs well on reconditioned motor. \$6,000 phone 06 326 8970.

1929 AUSTIN 7 CHUMMY (TOURER) tidy motorable little Vintage car. Very original, with new hood. For sale by tender. Tenders to M Wallis, Pungaere Road, RD2, Kerikeri by 4pm 30 Sept 02. Email: ammj@xtra.co.nz phone 09 407 4552. Highest or any tender not necessarily accepted. Mem.

MODEL T PARTS. Chassis, axles, driveshaft, dif etc. Motor, rims, fire walls, seat springs, guards, doors, petrol tanks, bones of a car? The lot must go, your price. Phone 06 862 5606.

**AUTOMOTIVE WOODGRAINING.** When restoring your car there is only one way to restore your metal window frames & dashboard: metal woodgraining. For information and free quotes contact Alan Markby. Ph 03 445 0988 or write to 11 Boyne Place, Cromwell. Mem.

1949 RILEY 2<sup>1</sup>/<sub>2</sub> RMB. This vehicle is in original condition and running nicely. Currently registered and warranted it is reluctantly offered for sale due to a reassessment of projects. \$9,000 phone Jack Hindess Taupo, phone 07 378-9207. Mem.

**PENRITE OILS.** We carry a full range from Vintage to Modern Engines. Lubricants for pre-1984 HD motorcycles, gearbox oil for Japanese 2 strokes. Full range of diff, steering box and gearbox oils. Competitive prices. Try us first. M.S. Coombes Ltd., 344 St. Asaph Street, Christchurch. Phone 03 366 7463, Fax 03 366 7462.

FORD TAUNUS STATION WAGON - German, 1964. Good mechanically, excellent tyres, very little rust, needs paint. New and used spares included motor, gearbox, diff and windscreen. Been in dry storage 25 years. \$1,200 ono. Phone Neil 04 388 8832. Mem.

PACKARD 1929 STANDARD EIGHT, less body, restorable. Selling on behalf, \$3,500ono. Contact Bryan Belcher, phone 09 275 6031. Mem.

1930 FORD A ROADSTER. Used regularly. great looker, drives exceptionally well. Retirement and a smaller home mean one of my babies must go. \$20,000 phone Bernie 07 549 1389.

1917 BUICK D35 TOURER. Needs top and new tyres to complete restoration. Retirement and a smaller home mean, one of my babies must go. \$18,000. Phone Bernie 07 549 1389.

1898 PEDAL ORGAN. Canadian, original condition, plays well \$450. Also 1920s player piano, all upper bellows renewed, some rolls. Very good condition \$2,500 phone 07 549 1389.



**1966 FORD ANGLIA SALOON** needs attention, shed stored, in use until late 1997, has exemption registration status. \$800 or best offer. Phone 06 856 8511.



**1928 MODEL A FORD ROADSTER**  
Fully restored 1978 and maintained in excellent condition throughout. 12,000 miles since restoration and new gearbox and high ratio crown wheel and pinion recently fitted. Reluctant sale due to new purchase. Photos and car details available by email:rhfear@clear.net.nz \$24,000. Phone 03 384 2734. Mem.



**1965 MG MIDGET.** Excellent running condition, 74,500 miles. Well serviced and maintained. Reg "POPIT". Old English white with red upholstery and new black soft top. \$11,000 ono. Phone 07 849 8338 or 07 853 8384.



**HUMBER SUPER SNIPE 1962 SERIES 4**  
rare English classic. 3 litre manual, new clutch, new reg & WOF. Very reliable, radio heater and towbar, excellent original condition. One owner \$5,000. Phone 07 308 2498.



**BMW R50 1959 AND JB SIDECAR STEIB**  
replica. Just 5,000 miles since total restoration. Near concours condition. \$8,500 ono. Phone 07 847 3650 after 10 August.



**AJS 7R 1953 No RTC 38 5-53.** Ex Ken Mudford TT machine. Winner of major trophies at Classic Register meetings. Engine modified to 85 bore 83 stroke. 470cc. Race ready. \$21,500 ono. Phone 07 847 3650 after 10 August.



**BMW R100 1976.** Very good condition, original condition, new Konis, clutch, brakes, tyres, battery. Excellent runner with Krausers. \$4,000 ono. Phone 07 847 3650 after 10 August.



**RILEY 2<sup>1</sup>/<sub>2</sub> 1950.** Well fettled, in regular use. Magnificent motoring. \$15,000 firm. Phone 03 351 7023.



**1924 AUSTIN 12/4 CLIFTON TOURER**  
Lovely old lady, no bad habits, needs loving family accomodation and regular exercise. Near original. \$22,000 phone 534 6226 email murray.ralls@xtra.co.nz Phone 09 534 6226.

**Repair & Restoration Technical Manual 2001**

Copies of this official Vintage Car Club of New Zealand (Inc.) publication are available from the National Office. Please post payment (NZ\$15 inc p&p within New Zealand) and address details to VCCNZ, Restoration Code, PO Box 2546, Christchurch.



**RUGBY** Last running about 15 years ago, complete car has been shed stored. Spare gearbox plus two motors, very easy re-restoration \$8,000 027 476 6167 or 09 294 8461. Mem.



**1928 WHIPPET TWO DOOR** in excellent condition. Motors extremely well. \$11,000 ono. Phone 03 548 9619. Mem.



**VINTAGE CARAVAN 13FT 6IN.** Built early forties and later enlarged to 4 berth, with large frame awning. Steel chassis, wood body in perfect condition. Used for touring and holidays until 1974 and always garaged! Override brakes and telescopic shock absorbers fitted: tows superbly. Gas cooker, sink and water tank. Ideal for medium to large 40s/50s (or modern) car. A unique opportunity to create a totally useable and practical vintage outfit! A guarantee of a good home will secure a very good price. Contact Ross Crook on phone 09 267-0291 (after 6.30pm) to view.



**DELAGE 1910 4 CYLINDER** restored in 1996 used regularly. The earliest motoring Delage in New Zealand. Genuine 1910 mechanicals and matched brassware. Rear entry brake-style bodywork. Restoration featured in BW 231, April/May 1998. \$40,000, phone Alan Wills (03) 332 7225.



**1928 NATIONAL CHEVROLET ROADSTER** an older restoration but refurbished for 50th Rally - 1,000 miles on rebored motor, new upholstery, new hood. Present owner 18 years. Currently on hold but will be sold with new registration and WOF. Phone 03 981 4566. Fax 03 942 4456.



**1929 VAUXHALL 20/60 MELTON ROADSTER** with dicky seat. Older restoration body by Golf motor bodies, complete engine rebuild by Auto Restorations 1995. Great touring car. \$37,000. Phone 07 859 3331, or 021 430 988.



**MORRIS COWLEY COUPE 1929.** Professionally restored, minor finishing required. Factory sunshine roof. Personalised plates complete with spares. \$18,000 ono. Phone 03 388 3238 or 03 383 1274. Mem



**1956 HUMBER 80** Sparkling condition. Drive anywhere, spares included. Only 46,000 miles. \$5,500. Phone 09 278 8698. Mem.



**1913 HUMBERETTE ROADSTER** twin air cooled engine lovely to see, great to drive. \$35,000. Phone 09 278 8698. Mem.











**PH/FAX 903) 218-3228 0800 TO-CHROME (0800 86-2476)**

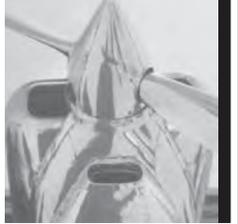
- Industrial Hard Chrome • Industrial Chemical Cleaning
- Zinc Plating • Gold Plating • Tin Plating • Copper/Nickel/ Brass/ Chrome
- Anodising or Chrome Plating onto aluminium
- Metal Polishing on steel, stainless steel, aluminium copper and brass
- Wood Stripper

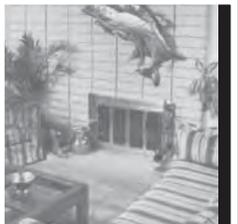












**269 Bond St**  
**PO Box 481**  
**Invercargill**

## 1932 MG J2

CHASSIS #J2166, engine # 691 AJ.

This MG has been fitted with a supercharger, 16 in centre laced wire wheels, the desirable 12in brakes, twin fuel caps and the racing style large revolution counter.  
All the above modifications have converted this J2 into a specification similar to what the MG factory provided for competitive use. Although this is not fitted with the usual ENV gear box it still remains a highly desirable vehicle.  
This is almost unique in New Zealand valued between \$32,000 and \$40,000.

## 1930 MG M type special.

Chassis#2/M2 112.

This is an assembled typical beach racer, and grass autotest vehicle. Valued at \$8,000.

For further details about cars contact Jayne  
04 904 8940

BSA Bantams; two, very early. One 100% complete unrestored and one incomplete part restored \$1,000 the lot. BSA C10 1951 part restored new tyres etc offers wanted phone 07 549 1389.

RILEY ELF 1968 MKIII Trafford blue. Recently professionally repainted and reupholstered, new carpets. Top condition all round. \$4,600. (Worth \$10,000 in USA). Phone 06 867 7617. Mem.

2 x 1934 OLDSMOBILES FOR RESTORATION  
1 x 4 door sedan dual sidemount - 6 cylinder,  
1 x 4 door sedan with rear mounted spare - 6 cylinder (on restoration papers). Also 1 x rolling chassis, spare panels, motor, gearbox suspension etc. offer. Phone 09 434 6690

CHRYSLER 1929 MODEL 75 COUPE almost fully restored needs minor finishing. Most

1906 CADILLAC SINGLE CYLINDER project car. Mechanically very complete including some new and reconditioned parts. \$11,000 to cover costs to date. Phone Roger White 04 563 6236, 021 538 262

parts supplied, been on blocks for five years. No WOF and personalised plate CRY 29 on hold. Car is in Auckland \$21,000 phone 025 284 7009 evenings or weekend.

OFFERS REQUIRED 1955 RILEY PATHFINDER (RMH) unfinished project, reconditioned engine, gearbox overhauled, much panel work completed, needs painting and trimming. In storage at Feilding. Contact Robert Kyle phone 06 753 2023, 025 276 8593. Email: robtKyle@xtra.co.nz

ROYAL ENFIELD, 1935 250cc OHV SLOPER, Dad's collection of parts. Remains of two bikes, missing headlamp and seat. Good frame, wheels, engine etc. Sell as one lot. \$800 phone 04 902 4862. Mem.

MORRIS 10, 1936 SALOON. Complete car for spare parts including engine gearbox chassis. Hopeless. Phone 09 533 8050. Mem.

1950 FORD XPRIE 8 inch never spuds available. Restored approx 26 years and needs to make space for another 2 cars each. Phone 09 279 8698. Mem.

BABBIT AND WHITE METAL ALLOYS AND BODY SOLDERS. Buy direct from the manufacturer - quality assured. Minimum order 2.25kg, price dependent on specification and quantity. Cheque, cash or Visa. Phone Dominion Lead on 09 622 9100 or 03 365 6453 to discuss your requirements.

STANDARD BIG 9 1931 MKI. A rare complete car. Initial restoration started, spare reconditioned motor. Offers. Phone/fax Andrew 03 385 2391. Mem

.FREE TRIP TO HERSHEY! Car enthusiast in Virginia requires tradesmen to help with 1790 farmhouse restoration. In exchange for ticket to USA/return, plumber, electrician, bricklayer and a builder needed! For three weeks work I will trade a return trip ticket from New Zealand, provide a car for use to Hershey. Contact Dave Warlow, Timaru. Phone 03 688 4382.

THE AUTOMOBILE MAGAZINE/VETERAN AND VINTAGE. I have a lot of early issues for sale or swap for issues I'm missing. Send SAE for list of issues available and wanted. Graham Freeman, PO Box 21-307 Christchurch. Mem.

1926 FORD T TOURER restored 20 years practically no use since. \$14,000 includes extensive quantity of quality spares. Can be viewed at Te Puke Vintage Auto Barn or for further information phone owner 07 578 5222. Mem.

1983 MK V CORTINA GHIA Set of five original wheels, chrome trim bands, scripted hub caps, locking nuts. New Hella grill with inbuilt fogs, one standard grill, one complete instrument panel. All excellent condition. Selling as a lot. Any reasonable offer. Phone 07 578 5222. Mem.

1928<sup>1/2</sup> PONTIAC SPORTS ROADSTER Model 83. Complete with paper's and some new parts plus spares restoration. Only one of this rare model in Australasia. \$7,500. Phone 06 343 8189.

PISTONS for Vintage and Classic engines . Most models available in standard or oversizes. Also pistons can be made to special dimensions. Contact George Calder, 307 Hoon Hay Road, Christchurch. Ph 03 338-5372. Fax 03 338 5482. Member.

## MODEL 'A' FORD OWNERS, GO TO

[www.pearsons.co.nz](http://www.pearsons.co.nz)  
for monthly specials, Model 'A's for sale, second hand parts for sale, plus lots more.

## SELLING OR PURCHASING OF VETERAN, VINTAGE AND POST VINTAGE VEHICLES. GO TO

[www.pearsons.co.nz](http://www.pearsons.co.nz)

Vehicles are advertised for free. An advertising fee will apply when the vehicle is sold on behalf of the owner. There are no other, or hidden costs. Email [pearsons@xtra.co.nz](mailto:pearsons@xtra.co.nz) Ph (03)313 2924 Les. Pearson. Pearson's Model 'A' Ford.

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We can supply many **new old stock** Distributor parts for Lucas and other makes, and have built a New Zealand wide reputation for restoring **worn Distributors to as new performance and finish**. All aspects of repair undertaken including **Vacuum Advance Units**. Work fully guaranteed. contact Quality Rebuilds, 5 Fenhall St, Christchurch, 8004. Phone/fax Barry Emms 03 342 5677. Mem.

BAY OF PLENTY MUSTANG OWNERS CLUB invite you to the "Mothers" All-USA-Day car show. Register your Club now for best club trophy. 24 November Blake Park, Mt Maunganui (rain or shine). Phone Bart 07 571 5503 or email [bopmustang@hotmail.com](mailto:bopmustang@hotmail.com)

AUSTIN SEVEN CHUMMY 1925 Chassis, gearbox, rear axle, suspension and steering restored. Engine fully reconditioned and assembled. New radiator core. Floorpan, scuttle, bonnet, front and rear guards, windscreen frame, body timbers radiator surround all new ex UK. Needs assembly. \$7,500, phone Wayne Henderson (03) 467 9804 evenings.

FOR TENDER LARGE COLLECTION OF Austin Seven used parts. Includes 1923 cylinder block, early non-speedo gearboxes, 1925 Chummy floorpan, scuttle, and windscreen frame. 1927 Chummy body parts including scuttle, screen, guards etc. Mechanical parts too many to list. To be sold as one lot. For tender details and list send SAE to Wayne Henderson, 70 Tanner Road, Glenleith, Dunedin.

**MECHANICAL FUEL PUMPS REPAIRED.** We can restore that faulty pump, including fuel resistant diaphragm. Work fully guaranteed. Contact Quality Rebuilds, 5 Fenhall St, Christchurch 8004. Phone/fax Barry Emms 03 342 5677. Mem.

