

NEW ZEALAND'S FOREMOST



HISTORIC MOTORING MAGAZINE

No.261 APRIL/MAY 2003

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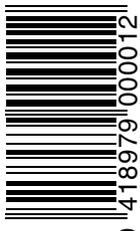
Beaded Wheels



OVER THE RAINBOW

EDWARDIAN MONARCHS

WAITEMATA HILL CLIMBS



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Newman Brothers Cadillac Service Cars outside Reefton Railway Station with army recruits on the way to Nelson.

Photo supplied by Rob Knight

Beaded Wheels

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

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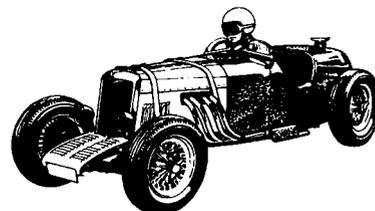
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Beaded Wheels is the voice of The Vintage Car
Club of New Zealand (Inc.) and its 25
branches covering the length and breadth of
the country. The efforts of our members
continue fostering and ever widening the
interest in this segment of our country's
history, and provide rallying points for the
constantly increasing band of enthusiasts. It is
to these people, who appreciate the
fascination of age, the individuality and the
functional elegance of vehicles from a bygone
era, that this magazine is dedicated.

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

BEADED WHEELS

Beaded Wheels

Issue 261 April/May 2003



*Coverage of the Waitemata Hill
Climbs, page 26.*



*More from our motoring past with
Barry Roberts, page 20.*



*This Bugatti is one of the vehicles
on offer in this month's marketplace,
page 33.*



*Hill climbing in the Waitemata,
page 26.*

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COVER

David Garrett's times in his 1936 Riley 12/4 special were among the most consistent at Chelsea, with a fastest climb of 37.0 seconds.

Photo John King



Oakley's 1927 Whippet and Young's 1929 Chevrolet cross the Wairau River, Rainbow Station.

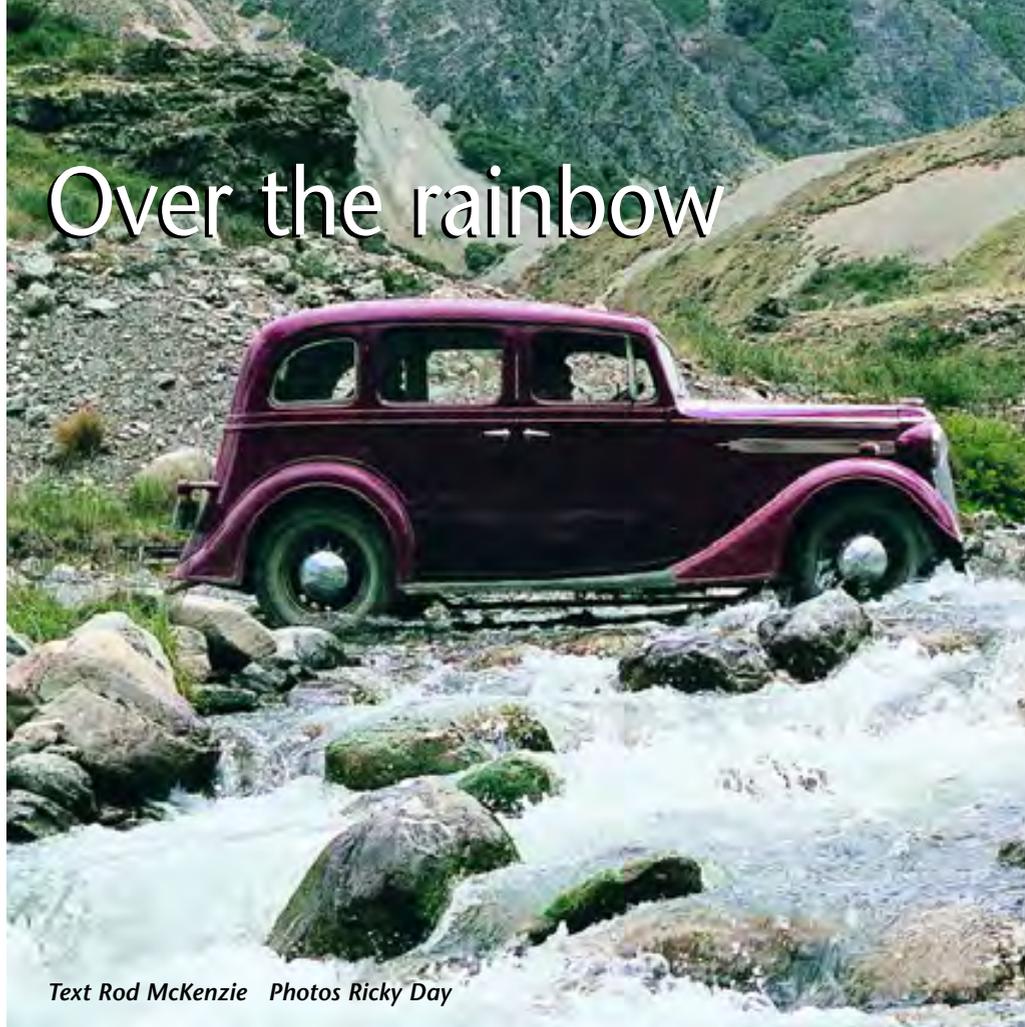
Judy Garland sang about it, generations of people have searched for gold at the end of it and recently a group of Vintage car enthusiasts drove over it.

The Rainbow Station is located in the Clarence and Wairau River valleys and is accessed only by a lonely private road which was at one time maintained by NZED. Parts of the road have since deteriorated and are passable only by high-clearance vehicles that are capable of negotiating the cavernous potholes which abound along its length. The road is reached via Jacks Pass from Hanmer and a \$20 toll per vehicle is payable to use the track.

Sixteen cars ranging from a Morris 1800 to a 1925 Dodge plus five 4WD back-up vehicles from the Ashburton and South Canterbury VCC branches met in Ashburton in December en route to investigate this fabled back track. People who have travelled its length speak to the less fortunate of us with sympathy, as it is an experience not to be missed if you have an appreciation for natural beauty. The journey to Hanmer was achieved without incident other than a few wrong turns in the Ashley Forest area, but the less said



Ollie and Heather Hurst, 1932 Ford V8, Wairau Gorge, Rainbow Station.



Text Rod McKenzie Photos Ricky Day

about that the better! I still maintain that the map was wrong. Ollie and Heather Hurst were slowly developing a flat tyre on their Ford V8 as we entered Hanmer. As Ollie later removed the offending nail from the tyre he remarked he had seen some just like that on the floor of his garage! There has got to be a lesson there somewhere.

After a stay overnight in Hanmer we entered Jacks Pass which is a steep climb; enough to plant the seeds of doubt in one's mind about the adequacy of a vehicle's cooling system. The road then forks right to Molesworth and left to the Clarence valley, leaving behind all signs of human habitation. The potholes are of such magnitude that an Austin Seven could be lost in them. One drives in one side and climbs out the other, pondering the condition of one's springs. Those pesky Morris Minors are everywhere now, Peter and Ngaire Hampton came along in one of them amidst patronising sniffs of "It will probably be just fine" and "Good on them anyway" and you know the darn thing just



David and Marion Oakley, 1927 Whippet, Wairau Gorge, Rainbow Station.

keeps on keeping on! It falls into the fords leaving you wondering about sending out a diving party and then out it comes shedding water like a fried egg. (It looks a bit like one too). A couple of burps, a chuff or two and away it goes, you can almost hear it shouting cheerfully "Wait for me chaps!" Les and Dot Barnes do a similar thing with their Morris 1800 but it's more like a crab scurrying out of a rock pool!

Lake Tennyson is reached via a short detour, this lake is completely protected from pollution and the effects of humans by its isolation, well worth a visit. After leaving the lake the track improves a little as it enters the Wairau Gorge. This is the sort of country travel writers wax eloquent about; crystal clear air, perpendicular bluffs and pure mountain streams, made even better by the gentle sounds of Vintage car engines (punctuated by the occasional backfire from Rob and Diane Ross's 1925 Dodge on the downhill bits). Rainbow Station maintains the northern end of the road for station purposes, a grader driver sat ensconced in his cab with a grin from ear to ear watching what he was clearly convinced was a group of people badly in need of counselling pass him in those funny old cars. With the exception of some serious perspiring and boiling by six cars on the Island Pass and one puncture on the Young's 1929 Chevrolet (I think he did it deliberately, he always likes to take a wheel off during club events) all vehicles performed admirably.

Onwards and Upwards

After a good night's sleep we tackled the Port Underwood road, very steep and winding but wonderful Vintage motoring,



Lynette Lovett, 1938 Vauxhall 14, Wairau Gorge.

beautiful scenery. At Kakapo Bay John Guard gave us a brief history of the Guard family and the Port Underwood area. The Guard family have lived here since 1828! The original John (Jackie) Guard was working with sealers in Cook Strait and observed whales in the area so he went to Australia to arrange finance and promptly started a whaling station at Kakapo Bay. He became the first European person to live in the South Island and his descendants have lived at the bay ever since. It seems that the Maori wife and two children of the store keeper at the bay were murdered by an American sailor. He was not suitably punished by the authorities that existed at the time. Understandably this caused the local Maori to lose faith in the British system of justice and had a large part to play in the historical Wairau Incident. Later John Guard's wife and two children were kidnapped by Maori, separated, and were only recovered after he had travelled to Australia to get assistance. Their two-year old baby only survived the kidnapping by a few weeks. There is a small family cemetery at the bay in which the original John Guard is buried along with his descendants.

In the evening some of our fellow travellers were observed carousing in Rob and Diane Ross's Dodge tourer wearing deer antlers, Santa hats complete with flashing lights and a singing reindeer. The more sedate members of the expedition were luckily able to disown them, conveniently looking the other way as they passed through the main street of Blenheim.

On awakening the following morning considerable head scratching was caused by the pools of water under the radiators of two



David and Marion Oakley, 1927 Whippet, Lake Tennyson, St James Station.

of the vehicles. It later became evident that Barry Hunt had had difficulty sleeping, and had happily spent time pouring the offending fluid under the cars, and later watched the worried owners pondering this development as he chortled in the background.

Marlborough Branch VCC members accompanied us on an excursion over the Taylor Pass and some of the more interesting coastal areas the following day and we joined them for a barbecue tea in the evening.

The Hunt Cup (filled with water and a finger over the hole drilled in the bottom) was presented to Barry Hunt in recognition of his difficulty in disposing of unwanted fluids in an appropriate manner!

An uneventful return to Ashburton was only slowed by a quantity of water in the carburettor of the Oakley's Whippet which at one point could not muster sufficient power to drag itself across the busy Main South road to a suitable spot for repairs to be made. The Voyce's backup vehicle was attached and passers-by stood open mouthed in admiration as Linda Voyce single-handedly stopped two lanes of traffic with an authoritative wave of her arms as the Whippet was assisted across the road.

Thanks to Andrew Dittmer and the Marlborough Branch for their assistance and hospitality.

bw



Ian and Doreen Nicholson, 1929 Model A Ford, Rainbow Station.

New Zealand Federation of Motoring Clubs Inc

REPORT

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

The Federation AGM is coming up soon. It is on Sunday 27 April at the VCC clubrooms, Spa Road, Taupo starting at 10.30 am. Member clubs make sure your club delegate is there and club observers are welcome as well. There is a \$12 registration fee, this includes your lunch, so you must let the organisers know in advance so they can finalise catering. Please don't leave it until the last minute. Make sure your delegate knows what your club expects of the Federation, we want to know. It is no good saying we should have done this or that, give us a directive.