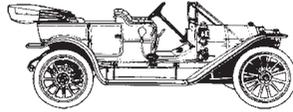
**VALVES** exhaust quality stainless for Vintage engines. Available in blank form or machined to size required. Contact: George Calder, 307 Hoon Hay Road, Christchurch. Phone (03) 338-5372, Fax (03) 338-5482. Member.



Do you wish to advertise your Veteran, Vintage, or Post Vintage vehicle for sale? I can assist. A photograph, description and price of your vehicle will be placed on my website

[www.pearsons.co.nz](http://www.pearsons.co.nz)  
An advertising fee will apply only when the vehicle is sold. There are no other costs involved. Specializing in Model 'A' Fords, but all other makes catered for. All inquiries welcome. Contact Les Pearson (03)313-2924 or email [pearsons@xtra.co.nz](mailto:pearsons@xtra.co.nz) for further details.

ROSIE STUDEBAKER, AN AUTOBIOGRAPHY. Second edition now available. Still only \$10 inc p&p. Just send \$10 to Jack Hoven, 201 Darraghs Road,



**AOTEAROA WOODEN WHEEL**

**Vern Jensen**  
Member of Manawatu V.C.C. (6) 323-35  
H.C.C.A. (NZ) A/Hrs (6) 323-36

**WOODEN WHEELS** made for your metal-work. Steam-bent felloes, any shape spokes. New beaded rims available in some sizes.

SWAP EARLY 1928 MODEL A 21inch AR wheel in perfect condition for later 1928 21 inch A wheel in same condition. Phone 07 578 5222. mem.

NEW DUNLOP TYRES (4 OF) 700 X 19. NOS never been used - type F tread \$1,100. Contact T de Leeuw, phone 07 827 8228.

VETERAN HUPMOBILE, RARE 1916 MODEL N. Tourer. Requires full restoration. No parts to find, almost enough for another car. Literature included. Shed stored. \$6,750 Phone 03 312 5720.

HUMBER SUPER SNIPE MK IV 1952-57. Rear window rubbers which take chrome strip to be available shortly to order Phone 03 302 3845.

THORNYCROFT NZ AGENTS PLATE. Cast brass, enamel sign NZ Insurance Co 18" x 24" with picture head in centre, one pair of NZ reg x no plates, veteran Standard car engine with fixed head complete and running, collection of old padlocks, collection of oil cans, Anderson stationary engine complete with original petrol tank, runner. Phone Owen 07 866 8295.

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VINTAGE & CLASSIC QUARTZ halogen bulbs. Replace your existing bulbs without rewiring the headlamp assemblies. Up to 100% brighter than your existing Tungsten bulbs. Will fit most reflectors fitted to Pre & Post war cars and motorbikes. Also available in single filament 55 watt P22 & BA 15 bases for use in spotlamps and mechanical dip reflectors. Most bases and configurations available in 6v & 12v. Further info: Norm & Jan Sisson, sole NZ Agent. Ph/Fax (03) 389-0643 also Henrob Welding Torches/Model Boat Supplies. 38 Ottawa Road, Christchurch 6. *Note change of phone number.*

**Mechanical Restorations and Vintage Spares (1980)**

Stockists of REPLACEMENT AUTOMOTIVE

1912-80 ENGLISH AMERICAN CONTINENTAL

Kingpin sets	Engine gaskets	Gearbox gears
Suspension parts.	Steering joints	Crownwheel & pinions
Spark plugs	Electrical fittings	Wiper motors (vac)
Engine bearings	Shock absorbers	Wheel cylinders & kits
Master cylinders & kits	Shackles (pins & bushes)	Ring gears & pinions
Rear axles	Water pumps & kits	Clutch plates
Clutch covers	Carburettors	Fuel pumps & kits
Brake & clutch cables	Pistons	Steering box parts
Valves, springs, guides	Speedo cables	Ignition parts
Timing gears & chains	Lenses	Engine mounts

**MECHANICAL RESTORATIONS & VINTAGE SPARES (1980)**  
RD 7 • Fordell • Wanganui • Phone/Fax 06 342 7713



1939 NASH AMBASSADOR 6 cyl OHV mechanicals, wiring, chrome work and woodgraining all done. New tyres, completely rust free, ready for paint and upholstery (material supplied). Numerous spares \$8,000. Phone Jim Taylor 03 235

**FOR SALE OR SWAP**  
I have Harley-Davidson parts and parts books: 1911-29 single + twins, originals and copies. Parts: 1917-23 (twin) inlet manifold, 1916-23 (twin) gearshift gate, 1915-28 (twin) tail lamp bracket, 1915-24 (twin) complete saddle seat, 1917-27 (twin) Schebler DLX 13 carb, (1918-29 (twin) rocker assy's, speedo r/angle drives. I NEED: 1 x Corbin 0-8- speedo, 1 x Claxton horn, 1 x hand brake assy + external band, 1 x headlight to finish my 1927 600 Indian Scout. Phone 021 993 850 or 09 570 1104, leave message.

1969 SLIM LINE DAIMLER 100% original in very good condition just needs a good polish, leather still smells new, all tools, doesn't need restoration, present owner for 10 years, colour Cotswold blue with navy upholstery, genuine mileage 60,000. \$15,000 or near offer. Also 1948 Matchless in very good unrestored condition last reg. 1985 garaged since, sprung pillion seat. \$3,350. Replies 03 548 8441, email whatnow@xtra.co.nz

1930 FORD MODEL A ROADSTER. Perfect restoration project. No rust, easily repairable r/h side panel damage. Original hood bows, coil spring seats, ownership papers etc. Genuine 73,114 miles. \$15,000. Phone Mark 07 348 8677, 025 867 400, Rotorua.

**PISTONS PISTONS PISTONS  
PISTONS**

FOR VETERAN, VINTAGE, CLASSIC & ODDBALL ENGINES.

We can supply piston sets for most makes & models. All piston sets come complete with rings & gudgeons. We have over 700 listings at competitive prices.

**M S Coombes Ltd**

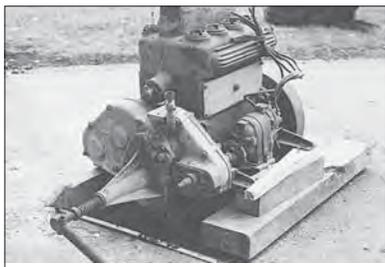
**344 St Asaph St, Christchurch  
Ph 03 366 7463, fax 03 366 7462**

**M A G N E T O ' S , R E W I N D S ,  
PARTS AND SERVICE**, all types, units bought and sold. Contact Chris Slater, Coil Winding Services, Hupenui RD, Greytown, WAIRARAPA. Ph/Fax (06) 304-9466.

EUROPEAN HOLIDAYS. Camper vans, motorhomes and cars for hire. Excellent helpful service, best rates in UK. For brochures phone 07 847 3650 or phone Kiwi Hire Direct 44 1 432 870 410 fax 44 1 432 870 875.



AUSTIN 7 SPECIAL (1930s). Virtually complete unfinished project with much work completed. Most original body panels and frame available. Split front axle, stiffened chassis, offset diff, set new alloy pistons, rods, crank and block. Numerous other parts including blocks, heads, gearboxes, wheels, tyres, instruments and drop front axle go with the project. \$2,200 ono. Phone 03 331



CAN ANYBODY IDENTIFY THIS VETERAN MOTOR. No markings other than the letters I•M•F 23•12•13 cast into block. Motor turns over. Motor will be at Christchurch swap meet October on Bill Skeggs site 268 if not sold prior. Phone Jim Taylor Makarewa 6RD, Invercargill. Phone 03 235 8094.



VINTAGE TRUNKS as seen in Issue 201, page 17. Leather trim, waterproof, stock size or made to your measurements. Phone/Fax Allan on (06) 844-3959 or (025) 469-331 to discuss your requirements. Allan Jones Joinery, Napier. Member.

HUBCAPS – IF YOU HAVE a hubcap problem contact me. I have produced skin pressings for most cars between 1930 and 1940. These are top quality replicas. No matter how rare the make of vehicle it is possible to reproduce as original. For further information phone Les Hayter 07 378 9230 or 025 485 994 or write to my new address **810 Tukairangi Road, RD 1, Taupo, PO Box 762 Taupo**. Mem.

1930 MODEL A ROADSTER PICK-UP Fully restored. \$20,000 ono or will trade Army Indian motorcycle and cash difference. Wanted Army Indian motor, side panels for carrier, or parts. Any condition. Phone 03 615 9316 evening. Mem.

1937 BUICK SERIES 40 SEDAN (rare Canadian model) in a dismantled state. Much work done on doors and guards etc. with twin side mounts. Body has been dipped and painted with PA10. No parts missing. Sale due to declining health. Make a reasonable offer. Phone Graeme 09 473 6856 anytime.

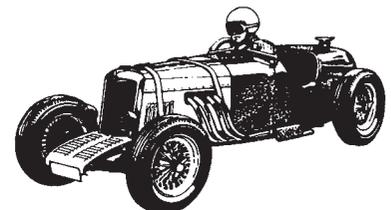
CHRYSLER 1929 MODEL 65, 4 door sedan, chassis and mechanicals fully restored, body on chassis, needs minor finishing prior to painting, garaged for past 20 years. For further details phone Brian 04 526 9714 or 021 400 859. Mem.

FORD MODEL A DELIVERY VAN used only for display and promotion purposes since 1972. In showroom condition and fully mobile. Currently in storage asking \$10,000 negotiable. Phone private owner 021 969 050.

CIRCA 1924 DIFF ASSEMBLY Chrysler Dodge Plymouth, respoked wheels, brake parts new linings on bands, Chrysler 70 radiator, complete 16 and 17 Chevrolet wheels. complete '36 Chevrolet chassis on wheels. many other parts. Gisborne Parts Shed, Contact Terry, phone 06 868 4480, PO Box 307, Gisborne.

Reminder for Vintage Car Club of New Zealand (Inc) members. Don't forget to advise **VCCNZ National Office** of any changes of address or sales/purchases of vehicles. **NZVCC Inc, PO Box 2546, Christchurch**

**VINTAGE & CLASSIC  
ENGINE PARTS**

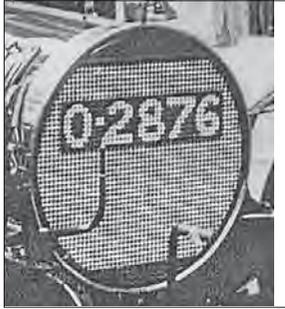


**PISTONS, VALVES, HEAD GASKETS  
TIMING GEARS, MORSE CHAINS  
ENGINE BEARINGS**

**GEORGE CALDER LIMITED  
307 HOON HAY ROAD, CHRISTCHURCH  
PH 03 338 5372 FAX 03 338 5482**

1924 BUICK 4 MCLAUGHLIN TOURER Restored, low mileage, excellent condition + spares. Two gearboxes, three engines, one steering box, one drive shaft, two footwarmers, one vintage towing A frame + running board side cage. Contact J Cassidy, 2 Hartley Cres, Timaru, phone 03 688 9111.

# WANTED



WANTED FOR RESTORATION OF VETERAN SPYKER, a radiator similar to the above picture. Any information regarding any other parts such as a gearbox, diff etc.(or something similar and appropriate for the era). Rob Spyker phone 03 332 1411 email: spyker@clear.net.nz Mem.



SPEEDO HEAD WANTED. As shown or similar. Phone Auckland 09 524 7627 a/h.

1920s AEC/LGOC 108 x 140mm 4 cylinder bus/truck side-valve petrol engine - the one with the sump at the front. Contact Nick Taylor, 35 Yarnells Hills, Oxford OX2 9BE, England. Phone (United Kingdom) 0044 1865 723 0500.

BOOKS WANTED (2). *Prewar Jowett Cars TSB 245. Postwar Jowett Cars TSB 246.* compiled by Trevor Alder. Transport Source books. Contact Bryan Spragg, phone/fax 06 278 7776. Mem.

DAYTON USA. WANTED ANY INFO OR history of Veteran Dayton V twin motorcycles in New Zealand (Spacke Deluxe engine 1157cc). Any vintage outboard motors especially racing models in any condition (Konig, Quincy etc.) Contact Keith McLeod, 130 Opawa Rd, Chch, phone 03 332 6100 or email: keithmc@hotmail.com

CUCCIOLO OR DUCATI M55 moped wanted or parts, any bits, any condition. Phone 03 328 7792 evenings, Chch.

MORRIS 1928 14/28 set mudguards and brackets to suit also bumpers front and rear Phone 0800 678 702 after hours. Mem.

BSA PARTS FOR VINTAGE 1000 V twin. Front frame section, primary cover, guards, magneto chain cover and magneto. Can swap some parts. Phone Gary 03 388 1718.

OIL CO ENAMEL ADVERTISING SIGNS, Motor Spirit, cap, tyres, oil etc, anything from Big Tree, Texaco, Europa, oil bottles, delivery drivers hat & jacket badges, any old oil company promotional items. Bob Ballantyne, phone 09 444 4066. Mem.

FOUR GOOD 4.75/5.00 x 19 in Firestone tyres wanted. New or little used. Phone Gordon Vogtherr 06 878 2448. Mem.

WANTED FOR 1938 PONTIAC heater, dash mounted radio and clock, number plate light lens and Fisher body badge. Phone 03 689 5711, email: mick-delia@xtra.co.nz

WANTED FOR 1924 ALVIS 12/50 Rotax headlights 8in diameter, prefer non-adjustable stalk mounting, Rotax sidelights teardrop shape, Rotax dash mounted starter button, Rotax 4in diameter ampmeter/lightswitch panel, Rotax "divers helmet" tail light, Smiths 80 mph speedometer. Phone Peter Croft 03 384 9534. Mem.

I have the following Vintage items to swap for wanted items above:- Pair CAV headlights 8in diameter, pair CAV sidelights teardrop shape, pair CAV sidelights oval, three CAV sidelights scuttle mounted egg shaped, pair CAV sidelights scuttle mounted 4" diameter, pair Rotax sidelights late 1920s, one Smiths dashboard clock rim wind, one "Swiss Made" dashboard clock rim wind, one CAV "coolies hat" dash lamp. Phone Peter Croft 03 384 9534. Mem.

VELOCETTE SHEET METAL for MSS & Venom, headlamp, gas tank, MSS mudguards and stays. Venom front fender stays, front brake hub and speedometer and bracket. Email: electricarl@yahoo.com or write Goodman; 312 Briar Hill Rd, Hopkinton, NH 03229, USA.

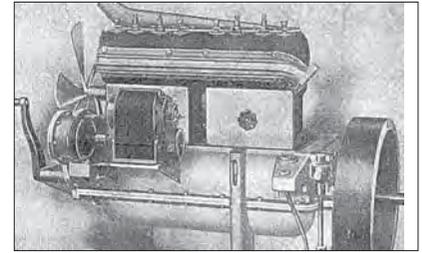
SPARKPLUGS Collector of different and unusual plugs want to buy or swap for his collection, anything considered. Phone 09 410 9112. Mem.

TRIUMPH MOTOR CYCLE 1960 T100 A 500 bathtub model. Any condition considered. Must be complete, matching numbers preferred. Phone Des 07 849 4945 days or 07 854 6660 afterhours. Mem.

WANTED ANY INFORMATION ABOUT ARDEN cars, particularly in New Zealand. One is known to have been traded possibly to Austin Agents in New Plymouth in 1927/28. Reply to William Pitt, 7A/20 Oriental Terrace, Wellington or phone 04 384 4468 collect.

FORD 1932-34 V8 parts, I am interested in any NOS parts, literature or any other parts. Graham Freeman, 03 337 9177. Mem.

WANTED FORD MODEL A, must be in good condition and a very reliable runner. Phone/fax: 09 971 8285, or smits.family@paradise.net.nz



WANTED WISCONSIN MOTOR as illustrated in any condition. Also Pinion assembly for Timkin diff or any parts for 1912 cutting. Contact John Muter, 1 Orsino Place, Stratford, phone 06 765 7170. Email: johnmuter@iddesign.co.nz

ENGLISH COLLECTOR OF PRE 1918 AEC, Thornycroft, Napier, etc seeks anything from a button to a complete vehicle. Please send details and photo with relevant numbers to Pat the Anorak, Glazebrook Farm, Ashingdon, Essex, England, SS43JL or phone 001 702 206686 for a confidential cash offer.

FORD V8 DELUXE 1939, LF DOOR, fr inner guards, rear guards, running boards good running 24 stud engine or complete car for parts. Phone 06 758 8081.

BUICK PARTS FOR 1950 SUPER. Phone Gary McVicar 03 358 8866 or write 540 Avonhead Road, Christchurch.

SOLEX CARBURETTOR as fitted to 16hp and 20hp standard 6 cylinder engines and SS1 Jaguar cars equipped with the same Standard built engine. Contact Hutchings, phone/fax 03 449 2760. Mem.

FORD ROADSTER, MODEL A OR 1932. for long-term ownership within New Zealand. Any condition considered, from restoration project to good finished car. Please phone Tony 09 268 9550 work hours or 025 790 907, or write with photos to PO Box 272 1369, Papakura, Auckland.

BSA MOTORCYCLE ENGINE WANTED. Suitable for a 1950-54 A7 or Shooting Star A7. Complete or main mechanicals of the engine would be very much appreciated. Phone Owen 07 866 8295.

1912 TRIUMPH MOTORCYCLE PARTS engine, clutch hub, muffler, levers, handlebars, 1908 cylinder, 1922 crankcases. Any original Triumph parts, manuals and literature. Any other Veteran and Vintage Triumph parts. Contact Phil, phone 09 818 8228, 025 656 0258. Email: triumphvilla@xtra.co.nz

AUSTIN 7 CAR 1932-34 WANTED. In good condition. Phone 06 374 7294, Dannevirke.

Advertisers please note the deadline for *Beaded Wheels* marketplace column for the October/November issue. Copy and payment must be postmarked no later than 10 September, 2002. Post to: Advertising, PO Box 13-140, Chch.

# SWAP MEETS & RALLIES

ADVERTISING DEADLINE  
FOR NEXT ISSUE 10 SEPTEMBER 2002



NZVCC Inc Bay Of Plenty Branch

## SWAP MEET & MARKET



19 OCTOBER, 2002.

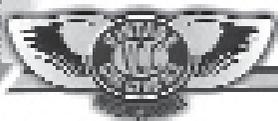
BAYPAC COOLSTORE – Totara Street, Mt Maunganui

- Vintage Car Display • Car Parts Old & New • Garage Sale • Collectables •
- Books Old & New • A must for car enthusiasts • food • hot and cold drinks •

All catering by BOP VCC – No other refreshment stalls permitted.

Further information from Ray Singleton 07 573 6547.

Gates open 7am • Seller's Vehicles & Driver \$5 • All others \$3 • Children Free



## 18th NATIONAL MOTORCYCLE RALLY

**Invercargill**

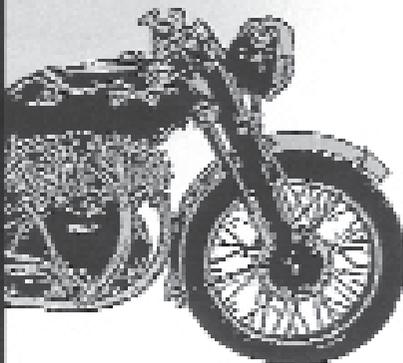
**28th February - 2nd March 2003**

BLUFF

INVERCARGILL

HERE

EVERYWHERE



OTAGO  
BRANCH

# 31<sup>st</sup>

## Dunvegan

Motorcycle Rally

5-6 October 2002

This years event we will be  
visiting the North Otago area  
- Waitaki Valley.

*If you wish to attend, please apply  
for an entry form to  
The Rally Secretary  
75 Panmure Ave, Dunedin  
Entry forms will be mailed to last  
years entrants*

## **IMPORTANT NOTICE**

# **JAGUAR RECALL**

If you own a Jaguar you may well recall the rave reviews that came from those who attended the Easter 2000 National Jaguar rally in Queenstown. Well, it's all about to happen again! Easter weekend of 2003 is the date for the next National Rally and this time it's in Wellington. So if you'd like to join the fun just contact us for full details... you don't even need to belong to a Jaguar club.

## **You Must Act Now!**

Phone Marie on **04 2933768** or write to:  
The Hutt Valley Jaguar Enthusiasts Club  
PO Box 38654 Te Puni Mail Centre, Petone.

[www.geocities.com/hvjec](http://www.geocities.com/hvjec)



CANTERBURY BRANCH – NEW ZEALAND VINTAGE CAR CLUB

# **NATIONAL COMMERCIAL RALLY 2002**

## **Labour Weekend 26 • 27 • 28 October**

There are various venues for the rally and camping facilities are available at Cutler Park. Excellent rally routes and a major Truck Show and display being organised over the weekend.

Entry Forms will be available in July. Enquiries and registration of interest to:

RALLY CO-ORDINATOR: Roy Grainger, Ph/fax 03 322 7200, 122 Kennedys Bush Road, Christchurch 8003

RALLY SECRETARY: Jill Hockley, Ph 03 352 7862, Fax 03 352 7894, email: [hockleyjt@extra.co.nz](mailto:hockleyjt@extra.co.nz) or write to The Rally Secretary, 27 Dunbarton Street, Redwood, Christchurch 8005

MARLBOROUGH BRANCH – NEW ZEALAND VINTAGE CAR CLUB

# **BIENNIAL SWAP MEET & RALLY**

## **Labour Weekend • 26 and 27 October 2002 • Brayshaw Park, Blenheim**

Members are cordially invited to visit Marlborough, New Zealand's gourmet paradise for this event to enjoy a choice of four scenic rally routes with warm, friendly hospitality.

Entry forms available August and entries close 28 September.

As we will be using our own facilities, entries may be limited, so be in quick.

For further details on the rally contact:  
Tony or Marie Hansen, telephone 03 579 4260,  
fax 03 579 4259

For further details on the swapmeet contact:  
Ian Paynter, telephone 03 578 1896

# **BUICK CENTENNIAL RALLY 2003**

Please send me a Programme of events

Name \_\_\_\_\_

Address \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_

Post to : D Mitchell - 56 Hetley Crescent, Napier  
Phone 06 844-5957 - Email: [mitchel\\_d@paradise.net.nz](mailto:mitchel_d@paradise.net.nz)

Be a part of New Zealand's first ever National 4 Day Buick Rally in Easter 2003. Travel through picturesque rural Hawke's Bay, enjoy our historic vineyards and experience our world famous Art Deco & Spanish Mission Cities.





**HAWKES BAY  
BRANCH**

# TE ONEPU & PUKEORA HILL CLIMB WEEKEND

19 AND 20 OCTOBER 2002

*Don't miss this opportunity to enjoy two sealed hill climbs...*

Historic Te Onepu on Saturday & Scenic Pukeora on Sunday

For more information and entry forms contact  
Hawkes Bay Vintage Car Club,  
PO Box 1036, Hastings  
or phone Ron Day on  
(06) 857 7938  
or email:  
brooklands@paradise.net.nz



## Cadillac is Celebrating 100 Years

18–19–20 October 2002

New Plymouth, Taranaki

*All Cadillac owners, (Club members & Non members)  
welcome to celebrate The Standard of the World.*

**REGISTRATION FORMS NOW AVAILABLE FROM**

Noeleen Soubre

1211 Egmont Road, RD 2, New Plymouth

Phone 06 752 2852 or email: soubers@ihug.co.nz



### 100 YEARS OF VAUXHALL



### TOUR OF NEW ZEALAND

To celebrate 100 years of manufacture of the Vauxhall Car, the Wellington Vauxhall Bedford Club is co-ordinating a 30 day, 7,000 km tour of New Zealand commencing in Wellington on 7 February 2003 and finishing in Christchurch on 8 March 2003.

Registrations for the whole or part of the Tour are open to Vauxhall owners who are member of NZ Vauxhall clubs, Vintage Car Club, Clubs who are members of the Federation of Motoring clubs of New Zealand, and overseas residents who are members of a club recognised by the organisers.

Further information and registration forms may be obtained from Don Olliver, Wellington Vauxhall Bedford Club Inc., 39 Main Rd, Titahi Bay, Wellington 6006, NZ., or email: dolliver@ihug.co.nz

#### PRELIMINARY NOTICE

## WWW WAITARA TO WAITARA WEEKEND

*Waitara, Taranaki Labour Weekend 2003*

### PRE 1939 VEHICLE RALLY

With all participants, be they driver, passengers or crew, being encouraged to wear period costume.

Three vehicle classes: Veteran, Vintage & Post Vintage

This event is to be held in conjunction with the Waitara Community

Enquiries to: Rally Committee, 63 Broadway, Waitara, Taranaki  
Rally Organiser: Colin Johnston • Rally Secretary: Rob Thomson



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Lock ring Heavy  
and light.  
Now available



Beaded edge  
Wide range  
30x3 to 895x135  
Split Rims



Well base Rolled edge.  
All sizes



## CANTERBURY BRANCH VCC ANNUAL SWAP MEET Cutler Park McLeans Island



### 11\*, 12, 13 OCTOBER 2002

Join us on this fun weekend and visit the Mecca of Vintage Motoring of New Zealand  
For information, enquiries write: "Swap Meet" PO Box 5279, Christchurch  
or Phone Kay (03) 352-5217. No ATM or EFTPOS facilities available. No Dogs. ROAR.  
PUBLIC DAYS 12, 13 OCTOBER: 9am - 4:30pm. Adults \$3, all accompanied school children free.

**\* 11 OCTOBER  
Member's Day**

Admission to the swapmeet on Members Day is by  
current VCC Membership card or site holders ticket only.  
*Admission for those people accompanying a VCC member is \$5 per person.*



NORTHLAND BRANCH – NEW ZEALAND VINTAGE CAR CLUB

## ANNUAL SWAP MEET

• Saturday 21 September, 2002 • Club Grounds Heritage Park, Maunu •

Boot sales ♦ Arts and Crafts ♦ Motorcycle Part ♦ Vintage Car Parts  
Sausage Sizzle ♦ Snacks ♦ Tea and Coffee available

Gates Open 8am

Adult entry Fee \$3 Children Free Stall Holder Fee \$3

For more information please phone Keith Thomas 09 437 3240 or Rex Graham 09 433 5725

Traditional  
Seller Parking

Larger  
Hardstand



## MANAWATU BRANCH VINTAGE CAR CLUB SWAP MEET

MANFEILD PARK – FEILDING

# 2002

Admission  
Sellers from \$10  
(Vehicle & Driver)  
Adults \$5  
Accompanied children  
FREE  
Enquiries  
Phone (06) 323-4040  
Fax (06) 323-4047

### 8am SAT 5 October

Under Cover Space  
Available –  
Full catering



## 50 Year Award GEOFF MEHRTENS

Text Leigh Craythorne

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

Geoff started motoring at three years of age in a side chair of a motorcycle travelling to distant places such as Akaroa and Kaikoura on shingle roads. These journeys continued in Austin 7's in 1933 and 1938.

Around 1949 Geoff acquired his own 1929 Austin 7, a car that brought him into contact with the VCC at a mud plug at the back of Kaiapoi.

Geoff joined the VCC in 1951. The Canterbury Centennial had many parades and Geoff travelled in a fun set-up old De Dion Bouton that generated his desire to have a Veteran vehicle. Firstly he found a 1906 Cadillac chassis that went into storage as further parts were located, along with the remains of a Cadillac Model 30 demi tonneaux. The next remains were the 1906 - 1910 Reo that he put on the road in Timaru around 1954/55. After his transfer south (with the Vacuum Oil Company), Geoff was the first member of the VCC in Timaru and his restoration of the Reo stimulated interest rapidly, with cars being found all over South Canterbury. The sub branch formed shortly after, with some 8 - 10 cars under restoration.

Geoff's association with Harry Wigley of Mt Cook and Southern Lakes Tourist Company in Timaru, gave rise to the Mount Cook Rally in 1956 commemorating the 50 years of the first cars to Mt Cook driven by Wigley and Rutherford - 2 x 1 cylinder De Dion Boutons, taking three days to get there.

In 1956 Geoff entered the Reo in the second Dunedin Brighton Run.

He returned to Christchurch in 1958 and while looking for Cadillac parts, found (in half and cutting firewood) the Talbot 4 AB 12 HP. The rest of the vehicle was in the rubbish dump and in a trailer some 40 miles away in the Cheviot area. As Geoff had more of this car than the two Cadillacs, the Reo was sold to build a garage and work started on the Talbot.

Geoff and Rosalie took the opportunity to go into business on their own in 1963 and moved to Evansdale and the Glenhouse Service Station, with their two small boys.

Watching the Haast Rally in 1965 was frustrating for Geoff, so work started on the Talbot to go to Nelson for the 1972 International. This was a trip for their three children to remember for a lifetime, nearly four weeks in an open car with only one day of rain. The original carburettor was used and they had severe fuel starvations, plus they rebuilt the clutch in Christchurch on the way north.

The Talbot has participated in many Dunedin-Brighton Runs and Geoff has won the Festival Cup on several occasions.

Geoff was Chairman of the 25th Dunedin-Brighton event and gathered together some 75 vehicles for this milestone occasion.

He started restoring the two Cadillacs from 1977 onwards and had the pleasure of having three Veterans in the Dunedin-Brighton Run on some five occasions.

The car that gives them joy now is the 1924 Delage DI Alpine Touring, in which they have travelled 32,000 miles in five years.



VCCNZ National President Leigh Craythorne presented Geoff with his award at the Dunedin-Brighton Dinner on 26 January 2002.

Geoff and Rosalie recently enjoyed the opening day of the Southern Motorway extension, in company of many Otago Branch Members and their cars.

bw

★ ★ ★ ★ ★

# AJAY'S

## FORD V8 PARTS

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**Flathead & Customline  
Specialist**

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Ford V8 Parts & Accessories.**  
**Hours 9-5 Weekdays**

# PEARSON'S MODEL 'A' FORD PARTS

pearsons@xtra.co.nz

## Ford Model 'A' & 'T' Restoration Specialists, Including Ford Model 'A' & 'T' Parts Supply.

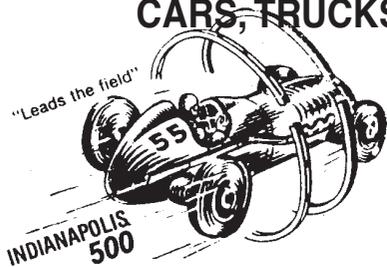
*We can supply for your restoration, or vehicle maintenance;*

- Seat and top fabric by the yard, OR, complete interior and top kits, ready to install.
- Complete hood bow sets. Either just top irons, or the complete bows including wood.
- Body panels for 'T's and 'A's. Steel guards and complete 'A' & 'T' bodies imported.
- 1930 Model 'A' Phaeton, Roadster, Roadster Pick-up, steel dash rails available.
- 1928 - 31 Model 'A' Pick-up steel decks available. Tailgates also included.
- Fuel can holders for the running board now in stock. Polished Aluminium. \$160.00.
- 1928 - 31 Open car windscreen frames available. Cheaper than the U.S. imports.