In the last three months there has been a flood of draft rule change proposals. They cover heavy vehicle load security, tractor towing points and draw-bars, hours of daylight, giveaway rules, roundabout direction indicators and signalling. Also smoke emissions, motorcycle helmets and traffic control devices to mention but a few. We have put in submissions on most of the above.

I recently had occasion to phone LTSA and check on the regulations regarding the number of passengers and seating arrangements with the Canterbury Branch club truck. I told the gentleman I was talking to I would hate to think we were inadvertently breaking the rules. His answer surprised me. He said "No that wouldn't do with an organisation with such a high profile and reputation as the VCC." Wow! I was impressed. It got me thinking. The club's reputation is important. Every time we take a club car on the road we are representing the VCC. It's a car club that everyone has heard of, even people with no interest in cars will know the VCC is a club for old cars. When I have passengers that aren't used to travelling in old cars they are surprised, sometimes embarrassed, at the number of people that wave. I tell them they are waving at the car not you, but wave back anyway, it makes them feel good. When someone in a modern car pulls out in front of you (because they thought you were going slower) or passes you when they should not, it makes you angry I know, but smile and give them a wave. Remember they will see it as an encounter with someone from the VCC, even if you're not a member. Long time members like myself get sick of the silly questions from the public, the fussing, the waving etc but remember it is not about us, it's about the VCC. It should be "What a friendly lot the VCC are."

bw

VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3531 by 10 May, 2003 or email us at beadedwheels@vcc.co.nz

APRIL

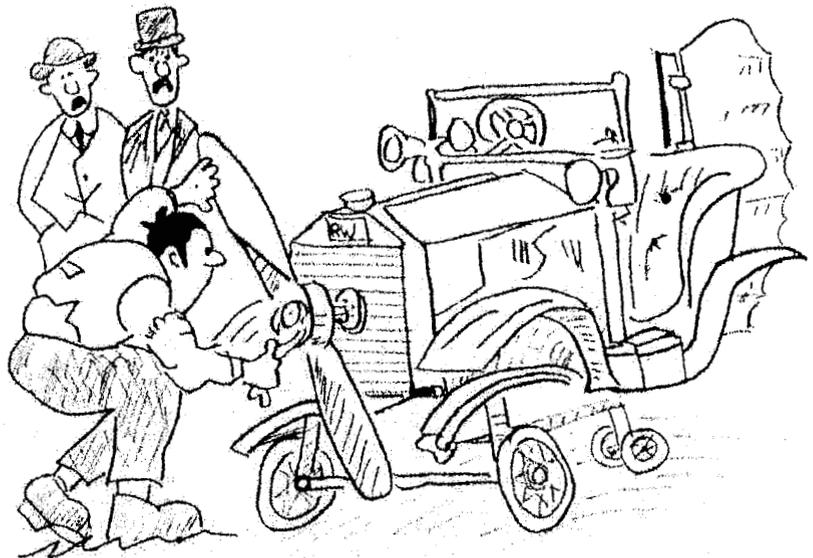
Wanganui	21st Autumn Motorcycle Trial	4-6	April
Horowhenua	Swap Meet	5	April
South Canterbury	Winchester Swapmeet	5	April
Auckland	Vintage Muster	6	April
Far North	Coromandel Tour	11-30	April
Waikato	Mooloo Meander Motorcycle Rally and Swapmeet	12-13	April
Canterbury	Scooter & Under 250cc Motorcycle Run	13	April
Hawke's Bay	Buick Centennial Rally	18-21	April
Rotorua	National NI Easter Rally	18-21	April
West Coast	National SI Easter Rally	18-21	April
North Shore	Northern Raid & 30th Anniversary Dinner	26-27	April
Taranaki	38th Maunga Moana Rally	26-27	April
Gore	Gore Safari Rally	26-27	April
Canterbury	All American Day	27	April

MAY

Ashburton	Swap Meet	3	May
Waikato	Kairangi Hillclimb	4	May
Southland	PW & P60v Run	17	May
Otago	PV & PWV Rally	18	May
Canterbury	Irishman Rally	31-2	May-June



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.



"Get yourself another partner, Mr Royce – this Wright fellow doesn't seem to have a clue"

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

Your VCC Subscription

VCC membership subscription invoices were forwarded in February and payment was due by 31 March 2001. A reminder notice will be sent to members who have not paid.

Have You Paid Your VCC Membership Subscription?

If not, please note that this will be the last *Beaded Wheels* you receive until your payment has been received. You will also not receive your branch newsletters.

Membership Cards

For those members who have paid their annual subscription by 31 March 2003, you will receive your membership card in early April. This year's colour is blue.

Notice Of AGM

On page 18 of this magazine you will find a Notice of AGM along with a request for nominations for the Management Committee positions. There are two Notices of Motion to vote on this year. They will feature in the next issue of *Beaded Wheels*, in accordance with the

Club's by-laws. Your Branch Secretary has a copy on file.

VCC Vehicle Identity Card Historic Motor Vehicle Date of Manufacture & Authenticity Statement Applications

Please remember that the applications must be processed through your branch. The branch committee will forward them, once signed off, to the National Office who after processing them forward them to the National Registrar for completion.

Please make sure the photos are the correct size as if they are too big for the Identity Card, you will be asked for further smaller copies. If your vehicle is being restored and you are applying for the Authenticity Statement to assist having it re-registered there is no need for photos. Once you have your vehicle registered, you can apply for the Identity Card by returning the Authenticity Statement after filling in the appropriate blank spots and forwarding three identical photos, in its finished state, to the National Office.