**Ph (03)313-2924 for all orders (inc. after hours orders till 8pm.)**  
**Answer phone on Sundays. Fax (03)313-2925. P. O. Box 550. Rangiora. Canterbury.**

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WE CAN MAKE CUSTOM RINGS FOR MOST  
CARS, TRUCKS & MOTOR MOWERS



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PROMPT SERVICE ASSURED

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PH: 09 579 7219 / 579 8788

918 Gt South Road, Penrose,  
PO Box 12-230, Penrose, Auckland

OPEN SATURDAY  
MORNING - 8.30-12.30  
CUSTOM BUILT PISTON RINGS

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Powder Spray Process,  
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Palmerston North  
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- Complete Wheel Restoration

Vintage – Classic – Modern

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Mobile 025 231 7864

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Day or Night

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Where older cars are seen and loved.  
- And some are for sale -

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Te Puke - Rotorua Highway (next to Kiwifruit Country)

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# Goldies Garage

OWEN P. GOLDSMITH  
Proprietor

25 Years Experience

Vintage, P.V., P.W. & Classic Restoration

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repairs to component as required.

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Tauranga.  
Phone:  
07 543 0061

Member



Personal service  
from the crew at:



**Jim  
Carter**  
CLASSIC  
1934-72 Truck Parts

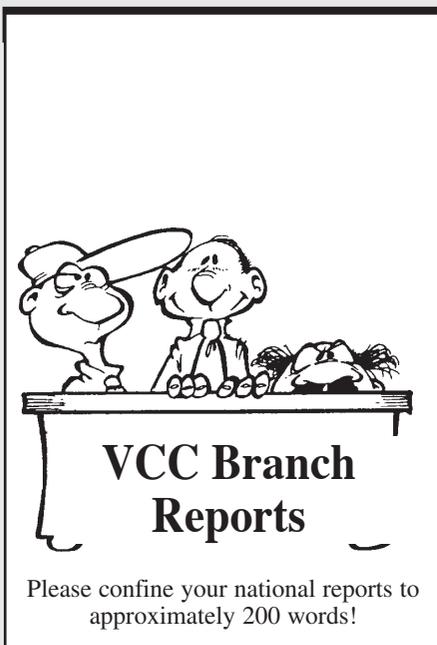
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Our Swapmeet held on 4 May saw a large turnout of stall-holders, the most we have ever had. An unusually mild 26° day encouraged a large crowd to attend, and an excellent selection of parts and other items allowed many members to go home satisfied. A great day to catch up on friends etc. Doug Philpot and his assistants ran a very well organised event that achieved record takings for the Branch. Jim Alexander and Gavin Smith had a great day in the Parts Shed, after the event they seemed to gain more parts than they had sold.

The Irishman Rally organised this year by local member Bill Datlen was a great success as usual, Bill is becoming well known for his talent in organising rallies.

Chairman David Oakley has been heard making the comment that he will have an eligible vehicle ready for the next Irishman. He must be going to finish the Whippet at last.

We welcome new members Rod and Lynette Lovett with a 1938 DX Vauxhall, and Michael Kenneally with a 1964 220s Mercedes which is at present on display in our Museum.

The grapevine tells me that John and Liz Chynoweth are planning a trip to the far North in their Humber 10, great stuff John that will make some Yankee car owners sit up and take notice!

Lindsay and Glenis Olsen have been gathering up a few bits and pieces to get their 1929 Plymouth Coupe on the road, with some help from your scribe. Take note you Morris Minor owners there will be two 1929 Plymouth Coupes on the road here soon.

#### **Auckland**

**John Stokes**

Little restoration and vehicle movement news has reached me. George Mihaljevich is into the front hubs of his 1911 Hudson. Alven Bonney has bought a 1938 International D 15 truck ex Gavin Abbott. Barry Robert has completed his history of pre-1905 motoring in Auckland and other parts of the North Island. Peter Alderdice is involved with the manufacture of Vintage Harley-Davidson foot-board rubbers.

Events: Twenty-eight cars and one motorcycle represented Auckland at the Waikato Double Fifty Rally. Aucklanders took at least thirteen of the twenty-seven prizes on offer, and the beautiful Auckland Waikato bronze trophy is now in its proper resting place behind the spirit bottles in our bar. One hundred and three motorcycles of all shapes and sizes attended our Kaiaua Fish 'n Chip Rally along with five club eligible cars and four moderns. Twenty-five vehicles attempted our experts rally, this being won by Russell and Jocelyn McAlpine. Norm Dewhurst's Rear Wheel Brake Rally started at the Botanical Gardens in Manurewa and after travelling on good Franklin roads finished at Phil and Sue Jones place at Otaua where we were able to view the Citroen collection and also the seldom seen Essex Four tourer. I have recollections of this Essex keeping pace with moderns on the Southern Motorway in 1967-68. Unfortunately Paul Fussey had to abandon the idea of a motor-show at Manukau due to a lack of volunteer helpers.

People who have joined us in recent months include Andre Jorna with a 1938 Chev Master Deluxe, Robert Keller 1938 Hillman van, Gary Langton 1936 Morgan 4/4, 1949 Bentley MkVI and a 1964 MG B. Noel and Trevor Shaw with the very large Shaw vehicle sanctuary, Ray and Annette Golding with the late Cyril's Vintage and PV Austin collection. Paul Gruzelier with three New Hudson motorcycles from 1911 to 1928, Roger Gwynne who owns a 1970 Triumph Bonneville. Clive Hallam who has a 1960 Royal Enfield and two Vintage Douglas motorcycles, Graham Allen and Jaqui Southwell with a 1930 Model A roadster, Danny Trafford with a 1969 Moto Guzzi 7, Jason Harper and Nina Blomfield with a 1962 Cadillac Coupe de Ville, Ron Alteen has a DMW Deemster motorcycle, David Oldham owns a 1928 Harley-Davidson JD and a 1970 Ford Mustang fastback. Matthew Ward with a 1971 Ford Fairmont and Allan and Katrina Stamp with a 1965 Morris Oxford

Politics: Alan Price is our new Chairman and Jodi Tomlin is back as Bulletin Editor following our AGM.

Service badges: Pat Dewhurst, Don Strange and Keith Williams got their twenty-five year badges at our AGM. Thirty-five year awards went to Jerry Batterton, Bryan Belcher, Barry Birchall, Don Cameron, Malcolm Hall, Frank Knight, George Mihaljevich, Alan Price, Bill Shears, John Stokes, Peter Webster and Don White.

#### **Banks Peninsula**

**Andre Le Fevbre**

We held our AGM in May, a calm and peaceful proceeding, with Michael Williams becoming the new Chairman and Tony Haycock the new Club Captain. New committee member Martin Green drives an S3 Bentley, thus bringing to three the number of Bentley saloon owners on the committee, a point not lost on our real Vintage members.

Our May Night Trial was indeed a trial for the hardy competitors, as they grappled with the devious instructions provided by

Tony Haycock. Straight line navigation and average speed seemed two very challenging concepts for many and a driving test in the middle of a paddock was an interesting novelty. Mark Dawber in the Vintage Plymouth was a clear winner, proving that brains can beat brawn.

The Balcairn Trial on 30th of June lived up to the Flanders and Swan song and provided "Mud, Mud, Glorious Mud" for the 40 competitors. Quantity, not quality seemed to be case this year as there was a sad lack of quality cars such as Fiat's, Bugattis, Vauxhalls etc, and an increasing number of Austin 7 specials – something really needs to be done about the Preston-Routledge production line which keeps churning them out at an alarming rate.

As always mud was the dominant theme with spectators and competitors having a wonderfully messy time as the day unfolded. The Kowhai River section was a great leveller with Tim Palmer proving that Ford Prefects don't float, and Peter Henry's redoubtable Ruby actually getting swamped as well. A new section, Fool Circle, provided some very serious swampy mud, from which everyone emerged quite a different colour but very happy.

The final section, Mount Pisa, was again the decider, with Bill Datlen's Ford Special achieving nearly maximum points.

#### **Results**

##### **Long Wheelbase Class**

1 Jeremy Burgess Dodge Special

##### **Short Wheelbase Class**

1 George Kear Austin 7 Special

##### **Trials Class**

1 Bill Datlen Ford Special

##### **Overall Winner of the Old Boot Trophy**

Bill Datlen

#### **Bay of Plenty**

**Garry Linkhorn**

April, May and June have been full of activity by our members in Veteran, Vintage Car and Motor Cycle events around the North Island.

At the Easter Rally Northland were Derek and Rita Winterbottom - MG B, Arnold and Dulcie Mortensen - Daimler, Mark Spackman - Hudson, Jack McKinnon - Oldsmobile, Wally Bulloch - Morris Minor, Phillip Menzies - Rover, Trevor Scown - De Soto.

Members attending Rotorua's Whirinaki Wander were John and Adele Lamb - Triumph Spitfire

Attending Taranaki's 37th Maunga Moana Rally were:

Joe and Norma Marsden - Alvis, Owen and Margaret Goldsmith - Daimler, Arnold and Dulcie Mortensen - Daimler, Lex and Carol Linklater - Whippet.

The Alvis Club AGM at Palmerston North featured Rob and Jo Edwards accompanied by Snow and Gladys Greaves - Alvis Coupe. April's Waikato Mooloo Meander had our motor cycle enthusiasts Ray Nitschke - BSA Golden Flash, and Richard Patching - Matchless Twin.

On the local scene our April Club Rally, the View Run, was organised by Alistair Jones and Gordon Drown. The rally started in Tauranga CBD, 30 cars with members and families touring through Tauranga and Te Puke roads, to the summit of a very high Te Puke Reserve. We parked at a private golf club clubhouse where members could enjoy the 360° views. The run then continued on to a private Te Puke address, where a 1913 Minerva Tourer car waiting restoration was viewed. The day concluded with our host Mr and Mrs Sandy Tipene providing a superb afternoon tea.

The Club's Concours D'Elegance and Restoration trophies were competed for at the May rally on the Tauranga Marina carpark. Thirty sparkling, gleaming cars were judged by Branch scrutineers Bill Janes and Ivan Allen.

### Results

1	Ian Rolls	MG A
2	Chris Raitlon	The Raitlon Claremont
3	Joe Scott	Ford AA Truck

### Peoples Choice

Ivan Allen 1911 Wolseley

### Restoration of the Year

Garry Linkhorn 1971 MG B GT

It was very pleasing to see many members of the public viewing this event. This was followed by a rally tour to Omokoroa for a lunch stop, and returning to Tauranga via Plummers Point Thermal Pools and Park. This event was capably organised by John Payne and Garry Linkhorn.

Tauranga's Prestige Classic and Sports Car Show, on Sunday 2 June fielded eight of our members MG cars, namely Ted Cole, Neil Goodwin, Peter Lawn, Ian Rolls, Clive Snow, Hans Van Lith, Derek Winterbottom and Garry Linkhorn.

Mid-week rallies, organised by Jo Edlin had good support from members.

In May a rally tour to Tirau Replica Castle, the Honey Shop and Museum had 16 cars and 32 people attending.

In June 23 cars and 48 people met at Te Puke, before motoring to Hamurana at Lake Rotorua, where we visited an outstanding model agricultural and farm vehicle display together with several model train displays. Lunch concluded a restful day.

Branch meetings in May and June were again well attended. Guest speaker Colton Kerr, at May's meeting, gave an informative talk about the East Cape, an account of his early days living and working in that area. At the June AGM several officers changed, and we now have:

Chairman - Ray Singleton

Club Captain - Arnold Mortensen

Secretary - Dulcie Mortensen

Mid-week Rally Co-ordinators - Peter and Pam Roberts.

Jo Edlin, Roger Newland and Derek Winterbottom join the committee.

Looking ahead, our annual Anniversary Weekend Rally may be held at Sapphire Springs Holiday Park Katikati next year.

### Canterbury

Tony Becker

Queen's birthday Weekend means Irishman Rally to many branch enthusiasts of back-country togetherness and Richard

Dagleish saw to it that 2002 would not disappoint. They traversed the Mount Hutt, Inverari and Klondyke high country stations in the upper Rangitata area. Successful completion rewarded Andy Fox and his Rolls-Royce the privilege of organising 2003 rally, with his win this year. Runner-up was Michael Williams.

The 9-90s mostly mid-week activity has experienced a resurgence of interest by members in such venues as the "Poo-ponds" and Lyttelton road tunnel complexes. Good support too for their excursion to Hammer Springs with 24 overnighting. The delights of walks and hot pools proved very popular activities with 9-90s folk.

The May Quiz Night led by Colin Rae and his small team put on a storm of brainteasers for the eight teams of eight. The wise old MC section hands came through to take out the major "stake-earnings" on the night!

The motorcycle section's AGM and Noggin was the usual convivial affair which saw the election of new co-convenors Mike Glenday and Gary Pritchard by a large muster of supporters. The Barn proved to be a happy venue for this occasion. Also well supported was the 2002 Rural Run, very well planned by Nick Harrison and Janet.

The blend of usual rough and smooth, meandered through a large back country chunk of North Canterbury's fine scenery on a gorgeous day, reaching as far as Cheviot, Gore Bay etc before returning homeward on SH1 at cruising mode.

Not so lucky was the Autumn Run which suffered a cold wet day, but fortunately went indoors to a now much visited, popular private museum full of old vehicles, bikes and paraphernalia of yesteryear.

The National Commercial Rally to be based at Cutler Park during Labour Weekend is gathering widespread interest.

Already a diverse array of old workhorses are completing restoration and rejuvenation for this big coming event, in the capable hands of Roy Grainger and his team.

The Restoration of the Year Rally started quite fine from Yaldhurst Hotel carpark, but developed into drizzle showers as the day progressed. Meandering around the south and west of the city for some fifty miles we eventually ended up at Cutler Park for the usual picnic-in-the-hall lunch around midday. The drizzle became persistent enough to force the beautiful array of 2002 restorations indoors.

There the judges studied their subjects which were all worthy of high marks. Three Veterans from Riley to Renault, one Vintage Rugby utility, one Ford Anglia PV, two PWV's, a Jaguar XK140 sports and LIP Vauxhall. Just one motorcycle, a Triumph of 1969 manufacture entered, although another old 'un didn't quite make it we hear.

Presentations made at 2002 AGM were as under:

### Ian McGregor Trophy Motorcycles

Alister Kermode 1951 Ariel

### Eric Walker Memorial Trophy Motorcycle Restoration of the Year

Barry Stevens 1969 Triumph

### Eric Walker Trophy Restoration PV PWV P60v

Ian Clemments 1956 Jaguar

### Max Smith Memorial Trophy Most Veteran Rallies and McLaughlin Trophy for age/mileage

D and J Bennets Albion

### Noel Becroft Trophy Veteran Vintage Restoration of the year

Noel Hayes 1909 Renault

Elections at AGM 2002 saw Chairman, Treasurer and Secretary returned unopposed. New Club Captain is Colin Rae with committee Lyndsay Saunders, Roy Grainger, Rod Burbery, Bob Kinnaird returned also. An addition is John Bartlett plus one to co-opt. The financial, swap meet and convenor reports all reflected a strong "go forward" within our very healthy well managed Branch. The meeting observed a minute's silence with the sad news that Bruce Pidgeon, longstanding and hard working VCC member and *Beaded Wheels* Chairman had passed away overseas.

Among other notable Canterbury Branch deaths recently were two characters, Graham Innes and Alby Anderson who stood out for differing reasons.

Graham Innes, well known for his life long involvement with motorcycles and cars, was a stalwart of the parts shed team and passed away on 28 May 2002. He was a strong supporter of local and national events.

Among Graham's prized vehicles was a 1938 Oldsmobile Hearse, complete with coffin in which Graham was known to repose now and then.

Grahams parting wish was that he be driven to his funeral service in his own loved hearse by longtime friend Tony Meikle. A good representation of Canterbury VCC members and vehicles farewelled Graham just as he had wished. Obituaries for Bruce Pidgeon and Albert Anderson appear elsewhere in this issue.

### Central Otago

John Loudon

On the 23 February a few of the Central Branch members travelled to Ranfurly to attend the second Art Deco event. A good turnout of Otago members helped as well and they were having an organised rally day both getting there and on the return journey, but we haven't seen any results yet. Ranfurly really turned it on this year and judging by the crowd the event is very popular with plenty of activities and stalls selling a variety of goods. The main event of the afternoon was the unveiling of a statue of John Turnbull Thomson. Much of the area around the Maniototo and Central Otago was surveyed by him and his choice of names caused a lot of discussion such as Sowburn, Gimmerburn, Kyeburn, Swinburn etc. More activities in the afternoon including a pig race one could have bets on (we didn't). The usual loud jazz band that some people find too noisy was very evident. The homeward trip took us detouring around the old Waipiata Sanitarium that is now being used as a hostel. A very interesting place to visit if you have an hour to spare.

An invitation from Southland for a friendly get together on 17 March saw us all meet up at Gabriel's Gully, Lawrence, for lunch, smoko and a good chin wag. Initially I thought we had the wrong place as we were first, but the cars started to arrive, eight from our branch, also vehicles from Southland, Gore and South Otago - a good turnout of 30 vehicles. During the afternoon there was an invasion of topless sports cars that did a circuit, plus a few campervans and family cars, obviously a very popular place to visit as it is away from the main route and very sheltered by the hills. It must be cold in the winter!

The site was the largest gold mining area in Otago in the 1860's and the start of many other trails further inland as gold was discovered in the hinterland. Russell Hawkes gave us a run down on the events for the 2006 Rally in Southland, a lot of work involved in this as we all know but they have a good team of members to run it.

Our annual Golden Times Rally at Arrowtown was another great day out and many thanks to the Page team for this. They set a route that not many entrants would have travelled, and will not have the opportunity again as part of it was through private property complete with bog and mud tracks, some gravel roads, with road works in progress to widen and seal. A detour through Queenstown, past Frankton and then on to Kelvin Heights before up and up to the top of a deer park with a variety of livestock such as deer, horses, buffalo and goats. For an extra bonus, we had the remains of a very large building that was built for the movie "Escape". The views from the top were quite something - 360 degrees of vision, and crystal clear air with no wind. This was a great opportunity for photography. The return trip for Alexandra and Wanaka members who chose the Crown Range route provided an interesting diversion. Unfortunately it was too much for a certain Oakland which required some assistance over the top and for some distance further on.

Club Captain Alister Stewart arranged a Garage Raid in Cromwell on the 28 April and a very interesting afternoon this proved to be. The first visit was to Allan Markby who gave a demo on how he produces the woodgrain surface on car parts for Vintage members. Threats of death if secrets are revealed. Down a couple of streets to Graham Clearwater's to view a car not many members knew existed. This is a very original 1923 Dort Roadster, all there and very sound, except for tyres. He has owned this car for 50 years so they still come out of the woodwork every now and again! Next to Allan Cleaver's immaculate garage-workshop with carpet on the floor, wood burner for heat and a selection of Jawa m/c parts like a showroom. See Allan if you require any Jawa parts. No you can't get 30 blokes in Archie Donaghy's garage even after he spent three hours making room for us. He has the most interesting collection of just about everything. Current project is a Morris Minor convertible under restoration to go with the early Low-Lite and a Series E tucked in the corner. Add to this some motorcycles and parts, shelves of radios and odd shaped things that had

*BEADED WHEELS*

"Speights" on the top. For cooling on a hot day he told someone. John Boy Martin very kindly let us look in his toy box and rummage around his treasures. I thought when we arrived that he was taking the hat round, but no he only removed it when he went inside and didn't put it down in case someone lifted it - a nice hat too. John has been very busy over the years as he has restored Granddad's New Beauty T, Oakland Roadster, two motorcycles plus a 1913 Royal Enfield on the way, along with a 1934-5 Chevrolet coupe. Not much room left for other projects with that lot.

Final visit of the day and half way up the Dunstan Range to Judith and Ken Brown's with a garage full of Austins. Ken must have thought he would run out of spares for the two Sevens, he has judging by the stock of spares stacked all over the place. He has two 12/4 Austin non-runners at present plus a garage next door which houses a Jaguar and Mercedes coupe for rally use, lovely vehicles. The girls were busy in the kitchen all this time and what a spread they put on for us. We were wet and cold and certainly appreciated their efforts.

Cheers till next time and have a good winter.

#### **Eastern Bay of Plenty Sue Moore**

Our Club Run for May proved to be "something a bit different" when Don Ashley decided we needed to upgrade our navigation skills and organised a "Tulip Tour" for us. For many this was a new experience and a good turnout of 13 cars, four Vintage and nine post Vintage set out from Watchorn's Museum in anticipation of a good day out! Well, there was a lot of back-tracking going on but eventually everyone arrived at the Kawerau Swimming Pool Complex for the lunch stop. The weather that day was a bit cold and miserable so many of us took advantage of the warm 38 degrees in the pool! The afternoon run was different again as we had to unscramble words to give us the clues to find the right route back to the Museum for afternoon tea (more back-tracking and head-scratching!) Everyone agreed it was a very enjoyable run.

Our Branch AGM on 30 May brought a few changes in Officers: Club Captain Allan Stewart decided to stand down and Peter Worrall agreed to take up the challenge. We look forward to what Peter has in store for us this year. Our longstanding secretary Don Ashley is also standing down from office this year and we welcome Coral Worrall as our new secretary. Thank you Don for your sterling work over the last nine years.

More on our June Night Owl Run next time.

#### **Far North Dave Duirs**

It's winter with a vengeance and all around us there are huge "lakes" where last week were grazing stock. But the sun is back, the dolphins are frolicking in the bay, the grass will grow and we have a rally which, no doubt, will go over some damaged roads - the "Winterless North". Who coined that phrase?

Our May run, "Focus on Mum", organised by the Bairds, took us through the back blocks of Kohumaru, over what once was a Lands and Survey development farm (sadly now looking very run down), down to Kahoe and Kaeo and Janit's Texas Diner where the guys shouted the gals lunch in this "different" restaurant which excels in things American / Texan. Platters of spare ribs were tackled by several and the sight was worth seeing!

On our way check lists, clues and "collections" resulted in bags of all sorts beginning with M being presented to our organisers for points allocation. Quite hilarious to see how much trouble some competitors went to, there was a worry that mailboxes and M of W signs may have become trophies, but we proved a responsible lot.

The day ended back at the Baird's for afternoon tea. Debbie Francis with hubby Bob in their MG, were declared the winners of the trophy, recently donated by the Topps. The East Coast tour to Napier earlier in the year was a great success. The Bairds have taken up the challenge for next year and are organising an ambitious tour over to the Coromandel and on to Rotorua to coincide with the National Easter Rally and then on to Taranaki for the Maunga Moana run before returning home, they have a good few starters already.

A good turnout of members to the AGM was great and all positions were filled with some planned changes to encourage members to "take their turn" to perhaps reveal some hidden talents and give the core office bearers a break so that they will be keen to come back again in later years. The good work of the previous committee is much appreciated and the new team is drawing up its plan to foster the great spirit, camaraderie and motoring that this little branch enjoys.

#### **Gisborne Rodney Clague**

We are having a breather after hosting touring parties from four branches of the Vintage Car Club, as well as the Morris Enthusiasts' Club during February and March. The Bay of Plenty branch with 24 cars and a "milkbar cowboy" on a Vespa scooter travelled around the East Coast (as had the Far North people, the Morris enthusiasts and some of the Horseless Carriage Club vehicles) and were hosted to a barbecue tea and a social hour or two afterwards. I believe they travelled via the Wharekopae Road on their way home.

The last visit was from a section of the Waikato branch who broke with tradition and instead travelled through Waikaremoana and the Tiniroto road to reach Gisborne, where they were hosted to tea on the Friday evening. We enjoyed hosting you all, and look forward to returning the favour some day. Our parts shed is lighter, but the coffers are heavier, thanks to your visits.

Since my last jottings we have had the annual Neil Peterson Trophy Run which took us over the Waingake Road to come out on the main highway in the Whareratas, after which we continued on to Morere for afternoon tea. It was surprising the number of local members who had never

traversed that road before. The Chairman's run was the last run before the presentation of prizes at the AGM. Tony Bartlett took us for a meander around the Poverty Bay flats before sending us to the end of Ngakarua Road where we enjoyed afternoon tea in a friendly cocky's paddock. Very tranquil it was too. The surprise here was the number of persons who had had an association with this part of the district, despite the fact that we were out in the middle of the wop-wops.

The first run of the new year was the Ladies' Run organised by Editor Janet which took us on a roundabout route through Patutahi and back to the clubrooms, throwing in some teasers on the way to sort out the ladies from the girls. A lovely afternoon drive.

On the restoration scene Mark Dunn has created another Model T Pickup, and also has his "Irishman's" Dodge 4 special all legal and ready to go. Bob Scott has passed on his 1951 1.5 litre Riley to his son in Christchurch, taking in the Molesworth Station road on his way down. David Clark has added another 1930 Model A Ford to his collection, and already it has been repainted into his "fleet" colours of maroon and black. The Stevenson's have their 1938 Morris 8 2-door saloon up for sale. And yours truly has brushed the dust off a 1956 Morris Cowley wellside pickup that has been shed-bound for the past five years and is readying it for the 2nd National Commercial Rally in Christchurch at Labour Weekend.

As I write these notes news has come through about the untimely death of Bruce Pidgeon. Bruce spent some time in Gisborne in the mid to late sixties, managing the local branch of the family firm of E. W. Pidgeon Ltd, or Ace Tyres as we knew it. He acquired a 1926 Clyno while here and restored it in time to drive it to Christchurch when he moved back there. The car is still in the family, and our older members have followed its progress through the years via the *Beaded Wheels* at various rallies Bruce and his family have attended.

Bruce attended the 1965 Haast Rally from here, driving Selwyn Dryden's Austin 12/4 saloon to Christchurch where he picked up Selwyn and the pair then took part in the rally. Back in Gisborne Bruce was instrumental in acquiring a 1928 Morris Commercial truck and he and other founding members of the Gisborne branch restored the vehicle at the back of the Ace Tyres building where the Morris was kept in a lean-to. The restoration of this truck led to the beginnings of the Gisborne branch. Bruce also worked on the restoration of the Carlton car while here.

I, on behalf of the Gisborne branch, offer our condolences to his wife and family. The club has lost a man who enjoyed his old vehicles and gave much time to the old vehicle movement. He will be sadly missed.

**Gore**

**Ron Osborne**

This year's Festival Rally held in February, was organised by Pat and Joy Hurley (their third in a row) and attracted 84 entries. A most enjoyable day, the

weather was good and we covered many back country roads which made keeping to the selected average speeds difficult. Our lunch stop was at Dolamore Park where the field tests were held. By mid afternoon everyone was on the return journey to Gore where we enjoyed a social hour and a wonderful meal provided by Jim McBride and his helpers. At the prize-giving a very surprised Kay McNabb from Balclutha was declared the overall winner.

Club Captain Bill Sheddan and his wife Dawn, attended the Sunbeam Club 30th Anniversary Rally held in Wellington in late February in their Alpine. They travelled to Taupo, a pretty adventurous journey from the bottom of the South Island, and were away 15 days and covering 2,200 miles.

Also in February, Raewyn, Keith and daughter Leeann Dodds participated in a rally at Blenheim celebrating 80 years of the Austin Seven. These folk had their car transported to and from Blenheim. A great rally and a good time had by all.

Sunday March 10 was the Frank Dobson Memorial Run with a good turnout for this event. A short run to Waikaka for the Vintage and Veteran cars (only eligible for the trophy) and a longer run for the rest. Afternoon tea at a local hotel before returning to the club rooms for the results. The winner was John Tremaine and his wife Mary. A pot-luck tea and social concluded the day.

Our biennial Swap Meet on Sunday 14 April at the club rooms also had a good turnout of local members and visitors. We had included garage sale stalls as well, and the weather held off to enable the event to be a real success. Thanks to all members for making this such a great event.

Our activities will slow down during the winter, but we have a Closing Day Run and a Garage Raid trip to Queenstown coming up.

**Hawke's Bay**

**Rod McKenzie**

After a break of several years I have again been entrusted with the job of scribe for the *Beaded Wheels*. Most of the other branch committee positions remain in the area of status quo following our AGM in May, but Derek Gordon has the Club Captain's position filling the shoes of Geoff Quarrie who has had the job for several years and needed a spell. New committee members include Jim Harkinson, Jamie Taylor and Tony Prebensen.

The monthly run in May was from the Hawke's Bay Car Club near Bridge Pa, whose members put on a novice car trial for our VCC members. A bit more brain testing than some of our pretty laid back runs we have had, and I believe there are some delightful new tricks in store for coming competitive events. Everyone arrived back for afternoon tea, so the homing devices the elderly cars are fitted with must still be working well.

Allison Carrad organised the June run which was the annual Lady Driver's Run and by all accounts a fun time was had by all. Twenty-six entrants in all took their men folk for a wee jaunt to a Chocolate factory for a visit.

Several new members have come on board these past few months with more

folk out there hunting for cars so they can join in the fun they see old car-owning people are having at such events as our Art Deco weekend.

New restorations coming along include the 1910 EMF of Wayne and Shona Richards which is at present having its hood fitted, and John and Margaret Cleland's 1913 Ford T Tourer which is presently in the paint shop. Pat Bren continues good progress with her Veteran Daimler. Geoff and Dianne Quarrie have a large new shed, so apart from the maintenance being almost up to date on the GWK, the Model A Bus is getting attention and the parts are coming together for the colonial bodied Studebaker.

Restoration awards at our AGM included Joe Leete with his 1923 Austin Seven, Peter McCool's 1929 Ford Model A Tudor, Brian Stevenson's 1935 Auburn 851 Roadster, Fred Payne's 1946 Ford Mercury Coupe and Dave Robertson's 1966 Rambler Classic 770. Other awards were the Founder's Trophy which was awarded to Basil and Nita Rouse for most work done by anyone not on committee, and the Colin Hill Memorial Trophy went to Bruce and Allison Carrad who attended most events throughout the year.