If you have purchased a vehicle and been given an ID Card from the previous

owner, it is no longer valid. To have the card reissued is a simple process. Please contact your branch secretary for details and to obtain the "Change of Ownership" application from the Branch Manual (Section 15: Q, Appendix B.2).

Please note: if you urgently require the ID card or authenticity statement, please do not leave it to the last minute. Apart from other jobs taking place, there is a process the applications must follow as advised above. The staff do not sign them off in the National Office.

VCC Historic Racing Licences

All applications from now on must be accompanied with a payment of \$22.50.

Beaded Wheels Contacts

Beaded Wheels has now got a new fax number. Please take note of the following:

Phone 03 332 3531
Fax 03 332 3827
Email beadedwheels@vcc.org.nz
Address P O Box 13140, Christchurch



PRESIDENT'S MESSAGE

I have been privileged to attend a number of particularly pleasant and notable occasions recently. The first was a very successful motoring event – the Skope Motor Racing Classic held at Ruapuna Raceway. Seeing our historic racing cars once again competing at the event was indeed superb and due in no small part to a group of dedicated VCC members who put so much hard work into ensuring its success. I can only reiterate the words of The Canterbury Car Club, who in the race programme acknowledged the tireless efforts of George Calder and Warner Mauger in bringing together the magnificent field of cars for the VCC Historic and Racing Sport Cars events. How proud I was to see our members thoroughly enjoying driving their vehicles in the manner in which they were intended and to once again join the many historic racing fans who enjoyed the spectacle. Our members also took part in the Southern Festival of Speed Dunedin Classic Street Race and our thanks are given to Marion McConachie and her team of hardworking Otago Branch

members for their part in ensuring this event too was a success.

The second pleasurable occasion was the special function hosted by Banks Peninsula Branch to honour two of their members who received their 50-year service badges. I was delighted to present Warner Mauger and John Palmer with their badges in recognition of their long and loyal membership of the Club. The branch also presented their wives, Patsy and Margaret, with mementos to thank them for their association with the Club and the support they have given their husbands over these many years. Congratulations to you all.

Recently, Moya Shand (widow of our first National President Rob Shand) made one of her welcome visits to National Office. I had the pleasure of accepting framed photographs and paintings of Rob's Club vehicles and several cups and trophies that had been presented to him during the early years of the Club. One of the paintings was painted by the late Derek Margetts (who was a Club member) and

depicts an extremely good likeness of Rob perusing VCC papers in the comfort of his easy chair. Several of our members were there when the initial drawing was executed and will remember this occasion. To the rest of us, it will be a poignant reminder of one of our founder members and our first President, as it hangs in our National Office Archive. Moya takes a keen interest in Club activities and we thank her sincerely for donating these precious mementos to the Club.

Southland Branch hosted the successful 18th National Motorcycle Rally recently. I took pleasure in meeting the incoming President Elect of the Vintage Motor Cycle Club Great Britain (to which our Club is affiliated) at the Rally. Peter Dawson and Sheila joined entrants from all around New Zealand as well as overseas, taking in the magnificent scenery and perfect weather while enjoying the convivial company of fellow enthusiasts.

Happy autumnal motoring.
Leigh Craythorne



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Royal & SunAlliance has taken an important supporting role with your club for nearly 30 years. Our sponsorship has helped keep your engines running and the wheels turning over, and we've already planned ahead to the sponsorship of your Diamond Jubilee Rally in 2006.

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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.

So whatever you need covered, give us a call today for an obligation free quote on **0800 505 905**.



THE WAY WE WERE

As recorded by Grant Hitchings Photos Graham Wallace



NORM DEWHURST

Recently Archives had a visit from one whose photograph is mounted on the VCC conference room wall amid the gallery of Club Past Presidents. Norman Dewhurst was Club President from 1981 to 1987, and with his wife Pat was in Christchurch for the annual conference of the Masonic Lodge. They were also using the visit as an opportunity to introduce themselves to our new National Office.

Betty (our Archivist) and I made the most of our chance to have a chat with them and I was pleased to be able to meet Norm and learn a little about his background of which (at the time) I knew 'zip-all'.

Actually I found Norm very easy to talk to, helped no doubt by his keen and subtle sense of humour with wife Pat being equally pleasant and entertaining.

Norm has had a lifelong association with motor vehicles. He left school to begin a motor-mechanic's apprenticeship with Tappenden Motors in Otahuhu, Auckland, a branch of General Motors. He then worked for an uncle in a country garage for ten years.

In 1963 he joined the then NZ Transport Department, as a heavy-vehicle inspector and for the next thirty years carried on with this eventually reaching a position of controlling vehicle inspections throughout the North Island. He has also worked for the LTSA on a casual basis since retirement in December 1999.

During his working life Norman saw much change in the transport industry. When he started, a 7 ton Bedford was a big truck whereas now 44 ton Macks and Kenworth B-trains are usual. He was also responsible for many changes for the better in the vehicle inspection field.

Norm joined the Club in Auckland in

1963. A year later he was helping to organise the 1964 North Island Easter Rally. In 1967 he was elected "Club Captain" and a year later was given the job of Branch Delegate to the National Executive. This was the start of a long association with our national Club management. (This association continues today although without any official status.) Subsequently he became elected to the VCC Management Committee and then to the position of "President" - its head.

(For the benefit of the very few who like myself are not "au fait" with Vintage Car Club hierarchy, the National Executive comprises one elected delegate of each Branch plus each Branch Chairman as well as the Management Committee. Its function is to review, discuss and plan the directions of the Club. It meets twice yearly, one of these being when the Club's AGM and conference is held.

The Management Committee manages the day-to-day running of the VCC and implements the wishes of the National Executive. Members are elected annually and meetings are held regularly during the year. It comprises the President, Secretary/Treasurer, North and South Island Club Captains, Chairman of the *Beaded Wheels* Editorial Committee, Registrar and three other elected members.