Like some of the other VCC Branches around the country, we have a small group of masochists who are fettleing mopeds and small motorcycles. I heard of one owner who went out recently for a test run on his machine. He is now seriously considering enrolling at a gymnasium so he will be fit enough to ride, pedal and push the thing. His wife says that the gym subscription is worth more than the machine!

Coming events of importance on the Hawke's Bay calendar are the second running of the combined Hill-climb event around October or November (see last year's report in *Beaded Wheels* 253), the Annual Safari at Labour weekend which will travel Highway 52, and the Annual Veteran Run in November based this year in Waipukurau.

**Horowhenua**

**Peter Nightingale**

Shona has just reminded me that the *Beaded Wheels* notes are due. Not a lot to report. Things are generally quiet at this time of year. Meetings have been well attended with our AGM coming in July. Work on the Clubroom building has resumed and I understand from our chairman that there is not too far to go. Merv Ludlow is steaming along with his Veteran 1912 Regal and can now see where he has been with the bonnet finished. Motor away. Seats and firewall in and the doors made.

Peter Hull is also making headway on his 1926 Ford T ambulance. Sandra van Hulst's Austin 10 now has a restored steering box and is much easier to keep on the left side of the road.

I spotted Don McDonald and Reece Frecklington in Jeff Fox's shed working on an Ariel. Seems that it's all go with the bikes with our chairman Alton Harrison cleaning up bikes for his now-finished museum.

Sunday saw 50 members turn up for Alton's run to Foxton then back to the

*BEADED WHEELS*

Museum for coffee. I understand that Leah was not there and Alton spent most of the time making coffee. Well we all know he needs the practice for when he opens the Cafe. Well, good motoring to all who are on the road.

## Manawatu

## Robyn Corpe

Congratulations and best wishes to our club members Ian Howell and Sarah Brown who were married on April 20.

The club was saddened by the death of Selwyn Callesen, an invaluable source of knowledge and inspiration to the club. Fourteen Vintage cars lined the homestead driveway for his farewell.

Brian Burrough gave us an excellent account of the time experienced at the Austin Seven Rally in Blenheim. Those attending were Bernie and Joan Svendsen, Dennis and Judy Milne, Brian Robinson and Shona and Brian Burrough.

Dave Livingston organised a run to Wanganui to Charlie Bernstein's. Lots of sheds filled with cars, with quite a number for sale. A great collection. Well worth the visit.

The PV-PWV-P60v run was held on 5 May. This was a very enjoyable day organised by our Club Captain Roy Haywood. Some members learnt what a chevron was and one or two managed to get lost. A section of straight line navigation tested the competitors. Lunch was enjoyed at Hunterville in the sunshine.

### Results - Overall

- 1 Keith and Lee Turner 1947 Ambassador
  - 2 Bernie and  
Joan Svendsen 1936 Austin 12/4
  - 3 Trevor and Sandra Hardy 1970 MG
- All of the above won their class*

### 2nd P60 class

- 2 Glynn Clements and Chris Rhodes  
1963 Studebaker
- 3= Don Dennis 1965 Austin  
Vanden Plas
- Carl and Christine Gaidin  
1961 Vanguard Ute

### PWV Class -

- 2 Graham Toms and Velda Dunlop  
1953 MG TD
- 3 Len and Gladys Haycock  
1951 Peugeot 203

### PV Class

- 2 Bill and Pam Corpe 1939 Hillman Minx
- 3 Mort Andrews and Patricia Gowan  
1934 Wolseley  
Wasp

### Hardluck Prize

Peter and Beulah Farland  
1936 SS Jaguar

### Furthest travelled

David and Bill Carter from Taumaranui  
1970 Valiant

Bob Clark from Bulls was presented with his 25-year badge at the end of the PV rally.

Several members turned out on Mother's Day in support of the Brain Injury Trust. Rides were enjoyed in the cars and also in the military vehicles with the Bren Gun carrier being kept busy all day. The gold coins flowed and a great day was had by all.

Guest Speaker at the May meeting was Greg Glockling from Cryo-Tech PN Ltd. Glen explained the technology of Cryogenic Metal Processing for hardening of metals and how the process can be used by the car restorer and tool user. For more information visit Glen's web site at [www.cryo-tech.co.nz](http://www.cryo-tech.co.nz)

Maurice and Christine Entwistle and their helpers have been busy with the beautification of the garden and grounds. The spacious clubrooms are often used for weddings and the new trees and shrubs will add to the improvements at "The Grove".

Our parts committee member Geoff Clark is returning to live in Nelson. His three cars are already on their way. The branch members and the parts shed will miss you Geoff.

The Brass Monkey Rally will be our mid Winter night trial on June 22.

The Veterans are looking forward to their mid winter Christmas outing to the Cheltenham Hotel and we are all looking forward to the Ruby Rally in July - 40 years of motoring for the Manawatu Branch of the Vintage Car Club.

## Nelson

## June Campbell

As winter sets in it's easy to slide into 'hibernation' mode but there has still been activity on the local front.

Our May Club night speaker was Norm Pearce who spoke on Electronic Vehicle Corrosion and the benefits of the electronic 'Rust Stop' unit.

The annual Mother's Day run saw 80 people enjoy a meal together at the 'Village Rest' Restaurant at Mapua followed by a run out to Kina for afternoon tea.

The combined Classic Motorcycle Club and VCC Motorcycles had a run through to Marahau - a good turnout with 34 motorcycles and four cars making the trip.

Local Hudson/Essex owners and friends of Geoff and Margaret Clark are delighted to hear of their pending return to Nelson - the Manawatu's loss is Nelson's gain, we think!

The AGM on Saturday, 15 June was a Cheese and Wine evening with South Island Club Captain Dianne Ross, along with her husband Rob, attending as our guest and she addressed the branch on various matters. There was not a huge attendance, maybe we can blame the feast of rugby on TV, or the weather which was cold and wet but a pleasant evening was enjoyed by those present. Geoff Morris was re-elected as Chairman and Trish Conlon has joined the Committee but unfortunately no hands up for the role of Club Captain. Gary and Anne Plum have done an excellent job in this capacity and have stood down, we are going to miss their very well planned evenings and variety of runs.

Denis Le Cren has stood down as Editor of the Crank Case after eight years production. Our appreciation to Denis for a job well done, he has produced a very interesting magazine over this time with his articles on historical motoring in the Nelson District and excellent photos that he has taken of many vehicles. I now take up these reins and look forward to the challenge.

The run on 16 June was a pot-luck lunch and short run to the Glen. It was a cold wintry day and some of our number had stayed up late the night before and watched the rugby after the AGM but walks were taken along the beach and up the hill and we soon warmed up. Afternoon tea was lunch leftovers back at Founders Park then home for us Campbells to watch the Warriors win (again).

## North Shore

## Terry Dean

The last few months have been busy for North Shore Club events. Approximately 12 members set out for Whangarei at Easter Weekend (seems so long ago!) with the North Shore team of Kevin and Heather Lord, Bob Ballantyne and Debra McIntosh, and Gaylene and Brian Cullen, with Brian and Gaylene coming second in the team's event with only a few points separating them from the winners. Well done.

Another working bee saw the graffiti painted over on one wall of our new shed, water blasting and painting the water tanks, additional lights on our Parts Shed, and security light mounted also. We held our first evening with a guest speaker, trialling this idea for interest. The speaker was Ken Smith from 'Car Colours' with many do's and don'ts of car painting.

Our biggest event in this half of the calendar year is our Northern Raid Rally, which this year attracted a record attendance of 53 cars. An excellent run, well planned by Bob and Debra, and although it seemed straightforward, it had a few testing areas which made us all think.

### Results - Overall

- 1 Rodger Ball, Auckland
- 2 Shirley Bovis, Auckland
- 3 Roger and Angie Duke, North Shore

### North Shore (and next year's planner)

- 1 Roger and Angie Duke
- 2 Brett Abraham
- 3 Arnold Van Zon

### Section Winners - Vintage

- 1 Rodger Ball, Auckland
- 2 Neville Olsen, Auckland
- 3 Arnold Van Zon, North Shore

### Post Vintage

- 1 Shirley Bovis, Auckland
- 2 Roger & Angie Duke, North Shore
- 3 Bob & Jillian Hayton, Waikato

### Post War

- 1 Brett Abraham, North Shore
- 2 Paul Collins, North Shore
- 3 John Gardner, Auckland

### Post 60

- 1 Peter Crowther, Auckland
- 2 Peter Northin, Auckland
- 3 Allan Roberts, Auckland

### Hard Luck

Philip Pearce Auckland (Blown head gasket on 1955 Ford Popular)

June saw our important AGM which is always well attended. Officers elected were:

Roger Duke	Chairman
Debra McIntosh	Secretary
Gaylene Cullen	Treasurer
Brian Cullen	Immediate Past Chairman
Len Woodgate	Delegate

Committee: Malcolm Dean, Peter Aitken, Ray Jackson, Peter Lloyd, John Tombs

Another interesting car has joined our North Shore stable. Brent and Lou Mathieson have purchased the beautiful 1930 Chrysler 77 roadster from Steve and Merle Trott. We drove them in our Aston Martin DB5 (that was cosy!) down to New Plymouth to collect the car and had an enjoyable weekend, graciously hosted by Steve and Merle. I had the unique opportunity to have a ride in Steve's beautiful 1935 Auburn 8 Supercharged speedster - what a wonderful experience.

We look forward to our next monthly run on 21 July, and our joining the Wellsford Winter Woollies Wander.

Happy motoring despite this inclement weather.

## Otago

## Arthur Bennett

On behalf of all Branch Members a round of applause and a big thank you to our retired scribe Olly Latham who has presented our news and events in a very factual manner. Don't let your ink run dry Olly! A good attendance for our AGM when Barry Longstaffe was re-elected unopposed as Branch Chairman, all other positions were filled with only minor changes from last years committee.

### Trophy Awards:

#### Harvey Wilson Cup

*Best attendance at rallies*  
Jack Harrison

#### Non Speed Event

*Best Performance at all events*  
Ray Craig

#### Clubman's Trophy

*Best attendance at local events*  
Chris Whelan

#### Restoration Cup - car restoration

Cliff Bennett

#### Douglas Rod

*Hard luck or endeavour on motorcycle*  
Murray Hamilton

#### Trevor Dunning Cup

*Greatest Effort in Vintage Motoring*  
Brian Anderson

#### Chairman's Award - Club Maintenance

Stu Campion  
Explanation: Car Restoration winner was restoration of a Lotus Sports car which the Chairman described as a period special car and the Trevor Dunning Cup was for Brian Anderson driving his 1925 Austin 20/4 Tourer with four passengers as well to the Vintage Austin Register AGM at Cambridge in late May, journey there and back eight days inclusive. Brian was re-elected the National Chairman of the VAR. Brian has also undertaken other worthwhile journeys in his Austin 20/4.

### Membership Badge Presentations

#### 35 year Badge

Graham Dalton, Stuart Johnson

#### 25 year Badge

Julian Smith, Mark Wilkinson.

Restoration Rally had a good muster of supporting vehicles on a run about town to show off the two entrants. Cliff

Bennett's Lotus period special and Graeme and Glenda Jenks 1926 Model T Butcher's Delivery Van which was painted up as a vehicle belonging to Bartons the Butcher, complete with pigs and lambs.

The Post War Vintage Rally drew seven eligible vehicles plus quite a few moderns on a run down to Taieri Mouth via various little known back roads. I also found out "what happens to the Break Down man when the break down van breaks down" he borrows tools from passing motorists. Eligible vehicles for the WR Grace Chryovac Challenge Trophy were:

Kevin Fowler 1950 Jowet Javelin  
Ron Swete 1950 Riley

RMC Roadster

George Martin 1950 Riley RMB

Ian Pairman Wolseley 4/44

Ralph Harrison 1958 Austin A35

Jack Harrison 1952 De soto

David Cunningham 1948 Bedford Break-Down Truck

Kevin and Trish Fowler.

Club Captain's Run was an unusual event for Otago Branch Members being run with a list of instructions and a telephone book. One could say we had a ring around.

Auto Spectacular - this has become our major fundraiser in conjunction with the Post Vintage Car Club and has been held in the Edgar Centre, a very large former woolstore, which is used by Dunedin Sports Groups as a multi sport venue. It has 18 full size tennis courts included. Last year roughly 7,000 people paid entrance fees. It's something well worth putting on your 2003 Travel Plan Calendar.

Taieri Tour this year will be the 30th anniversary of this popular event.

The Motorcycle Section are discussing the holding of a Moped Rally some time prior to the Dunvegan Rally otherwise "all upright".

## Rotorua

## John Kirkland

Things have been relatively quiet over the last two months and with winter fast approaching, those older cars without heaters may have to sit in their respective garages waiting for warmer days.

The mid-weekers are very active. May's run was up to the Mamaku Winery for lunch, nibbles and a look at their small but interesting museum. Mamaku is an area rich in forestry, sawmilling and history. Visitors to Rotorua may find a trip to the Mamaku Winery and museum interesting. Another venue showing the area's sawmilling history is the Te Amorangi Museum at Hannahs Bay, which also has a selection of Vintage machinery on show.

Last month's run was a combined affair where we met the Taupo branch at Broadlands and then proceeded on a conducted tour of Dave Harris' ostrich/emu farm.

The AGM has come and gone with a few minor changes on the executive committee. Club Captain Doug Green advised a programme of monthly runs through to next May.

Our annual dinner and prize giving was held at the Mamaku Winery and was enjoyed by all who attended.

On a personnel note, Dennis and Pat Burr, who are regular rally performers at local and outside club events, have both had serious operations recently, and I am glad to report that they are both making good recoveries. Poor old Dennis does have one problem which needs rectifying, he is President of the Rotorua Tractor and Machinery Club and is heavily into Vintage tractor restorations but has a problem seeing past the colour red.

After many years of official involvement with our branch, Myrtle Fleet has stood down as Social Committee Convenor. Myrtle's late husband Roy, along with Syd Halliday, was responsible for the formation of our branch, and the very first branch meetings were held in Roy's garage. Members like Myrtle are the backbone of any club and it is hoped that she still retains her links with us.

Now only the uneducated would not be able to link the late Dennis Hulme with motor racing. He was recently inducted into the Motor Racing Hall of fame at a ceremony in USA, and his wife Greta entertained us at last months club meeting telling us about her trip to accept the award on his behalf.

Bill and Dorothy Clouston have also recently been on a trip to America.

Now for restoration news, Ralph Risley has almost completed his MK VII Jaguar and then plans to start on his little Austin 7. Trevor Coker is progressing slowly with his 1926 Chevrolet and Ralph Bennett recently took his 1955 Nash Metropolitan coupe on its inaugural run at our last branch outing. This is a very well presented vehicle comes well and truly into the "head turning" category.

Cheers for now

## South Canterbury

## Bill Weir

Several of our branch members were involved 23-24 February in the 100 Years Of International Rally held at Kirwee, west of Christchurch. This was the major South Island event for this milestone occasion and consequently a very large number of tractors, trucks and associated equipment was on display.

Our major Mid-Island Rally on 3 March was reported last issue in Idle Torque, the next rally on our calendar was the Mystery run.