While not on the Branch Committee in Auckland now, Norm is still active in the Branch helping out in many ways, in particular co-organising the mid-week runs with fellow member Rus Miell and running the Rear Wheel Brake Rally, now in its thirteenth year.

...the British military who saw the need for a small, light and reliable motorcycle for use by its airborne troops.

Norman has worked on various major international rallies. In 1972 he plotted the routes south of Auckland for the thirteenth International FIVA Rally, and in 1980 was Chief Marshall for the 21st International FIVA Rally. 1986 saw him as Director of the organising committee for the first Pan Pacific Rally and in 1992 he acted as liaison officer between the National Executive and the committee organising the second Pan Pacific Rally held in Palmerston North.

I enjoyed discussing his vehicle fleet. The first car he ever owned was bought in 1954 for everyday use. A 1925 Essex 6 coach, it is now restored and being rallied by him and his family. A 1930 Chevrolet half ton van and a 1962 Morris Minor are also in his collection. It appears his pride and joy though is a rather cute little '62 Skoda sports convertible with a

1100cc motor which propels it at full chat at 82 mph. It seems when driving it much interest is generated especially among young female admirers but as yet Norm is uncertain whether it is he or the car that the young ladies fancy. Wife Pat has her own opinion.

Norman is also a keen motorcyclist with some interesting old machinery. Amongst his collection is a very original Velocette Venom which he and Pat have rallied/toured all over New Zealand. In addition he has a couple of Norman lightweights and a Vintage Ariel combination. While he initially gave the impression that he has extensive knowledge of motorcycles the opinion he gave of the Royal Enfield "Flying Flea" (of which I am a proud and loyal owner) gave me cause to wonder. Actually I have pushed Supermarket trolleys which exude more charm and grace than Norm's old Skoda (touchè).

The VCC has certainly benefitted over the years from Norman's expertise and energy. When he was awarded the Queen's Service Medal in 1990 his work and achievements for the Club figured largely in the citation along with his successful career in the MOT, and other community work. The award was fully justified.

The Dewhursts have a daughter and son-in-law who are VCCNZ members owning a 1927 Talbot, and two sons both interested in the Vintage vehicle movement - the eldest son being actively involved in Speedway.

As well as with VCCNZ Norman is extensively involved with the Masonic Lodge, his church, and nowadays with grandchildren.

In the previously referred to expression "lightweight" refers to the myriad numbers of small, mainly two stroke motorcycles produced as cheap and convenient transport designed primarily for the commuter. Most were powered by Villiers engines within a range of 98 to 150cc and most were of British manufacture.

They seem to have really flourished in the early 1930s when countries were trying to recover from the effects of the worldwide depression. Their popularity was given another boost in the years after WW II. With petrol rationing restricting motorists to about a gallon of petrol a month, transport capable of 100 mpg had a definite advantage. (I believe rationing stayed in Britain until about 1952).

The "Flying Flea" (also mentioned earlier) was one of these "lightweights" and was arguably the finest and most successful.

Its lineage is interesting. It appears the German company "DKW" produced a small 125cc motorcycle during the thirties which was marketed throughout Europe. So successful were they that when the outbreak of WW II curtailed their

availability English manufacturers were invited to develop and produce a similar sized machine. One of the main players behind this was the British military who saw the need for a small, light and reliable motorcycle for use by its airborne troops.

The English Royal Enfield company answered the challenge by basically copying the DKW model. It too had a 125cc motor produced in-house, was very simple and its pressed-steel forks were supported by four rubber bands instead of the usual steel spring. To suit military requirements it had folding foot pegs and kick start to make for easier stowage in an aircraft and it was fitted inside a steel cage when parachuted into the battlefield.

This became known as the "Flying Flea" for the obvious reason.

Although still known by the same nickname the civilian version has minor differences. The kick start and foot pegs are now fixed, the Villiers carb. is replaced by an Amal and the placing of the seat and tool container is altered.

The later BSA Bantam was also basically a copy of the DKW, though with telescopic forks, and there were many other companies cloning them as well.



Norm and Pat Dewhurst.

I would like to think that the arrival by air of one or two of the Flying Fleas would have made a great impact on the course of a battle but as yet I have been unable to actually verify this by research, however I feel this is understandable

remembering the strict wartime censorship that existed then.

dw

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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,

Neil McMillan's article on the Rational car in *Beaded Wheels* 260 "Well Done Scroggins" prompted me to do some research.

According to *On Four Wheels* (Orbis Publishing Limited) London's first petrol cabs in 1903 were Rationals. The fleet of 6 cars is described as being neat forward-control machines with an under-floor engine. Perhaps Mr Scroggins was not on the payroll then.

No details of the engine are given, but it mentions that one was involved in a bad-weather collision which its driver blamed on rain obscuring the windscreen. So to prevent a recurrence of the incident, all London taxis were forbidden to have glass windscreens, a draconian measure which was only relaxed after ten years, when half height screens were permitted. I notice that the Rational pictured in *Beaded Wheels* has no windscreen.

Graham Ross



Dear Sir

The upper photograph on page 2 of *Beaded Wheels* 258, October/November 2002 is of MacArthur Street, Feilding. The Ford Motor Garage building on the left-hand side of the street is still in use, as a panelbeater's premises.

There is a copy of the photograph on display in the Horse-drawn Era Museum, Bowen Street, Feilding. The museum is well worth a visit the next time members are in Manawatu.

Don Irvine
Palmerston North

BEADED WHEELS

Dear Sir,

I am an avid reader of your magazine and must say I really appreciate its well written and informative articles.

I have included a photograph that may be of interest and would also welcome any additional information in regard to this car's whereabouts.