The Pauls organised a very interesting Mystery Ramble based on Timaru's water system from the early beginnings to the end of the chain (excuse the pun) at the Milliscreen Plant.

Swap Meet 2002. Another very successful Swap Meet for 2002, as Stuart Hatton said, "Himself up above must be looking after us," as the weather leading up to Saturday's event was very suspect, but the day cleared quite quickly in the morning and was in fact, quite hot in mid-afternoon. The gate receipts were down a little on last year, but this was, we think, due to bad weather from Ashburton north to Christchurch and beyond which reduced the number of people from that area coming to Winchester.



The shot shows a range of International's Light trucks from our 1950 L110 to a 1947 KB1, a mid 1920s model, a 1979 Scout 4 x 4 wagon, a 1938 D model and just visible in the right background, is AV Martyn's big pacific transporter, these were also built by an International owned company.

Our thanks to the Swap Meet committee for another successful event and to the willing band of members who were rostered on to the gates, the event has become a major attraction for locals from the Central South Island and beyond.

We had an excellent turnout for our PV-PWV-P60v Rally which is reported on elsewhere in this issue.



Caption Kevin and Ruth Mercer travelling up Beaconsfield Road, en-route to the old Timaru reservoirs. It was great to see the Mercer back on the road again, after an extensive rebuild of the engine after a con rod broke and exited through the cylinder block. This meant new connecting rods were specially cast and machined for the engine.

## Southland

Dave Harris

The last weekend in May saw the holding of the Autumn Rally. This year a garage tour was held to Central Otago and the Gore Branch invited to join us. This event attracted a mix of both modern and old cars. The first stop was Phil Dunstan's in Frankton, followed by lunch in Arrowtown and onto Bernie Tansley's panel shop. Bernie is well known for his alloy replica bodies, especially C-Type Jaguars. From here it was on to George Page's and then to Cromwell to stay the night. Sunday morning saw a visit to Robert Duncan's in Wanaka and on to Clyde for lunch. Finally a visit to a collection of tractors and stationary motors before heading home in snowy conditions.

The following Thursday was monthly meeting night and the May meeting was a visit to Bill Richardson's truck collection. Bill's collection needs to be seen to be believed with well over 100 trucks on display. Bill spoke about several of the trucks, and knows the history of all but a few of them. This was attended by about

100 people, far more than we normally get to a monthly meeting.

A Games and LP night was held mid June. Attendance was lower than hoped but it was still a good night. The Morris Minor Club joined in with this event.

Finally preparations are going well for the 2003 National Motorcycle Rally and the after Rally Tour. Entries are coming in and this looks like it is going to be a popular event.

## South Otago

Bill Cross

Branch night in April had everyone at Color Ka painters where Niles Brooklands gave an informative talk on the whys and wherefores of car painting, while the May meeting combined with the Vintage Machinery Club for the annual auction. The All British Car Day at Oamaru was attended by Peter Umfreville in the Vauxhall Patrol Car and Bill Falconer with his 1970 Rover.

On 27 April seven of the Branch's moped enthusiasts took part in the Southland event on a very wet and cool day.

A community service now firmly on the Branch calendar is an outing for the residents of Holmdene Rest Home. This outing is very much appreciated by those folk able to make the trip. This years helpers were Doug Hayman - 1928 Plymouth, Stuart Milne - 1956 Hillman, Keith Collier - 1960 Zephyr, Neville King 1954 Citroën, Graeme Jarvie - 1937 Pontiac, Noel Roscoe - 1954 Hillman Californian, Tony Smith -



South Island Easter Rally, March 2002. The Cross's and the Pearces' at the maori carvings near Duntroon.

Ford Consul, Leon Maguire - 1954 Hillman, Wally Ollerenshaw - 1937 Morris 8, Richard Gill - 1955 Zephyr, Noel Willetts - 1930 Ford A.

The Autumn run followed by tea at the Branch rooms was this year organised by Robin Benington and Russell Campbell. Fourteen vehicles travelled through the Clutha Valley to Beaumont, Waitahuna and Lawrence. Afternoon tea was partaken at Lawrence, and some of the views from Waitahuna West were quite spectacular on a good autumn day. Those on the run, Neville King, Stuart Milne, Peter Umfreville - 1972 Wolseley, Wally Ollerenshaw, Angus Katon, Bill Falconer, Wayne Batt - 1973 Datsun, Peter Greenfield - 1953 Vauxhall Viva, Evered Durham 1934 Nash Lafayette. Back-up vehicles driven by Jim Beeby, Percy Burrows, Kerin Tweed, Stuart McElrea.

## South Waikato

Dolphy Mathis

Our AGM on 7 May was held with a good attendance and the following are our new committee.

Chairperson	Poko Blomfield
Secretary	John Patterson
Treasurer	Carmel Patterson
Club Captain	Mike Mathis
Sheriff	Chuck Hausman
Newsletter Ed	Alice and John Lee
Beaded Wheels	Dolphy Mathis
Extra Committee	Reg Blomfield Glad Hausman Phil Holster

Many thanks to Neil Walsh for his work as past treasurer as he has moved to Tauranga. New members to our club are Charlie Dyson with a Triumph Herald Coupe, Ken and Doreen Steiner Morris Ten 1948 Clary Cartwright Morris Minor.

During the last weekend in May Mike and Fred Mathis with the help of John Lee and Reg Blomfield replaced the roof over the kitchen area. Thanks to Mike and Fred for the iron to repair the roof. During June the floor covering was replaced with carpet donated by Mary Ann Mathis, many thanks Mary Ann.

Our Ladies Run, held on 26 May covering 105 kms organised by Sheriff Chuck, proved to be a rather interesting outing. The run was won by navigator Eileen Mathis and Lynley Mathis driving her 1928 Essex Coupe with the family tucked up in the dickie seat at the back. I must say it was a pleasant change to see a real old timer touring the back roads. It is becoming a rare sight these days.

Our club hosted the Riley Club on 2 June to their annual AGM Rally tour. Some 20 cars took part, and the run was organised by Sheriff Chuck. It was a great sight to see a parking area full of one make cars and such a variety of models all together. They had a very stimulating day doing more kilometres than was planned.

We have just purchased a non-runner 1929 Wolseley Messenger with a very tidy body, the block has been rebuilt some 10 years ago but not fitted to the car. The head has been done and the gearbox needs a small job done to the bolts that hold the gear shift cover on. It would be nice if some spare parts would fall out of the heavens one day. Our car is on 16in Dunlop Aero wheels which I have been told were in fashion during the War due to the shortage of 19in tyres. I am looking to replace the tyres with the original 19in Sankey wheels.

## Taranaki

Colin Johnston

Some of our members attended the North Island Easter Rally, held in the Manawatu, and true to tradition they treated the entrants to a fabulous weekend which was designed to be as competitive as you wanted it to be.

Successful entrants from our branch were Marilyn and Doug Surgenor who won the Vintage section and Bryan Morris who won the Post Vintage section of the gymkhana.

The AGM of our Branch has been held and some changes have taken place. The

new Chairman is Bryan Morris while Hugh Cowan has taken on the Club Captain's job. Dennis Young is the new editor of Topical Torque. New committee members are Peter Donovan and Ron Ingram.

April Club night was well attended to hear Malcolm Lind, Northern Regional Club Captain, speak on his role as Club Captain. He also updated us on vehicle ID cards and matters from National Office as well as vehicle valuations and his interest in family history.

At our AGM 35-year badges were presented to John Muter of Stratford and George Jupp of Tikorangi. We wish them well and trust their interest in our club will continue for many more years.

Our annual Maunga Moana Rally was held in Stratford under our beloved mountain. A very successful rally with a large entry. The run followed some very good and scenic roads through rich farmlands of the eastern area of Taranaki.

### Results

1st Veteran	R Finucane
1st Slow Vintage	Marilyn and Doug Surgenor
1st Fast Vintage	J Logan
1st Post Vintage	J Marsden
1st Post War	J Bayley
1st Post 60	M Surgenor
1st Commercial	C Surgenor
1st Motorcycle	R Gudopp
1st Highest placed Taranaki entrant	Marilyn and Doug Surgenor
1st Highest placed Taranaki navigator	Marilyn Surgenor
1st Overall	Doug and Marilyn Surgenor
1st Overall navigator	Marilyn Surgenor

Wally and Rosalene Hunt attended the Tassie Tour 2002 Motorcycle Rally in Tasmania. Their motor cycle along with 19 other bikes from the Auckland area was freighted across the Tasman Sea and they were able to be present for the off loading. The rally was held over 14 days in Ulverston and if anyone is interested in reading a report on the rally, a very full and well documented account is in our May and June Topical Torque Taranaki Branch Newsletter.

### Taupo

**Jack Hindess**

At our April monthly meeting we had John Sutton to tell us about his 4WD motor cycle business called Taupo Quad Adventures. This is a recreational activity where you hire an off road four wheeler and experience driving it around the lower slopes of Mt Maroanui, a bush clad hill some 14 miles north of Taupo. John gave us an entertaining talk of his experiences with officialdom and the safety aspects of his business.

Also in April nine cars went over to Rotorua to see and hear the Water Organ. There was a fantastic display of water jets although the Country and Western music was not quite what we expected. On the way home Frank Maxwell's A90 Atlantic experienced some fuel problems which meant leaving the car overnight in

Atiamuri. However the next day a new fuel filter fixed the problem.

Our AGM in May saw a good attendance with all positions filled with the exception of editor. Frank Maxwell remains as chairman with Val Moore continuing as secretary. Harold Watkins keeps a firm hand on the purse strings and the Club Captain is Keith Carr with James Cowie assisting. We have a committee of six with sundry other jobs spread among the committee and other volunteers.

Our monthly run took us to an ostrich farm near Broadlands which was also visited by the Rotorua Branch. We are hoping to make a return visit in September when the chicks are out.

The June meeting gave us the opportunity of catching up on what everyone has been up to and for some entertainment we enjoyed a short video of a train journey between Alaska and British Columbia which recalled the gold rush days of the late 1800s.

### Waikato

**Bill Smith**

Coming into winter has been a busy time for members and for the Waikato Branch. In May, Graeme Luxford organised a fun filled hill climb speed event. The run, at Roto-o-rangi, was well attended and many were heard to say they hoped that it will be organised again next year. The AGM in May allowed some of the committee to stand down and others to move in and put their hand on the wheel. Our new President is Bob Hayton.

A Rally Training day and social run was conducted in mid May for those wishing to hone their rallying skills. A good number took advantage of the day and enjoyed the training opportunities.

Our premier event for the year, our Double Fiftier rally was a real success. There were record entries, this year the starter had to send off 125 vehicles. After a morning tea stop at Huntly the rally plotters took the run 30 metres below sea level! They managed this by routing the cars through one of the mines near Huntly. Lunch stop was at Te Kauwhata where we were joined by the Branch's, and indeed the Club's, oldest member Elva Sheppard. Elva arrived in her 1957 A35 which she has had since new. Alva will turn 102 this year and still enjoys motoring.

I've used up all my word allowance already but we are all looking forward to the Mid Winter Madness Night Trial later in June.

### Wairarapa

**Frances Elwin**

June 2002 saw the 34th AGM of the Wairarapa Branch; our out-going chairman Tom Mitchelmore chaired the meeting until the election of our new Branch Chairman Noel Bassett. Ruby Holmes was re-elected Branch Secretary, Peter Chisholm re-elected Treasurer, and Frances Elwin elected Branch Club Captain. Committee: Anne and Graham Lewis, Tom Mitchelmore, Will Holmes, Roy Elwin, Doreen O'Brien, Evelyn Chisholm and Les Poole.

The Winter Wander Rally on 9 June organised by Tom and Jean Mitchelmore,

was enjoyed by all. After a potluck lunch at the clubrooms the afternoon run commenced at 1.30pm, through the Wairarapa to the Art centre in Masterton where afternoon tea was taken.

The Winter Reliability Motorcycle trial on 4-5 May was organised by Peter and Nola Groves. The 15 riders started in strong winds from the branch clubrooms, lunch at Haunui Homestead near Weber and the first day's run ended at Tautane Station. Some brave souls walked up the cliffs to Cape Turnagain where the wind was gusting up to 130km. A great night was held at the local Wimbledon Pub, and next day members rode back to the clubrooms via a private cliff top route to Akitio and route 52. Thanks to Peter and Nola for a great trial, and Shirley St Clair and Barry Colquhoun who were back up crews. The winner was Willis St Clair.

On 27 April several members gave Brownies and Leaders rides in Vintage vehicles, great fun for all.

Clubnights and rallies have been well attended, and several members are busy restoring vehicles that we hope will be seen out soon.

Planning is well underway for the National AGM and the Executive meeting which is being hosted by our Branch in August.

### Waitemata

**Keith Humphreys**

Winter seems a busier time for Waitemata branch-ites than other times of the year and brings out the perverse nature of this odd-ball group. Brian and Bess Johnstone's final GOLDOR run was held in fine weather, quite a contrast to past years.

This year's Long Days Run took us to Thames, up the coast to Coromandel for lunch, then over the other side to Kuaotuna, down to Pauanui and back over to Kopu and back to Auckland via Kaiarau. 328 miles in all with the older cars finishing at Oliver Midgley's Sterling Brake and Clutch at around 6pm, as darkness settled in. There was no real winner, it's just a great days motoring although for this final event there was relatively little loose metal motoring.

A number of Waitemata members motored down for the Waikato Branch's second Kairangi Hillclimb and could well be accused of pot hunting? Wallace McNair in the aero-engined Sunbeam was 1st Vintage car and a new record (42.30 sec), Barry Gay in the 1937 Riley 12/4 Special was 1st Post Vintage car and a new record (50.68 sec), Steve Sharp in his 1955 Buckler 90 was 1st Post War Vehicle and overall fastest time of the day (39.57 sec). A great event with a number of our members camping overnight in the historic old village hall.

Bruin's Drive and Dine attracted a large entry, and although it was largely around the houses, an anathema to the Waitemata branch, the end result justified it. Firstly we stopped at Gordon McIsaac's home in New Lynn. This modest home concealed an amazing collection of Speedway memorabilia. His garage, with various additions, housed every imaginable Speedway souve-

nir including a midget and a motorbike. This was very impressive until we discovered most rooms of his house were also packed with Speedway memorabilia too - a magnificent obsession.

From there it was on to the Ryder's Museum/Westwind Theatre in Avondale. This is an amazing collection of dilapidated Victorian buildings packed with Victoriana and amongst it all an excellent dining room where a simple roast meal is prepared on coal ranges and afterwards a recent film viewed in their classy little theatre. In this case, "Wild Blue" featuring Tiger Moths and fantastic New Zealand scenery.

Finally our AGM, well attended as usual with the attraction of a free meal and a light hearted approach to this serious business. Two members volunteered to join the committee which otherwise remains unchanged. We welcome on board Shelley Simpson and Steve Sharp. The Branch continues in rude health with membership increasing from 61 to 101 in the last couple of years. June was the 20th Anniversary of the Branch's formation when it started with 20 members.

Our next event is the R'Oil Can Rally, an all weekend rally with an overnight stop at an unknown destination. Always good, always well attended despite the winner having to organise the next year's run. However the choice of winner is a very arbitrary one!