The Ford Model C was originally purchased by Mrs Marion Cordy of the greater Coalgate area. She then gave the car to her father Thomas Brown, the then mine manager for Deans Homebush Coalmine in Glentunnel. From this point I am led to believe, but not certain, that it was traded on a 1923 Model T Ford tourer, and was then subsequently purchased by a Motor Museum, possibly in Dunedin.

The photograph was taken at "WatersideFarm", Coalgate c. 1907-1910. Adults *L to R*: Thomas Brown (Jnr), David Brown, Walter Grieve, Harry Pearson, James Brown. Children *L to R*: (possibly incorrect order) Charlie Pearson, Fred and Malcom Grieve.

Alexander Brown
Tramway Road
Sheffield 8173.

Dear Sir

The *Beaded Wheels* 260 was up to standard as usual.

May I endorse the remarks of Rodney Kelland as to the excellence of Maurice Hendry's work in particular.

Regarding Hendry's Lincoln comments, as a Japanese car owner (Nissan Maxima) I was interested in a recent statement in the English magazine *Car*.

Referring to the assassination of JFK, they said:

"These magisterial Lincolns, with a tradition behind them any Japanese luxury car maker would die to possess."

As to American Vintage car records, how about the Auburn runs in 1927-1928 at Atlantic City Speedway? 42,000 miles in 40,435 minutes and a 24 hour drive by an Auburn speedster averaging 84 mph. All cars (four), certified stock by the AAA. Full details in Griffith Borgeson's book on Cord, published by *Automobile Quarterly*.

Alan Preddy

Dear Sir

Jewett Re-enactment, 6 April 2003

On 6 April a group of Jewett cars will be re-enacting the Auckland to Wellington record breaking trip that took place on 6 April 1923, completed in 14hrs and 58min. This event is taking place exactly 80 years to the day, and the times, as set in 1923, will be followed to the minute. The AA have agreed to sponsor the event. As members of the AA started the original run in Auckland in 1923, they will also be doing the official time keeping throughout the trip.



The trip will be starting from Auckland's Aotea Square at 3 am on 6 April, and arriving in Wellington's Civic Square at 5:58 pm the same day.

The sixth of April being a Sunday should make the trip pleasant.

If any members wish to see us during the trip, here are the times we will be following:

	(Departing at)
Auckland	3:00 am
Hamilton	6:00 am
Te Kuiti	7:38 am
Mokau	10:05 am
Hawera	12:45 pm
Wanganui	2:20 pm
Wellington (Arriving at)	5:58 pm

We will need all the encouragement you can give us.

Basil Sharp
Email: baz_lin_sharp@hotmail.com

Dear Sir

During the 1980s while living in Wellington I read in *Beaded Wheels* an article on using silicone brake fluid in the braking systems of Vintage vehicles and being non-hygroscopic was especially suitable for automobiles that were not driven regularly or were stationary for long periods of time.

I purchased a bottle from Falkners Ford Parts (named in the text) Clyde Street, Island Bay, Wellington, about 1983 for use in my '74 Celica which was being rebuilt in my spare time.

When the car was on the road again (1985, New Plymouth), Falkners supplied another bottle. The car is still in daily use with no brake problems so far.

I would like to know if any members of The Vintage Car Club of New Zealand (Inc) are using this silicone brake fluid in their vehicles and if it can still be obtained. I believe Falkners Ford Parts was sold some years ago and a contact phone number given to me recently is out of date.

Any information would be greatly appreciated.

Congratulations on a fine magazine.

Yours faithfully
Dennis Asquith
14A Brixham Place
New Plymouth
Phone 06 758 0263

Dear Sir,

While looking back at some old photos, I came across this one taken in Greenhurst St, Sockburn, Christchurch, approximately 1971-72. It is as you can see a Walker electric with registration plate number of the time well identified. the children are ours as we were in Christchurch on holiday from the West Coast at the time.

Is this the same vehicle mentioned in the *Beaded Wheels* some issues back and is it still in Christchurch? Perhaps someone may like to reply.

David Campbell
9 Peppin Avenue
Richmond, Nelson

Dear Sir,

Would it be possible for you to ask your readers if any of them have any records of the Royal Rubies which were in New Zealand. I am a member of the Sunbeam Motorcycle Club and partake in all their veteran runs, including the well known 'Pioneer Run'. I purchased my 1913 550cc Royal Ruby in September 2000. It has a JAP single engine. I was told that it was imported as part of a consignment in part exchange for Veteran and Vintage parts in January 2000. The seller trades in old machines and was not very forthcoming with the condition that it was in when it entered this country (it could have been a basket case). When I purchased it, the condition was A1 on the surface. Now after machining and complete rebuild the bike handles every bit as well as it looks, even if the centre of gravity feels at fuel tank level. What I am after is some history of Royal Rubies in New Zealand. I know that a Mr E G Jones from Taranaki New Zealand was the local Royal Ruby agent. Royal Rubies came third in the team placings in the reliability trial South Island Championships in 1915, finishing behind Rover and Douglas, *A Record of Motorcycling in New Zealand*



from 1899-1931 by M A Bull (1970). Any information would be gladly received. Even how many riders made up a team. In England there is no history of the early Royal Rubies other than that most of the large singles were sold to the 'Czar of Russia' for World War I. They were fitted out with sidecars and machine guns.

Information on your magazine was given to me by a friend who had been to New Zealand on holiday. He gave me six previous issues which made very good reading.

The machine is turning a lot of heads. I have finished all six runs to date and started to win awards also.

Dennis Brown
30 Worcester Road
Chichester
West Sussex
PO19 5DZ
England

Dear Sir,

Last year the Vintage Car Club and MotorSport New Zealand came to an arrangement which would see Vintage vehicles back on MotorSport controlled circuits. Needless to say some of us had waited a long time for this common sense agreement to be reached and what a difference it has already made. I think I am right in stating that the Southern Festival of Speed South Island Series 2003, was the first MotorSport event that invited the VCC to compete on its own terms with its own event and officials. Two of the Series events - Ruapuna and the Dunedin Street Race invited the VCC to compete. I can only speak for Dunedin, but I understand from my VCC associates that Ruapuna was also very successful.

In Dunedin we had 20 genuine VCC cars on the grid and although the mix and match was broad, the drivers recognised

Dear Sir,

Because there is nothing that I dislike about *Beaded Wheels* I look forward to receiving my copy every two months.

In issue 260 there is a photo on the inside of the front cover that puts a smile on my face when I think of the many captions that could have appeared below. Such as:

Barry, you mean to tell me that your wife got that mad just because you kissed the bar girl at the pub, now what are you going to drive in the Rally next week.

or

Are you telling me your mother-in-law did not know that you were taking her car to the pub last night.

or

For Sale, 1909 Zitsmobile Four, Low Mileage, Very rare model, Needs some tidying up. Call after dark for appointment.

or



I warned you what would happen if her father caught you two in the back seat.

It would be fun to have a photo published in each issue and have members

submit captions. A small gift could be awarded to the winner.

Just a thought, take care,
Mike Regan

this and the event went off without a hitch. For Dunedin, we allowed VCC entrants (if they had the appropriate licence) to compete in other classes for which their vehicles were eligible and several of them did this and ended up just about racing all day.

As a new venture with all the potential to have hiccups, I would like to go on record in my capacity as Secretary for the event, to say that the cooperation from VCC officials, especially the National Office and the Otago Branch in expediting all the paper work was exceptional. Nothing was a bother. Last, but certainly not least, I would like to record the thanks of my organisation to Frank de Lautour whose wise council and help were refreshing. Long may we continue this born again partnership. I personally look forward to a grid full of eligible cars next year from the Vintage Car Club, ready to contest the Rob Shand Memorial Tankard. This has been donated to the VCC by Moya Shand and won this year by Murray Maxwell. Well done everybody.

Gordon Sharpe
Secretary
Southern Festival of Speed

Dear Sir,

Firstly, many thanks for the cover picture of Peter John's Marcos. This now means I think I know of all Marcos in NZ!

As co-organiser of the successful MG Motorsport race meeting at Pukekohe end January, I would like to invite VCC members to get in touch if they are interested in taking part in a VCC race grid, at our 25 January 2004 meeting. We welcomed several VCC cars in the over subscribed Classic Regularity Trial this year, but believe that the trial should be part of a proposed MGCC Clubsport day on the Saturday, leaving the Sunday for racers. We need at least 20 cars to make it all worthwhile, and would propose at this stage, two or three 5 lap races on the Sunday, which could be handicaps or scratch races or a mixture. Sue Martin of MGCC is going ahead to push this proposal. We believe that our expertise and history of running enjoyable meetings over the Auckland Anniversary weekend would make this an attractive weekend for VCC members, giving them ample time to get home again afterwards.

Please contact (via email if possible) with car details, so that you can be added to our circulation list. Keep an eye on our race series website: www.tops.co.nz where details will ultimately be posted.

Ray Green
Email: race@tops.co.nz
P O Box 34469
Birkenhead
Auckland



Book Review

ALLDAYS AND ONIONS – A BRIEF HISTORY

Norman Painting

Published by Landmark Publishing Co Ltd

Price GB£24.95

Hardback 240 pages with dust jacket

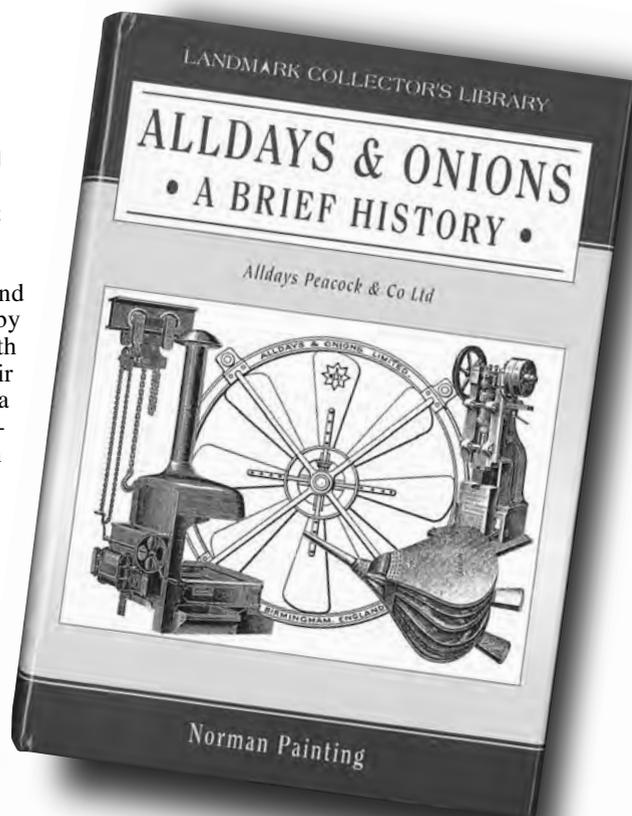
Reviewed by Rob Knight

While the name Alldays and Onions is probably recognised by many people in association with motor vehicles, that phase of their business was only a brief flutter in a long history of making a bewildering array of industrial fans (from tiny fireside bellows to huge blowers and air extractors), blacksmith tools (from small hand hammers to huge trip hammers), and associated metalworking and foundry equipment. And who knows that they actually produced bicycles well before and long after motor vehicles?

The history of Alldays & Onions is fascinating, being that of arguably one of the oldest industrial businesses still in existence. From a craftsman named Onions, who made bellows in a shed near Dudley Castle in 1625, a line can be traced through several name changes to present day Alldays, Peacock & Co Ltd in Birmingham. Alldays & Co, who also produced bellows, were founded in 1785 and merged with Onions in 1889 with the Alldays family very much in astute control.