#### **Wanganui Faye Chamberlain**

What a great joy it was to present a 35 year badge at the branch AGM to Mr Jock Clouston. He has been a member of the Club since April 1957 (45 years in fact!) Looking considerably 'younger' were Ed Bleackley and Stephen Voss as they both received their 25 year badges. Between all three gentlemen we have a total of 100 years service - well done guys!

Speaking of the AGM, we now have a new chairman as Ian gives way to Keith Turner. Many other committee changes too will make a fast learning curve for lots of us.

The Queen's Birthday Annual Rally proved very successful, due of course, to the hardworking members who humbly work behind the scenes, and also to the support of many entrants from other branches. To see Taranaki, Wellington and Hamilton supporting us at this doubtful time of the year for weather is just great! The winner proved to be a local, though, fairly new member, Eric Kemp and his wife Carol did the honours - well done you two!

The Thank You barbecue for sponsors and helpers in our Clubroom extension project turned out to be a great afternoon. The chairman of the Wanganui Community Trust, Judith Timpany, now knows how to drive a 1906 REO!



*Judith Timpany (Chairman, wanganui Community Trust) drives the 1906 REO*

#### **Wellington Elsie Ewing**

The AGM was held in May attended by 39 members. We are pleased to report four members have been appointed to fill the vacancies on the Committee. Tony Reid as Treasurer allowing Robin Simpson to move into the role of Club Captain, Brian Valentine and Paul Switzer will assist Robin as Vice Captains and Geoff Neale, who is the new Social Convenor.

The motorcycle section continues to hold their meetings at the Fireman's Arms in Petone. John Viner and Richard Caldwell attended the Wanganui Branch "Autumn Trial" and managed to win the Post Vintage and Vintage classes respectively. Gerry Appel, John Viner, Tony Bernstein and Des Vinten attended Wairarapa's "Winter Reliability Trial" held over the weekend of 4/5 May. By all accounts it was an interesting ride over some difficult roads/tracks but a fun weekend. The Wellington team came third in this event.

The Sunday run on 5 May was a trip over to the rugged Makara Beach on the West Coast of Wellington. Some drivers took the rural route down through Ohariu Valley whilst others opted for the Karori route.

Eleven Wellington vehicles took part in the Maunga Moana Rally and Fiona and Bruce Bixley surprised themselves by coming third - well done.

The Ladies Rally on 26 May was held on one of those brilliantly fine mild autumn days that Wellington has been experiencing. Thirteen vehicles participated in the Rally organised by Kirsty Walker, last year's winner. The route took us from the Clubrooms through the industrial area of Petone and over the steep Wainuiomata Hill before descending to the valley floor. Once over the hill it was a comfortable drive around the suburb of Wainuiomata before climbing the hill again. At the summit we stopped to admire the majestic views of the Hutt Valley, Wellington Harbour and the city in the distance. Descending into the Hutt Valley we continued along the eastern side of Lower Hutt to Taita where we crossed over by the Avalon Television Studios to follow the Hutt River back to

Lower Hutt and through Petone to the Clubrooms. We enjoyed afternoon tea supposedly baked by the male navigators! Congratulations to Diane White, the winner of the Rally, who incidentally was participating in the Ladies Rally for the 33rd year. Bill Munro was the winner of the tastiest cake judged by new Club Captain, Robin Simpson and Greg Walker. After afternoon tea the Chairman's chocolate cake was assigned to the ducks in the stream beside the Clubrooms where it promptly sank to the bottom and the ducks missed out on their feed!

#### **Wellsford Alma Henson**

A turnout of 28 cars was an added attraction at our Annual Swap Meet. The weather for once was very kind so all were able to display their wares to advantage. I added to my collection of *Beaded Wheels* and *Restored Cars*. Feels good when so many turn up as Club members and give so much time to make it a success.

The Waikato Double 50 is always a drawcard and our members Harry and Margaret Heaven, Tom and Maureen Belch, Wilbur and Ayleen Brown and liaison officers Paul and Kathy Collins attended. Wilbur is looking at brake repairs as he found on returning home that only one was working. Margaret and Harry have worked out a formula on how to win a prize. On the "mine" section where there were questions Margaret "asked" and Harry answered "Yes" to everything. They got the biggest surprise when they were the winners. Guessing does pay off sometimes...

By the time this magazine comes out our Winter Woollies Wander will be over. Gay and Roy London have plans well in hand and all they need now is the weather to cooperate. Setting clues and then having the entrants unable to find them because of fog or rain becomes an extra challenge (update next time).

At the May Meeting we had the pleasure of hearing Tony Moore Curator/Archivist of the Wellsford Museum give us a history lesson. His subject: The History of His Homestead, one of the earliest of the Albertland Settlers. How times have changed!

The Branch welcomes Chris and Sue Brumel, Warkworth. They have a 1929 Dodge DA Sedan.



# Behind The Wheel



## TALBOT 14/45 1927

Text Paul Kendrick

Photos Paul Kendrick, Brian Pratt, Peter Holdaway



**M**any members join the Vintage Car Movement appreciating old vehicles, but perhaps not really understanding the qualities and idiosyncrasies of a particular vehicle or the type of motoring they wish to experience.

A number of vehicles can be experienced or owned before you settle on a vehicle that gives or meets the expectations that you set.

The Talbot that I am privileged to drive today is owned by Peter and Margaret Holdaway who have in the last 15 years

owned a very interesting selection of vehicles ranging from 1912 Wolseley to 1927 9/20 Humber Tourer and 1924 Buick Roadster. Several others have also come and gone, some acquired, others passed by. However the opportunity to purchase a delightful vintage sports tourer was taken and now after some extensive sorting they possess a vehicle that rewards them with Vintage motoring in the form they enjoy.

In discussion amongst a group of like minded Vintage motorists, it was suggested (by Bruce Pidgeon the late Editorial

Chairman of this magazine) that a Vintage vehicle capable of covering 50 miles in an hour, was what constituted a proper sports tourer. This notion has always sat in the back of my mind, and rest assured this car satisfies that requirement.

The car you see here, a Talbot 14/45, is the first of the Roesch Talbots. George Roesch was employed by Sunbeam-Talbot-Darracq and had demonstrated an ability to produce compact design with good power output, as exemplified by his production in 1919 of a 600 hp aircraft engine. The



engine was unique in that it was completely detachable and came complete with accessories for maintenance.

He was to wipe the slate clean, starting from scratch in 1926 and in production 12 months later he became the leader in designing and utilising lightweight technology in reciprocating mass. His design of

lightweight push-rod valve gear, requiring a chapter on its



own, being the trademark of the Roesch principle.

The subject of this article is chassis number 22718, and engine number AD 1708 built on 16 August 1927, a Model AD but fitted with AG wire wheels instead of the standard Sankey type.

The 14/45 Talbot is a six cylinder 61mm bore x 95mm stroke giving only 1665cc however by utilising Roesch's principles, 48 bhp was achieved.

The engine is a cast monobloc integral with a clutch housing and gearbox to form a single unit.

Placed on a straightforward chassis the 14/45 came equipped with ample cast iron wheel brakes. Front axle has half-elliptic springing the rear – quarter-elliptic with Andre-Harford adjustable shock absorbers. Stylish bodies were employed and this vehicle supports a touring body (built by Darracq) described by some as having autocratic proportions and lines.

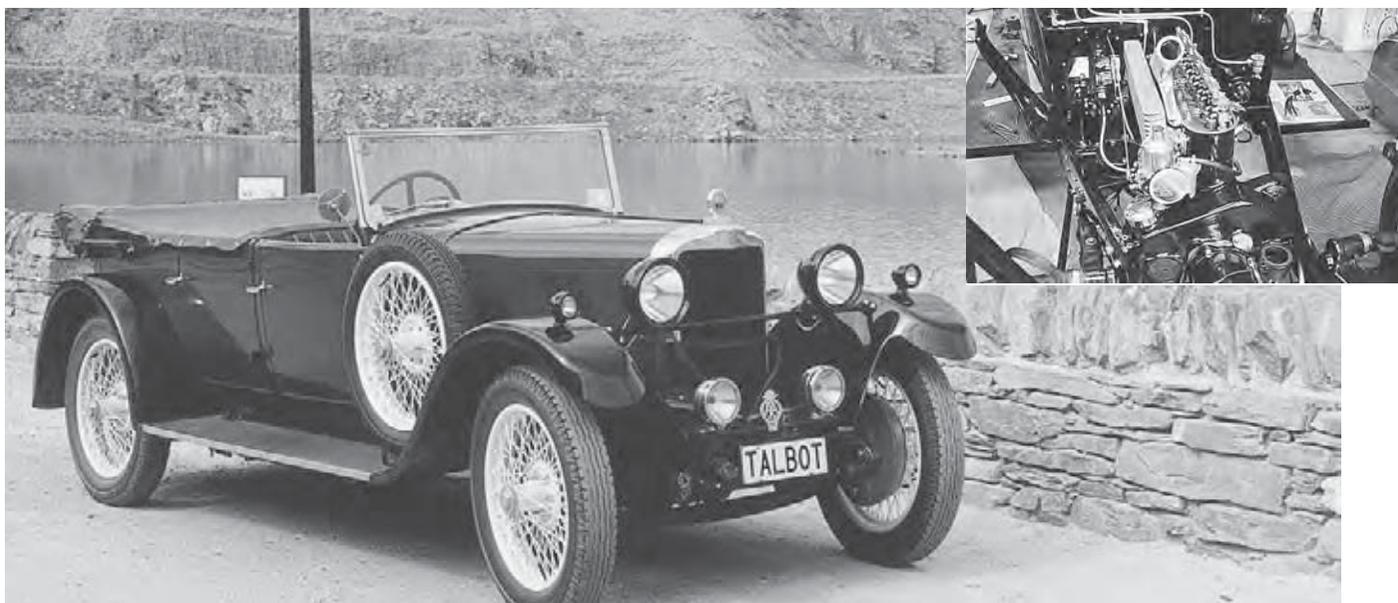
A stylish V shaped German silver radiator nestles between a comprehensive array of Rotax headlamps and pair of 30s auxiliary driving lamps. Rotax side lamps mark the outer borders of the front guards.

At the rear of the body, besides the established rear tail lights, is a most impressive indicator ensemble.

The interior has standard leather seating, possessing excellent driver adjustable seat positioning with a central console of instruments incorporating speedo, rev counter, clock, with amps and oil pressure and temperature situated above. Right hand gear change and handbrake, and standard modern pedal arrangement greet the driver. If the outside appearance is refined and uncluttered the engine compartment is stark to a degree. The bare 14/45 symmetrically shaped cylinder block is surmounted by a pressed-steel rocker cover, neatly domed. The distributor pokes out on the left side, above the louvered splash tray and apart from that, there is only the coil, even this was hidden in the fire-wall so its nose alone poked out. The carburettor, originally a five jet Smiths, is now replaced with a 1 1/4 inch SU situated in a non-standard arrangement at the front of the manifold with its air cleaner (in 1926) where the fan would be if there was one.

The generator is to the right, attached to the end of the crankshaft with integral starter. The dynastart arrangement is silent, once the standard starter button is engaged from the dash. A standard H pattern right-hand change crash gearbox sees the driver select first with standard double clutch movements allowing swift movement through the four-speed gearbox.





The first impressions are of a solid tourer that, not being endowed with large amounts of power, performs admirably with the small capacity motor it possesses.

It tracks straight and once familiarity is gained the Talbot feels very precise, a car that needs to be driven and placed in a corner, sudden changes of direction with the reasonably long wheelbase are to be avoided, but smooth and refined motoring is soon attained. The high revving small 6, (4500 rpm at 65 mph) asks to be driven, this is certainly not a lazy six. The driver soon starts seeking the optimum settings for each section of road to be traversed. However if one feels like savouring the country side the bottom end torque is indeed surprising and low speed cruising through the vineyards was certainly an option, as the 14/45 cruised along in 4th gear.

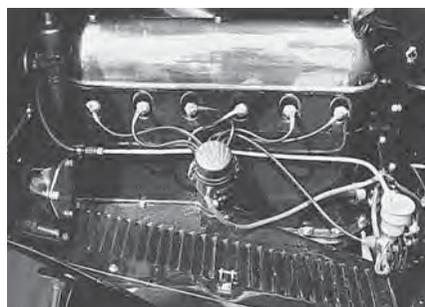
This car has 14 inch brakes and while adequate, the change to 16 inch on later models confirmed that this is a solid motor car, endowed with lots of potential, as was to be proved as it established a reputation for comfort, smoothness and reliability that ensured it a healthy market.

George Roesch did not stop with the design of the 14/45, this basic model with its big brakes, strong chassis was a natural for further development. Bored out to two litres it became the 75 model. Next step was to alter the top end, in particular the valves and compression. This produced 93 bhp at 4500 rpm, a good output from a two litre motor of the period. These cars, now labelled Model 90, finished third and fourth to Bentleys at Le Mans, giving away nearly four litres. They achieved great results in competition with Talbots first, second and third in class in the Irish Grand Prix, the Brooklands 500 miles and the Ulster TT.

Roesch continued development finally taking the basic 14/45's design out to three litres and producing 140 bhp. This model, known as the 105, became one of the true greats of English sports car history.

Peter and Margaret motor this car extensively. Its originality has been preserved and it is presented essentially as it would have when been built in 1927, a testament to the designer – it is a car to be enjoyed for the thoroughbred it is.

bw



## THAT OIL CHANGE!

### FOR WOMEN

- 1 Take car to local garage
- 2 Drink up of coffee
- 3 15 minutes later, write a cheque and leave with properly maintained car

### Money spent

Oil change	\$40.00
Coffee	\$1.00
<b>Total</b>	<b>\$41.00</b>

### FOR MEN

- 1 Go to the auto shop and pay \$40 for oil and filter and handcleaner.
- 2 Discover that used oil bucket is full, so dump in hole in back yard
- 3 Jack car up
- 4 Jack car down. Return to Auto shop and pay \$70 for jack stands.
- 5 Go inside and find cold drink.
- 6 Place bucket under engine.

- 7 Unscrew drain plug, stripping threads as you go.
- 8 Drop drain plug in bucket of hot oil and get splashed in the process.
- 9 Clean up the mess.
- 10 Look for missing oil filter spanner.
- 11 Mate shows up to watch rugby.
- 12 Next day, drag bucket of old oil from under car.
- 13 Throw kitty litter on oil spilt yesterday.
- 14 Pour old oil down hole in backyard and fill in hole.
- 15 Have another cold drink.
- 16 Install new oil filter and pour first litre of fresh oil into engine.
- 17 Remember drain plug from step eight?
- 18 Uncover hole in backyard and sift through old oil and dirt to find drain plug.
- 19 Apply more kitty litter to fresh oil spill.

- 20 Slip with spanner tightening drain plug and bang knuckles on frame.
- 21 Bang head on floor in reaction to step 20.
- 22 Chuck spanner at wall and find plaster to stop bleeding.
- 23 Pour in 5 litres of fresh oil.
- 24 Lower car from jack stands.
- 25 Test drive car.
- 26 Get pulled over for driving without current registration.
- 27 Discover that engine won't start and oil light stays on.
- 28 Give up after two hours and call tow company.

### Money spent

Parts	\$40.00
Jack Stands	\$70.00
Towing fee	\$130.00
Fine for no reg	\$200.00
Recondition engine	\$2,500.00

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