Within a few years, the newly merged Alldays & Onions company had built a large new factory at Small Heath, Birmingham which was quickly followed by another nearby for the production of a range of safety bicycles for every purpose.

With their expertise the next obvious move was into motor vehicles starting with motorcycles and a modest one cylinder car with a bought-in engine. But very quickly they began making all the major components and by mid 1905 had brought out a two cylinder Alldays car (note the brand name - not "Alldays & Onions" by which they are commonly and erroneously referred to). But the company was not satisfied with cars only and, using the basic two cylinder and subsequent four and six cylinder engines on modified chassis, quickly diversified into a whole range of vehicles such as delivery vehicles, rail service cars, tractors, trucks, buses and ambulances. As might be expected there are several chapters detailing the changes in engines and models and the uses to which vehicles were put, supported by many pages of quality photographs and drawings and two pages of engine and chassis numbers. Seemingly, if the need for a type of vehicle was perceived they produced it, much along the principle they adopted with their very extensive tool and equipment range. Purchase of the Enfield Company in 1908 gave them an even greater range of engines and chassis to work with.



A further expansion of factory space for vehicle assembly was made at another site at Small Heath so that, at their zenith during the Great War, Alldays & Onions occupied three large factories at Birmingham, the original Great Western Works, the Matchless Works and the new Waverley Works.

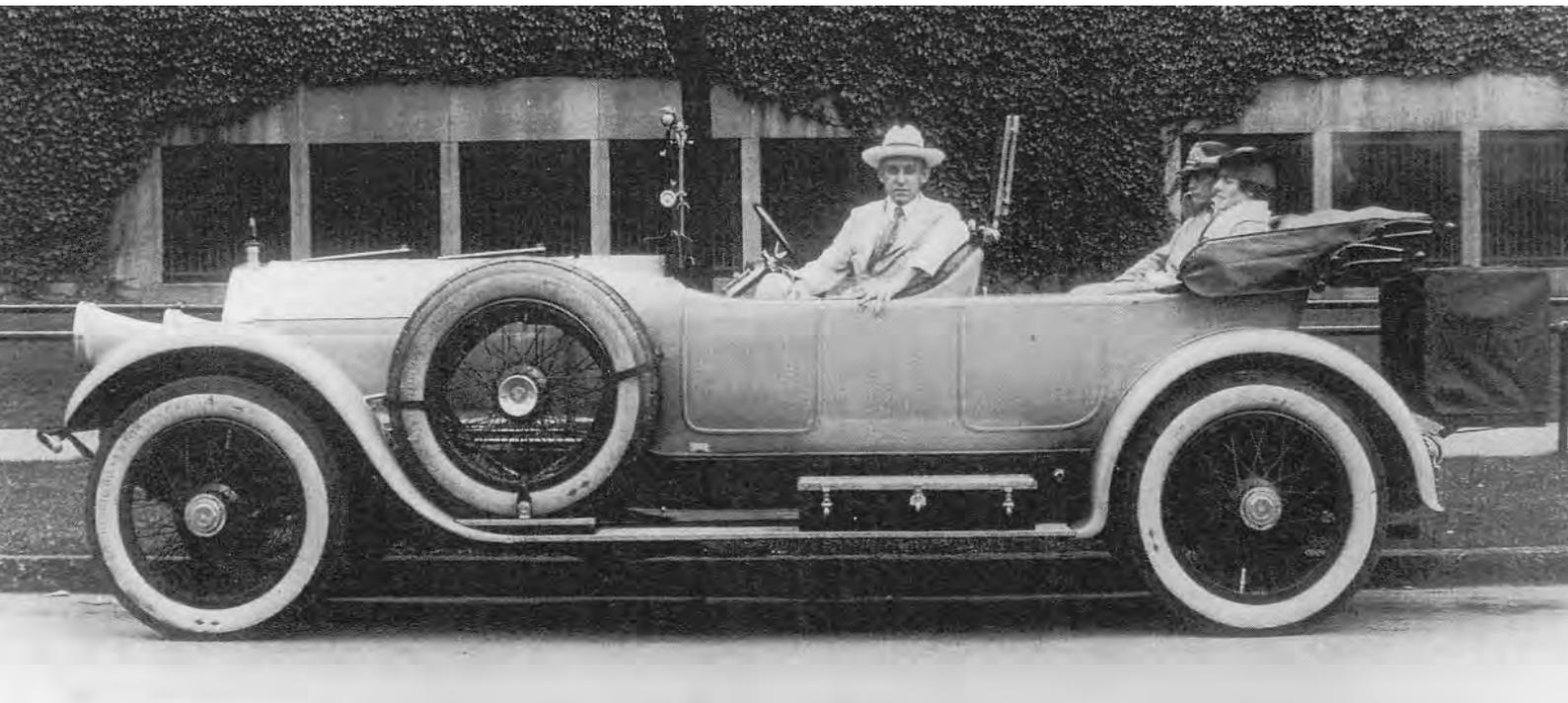
But this book is also an industrial history about the evolution of an innovative and successful business that managed to survive the disastrous post WWI Enfield Bullet (which caused the Alldays family to lose control and leave the company to subsequently found William Allday & Co). There is much detail about dimensions of buildings and the sequence of construction, but there is a wealth of fascinating information about the range and prices of equipment as listed in catalogues and about how the products were made and used; for example, who would know how to make an anvil? The text is backed up with as many or more pages of excellent plans and photos of company premises and the myriad of products offered for sale. Boardroom and financial details are included only where relevant.

The author, who still lives near Small Heath, has had access to an array of company records; and therein lies the value of this work.

The book is a must for anyone interested in the minutiae of British industrial history and for any Alldays or Enfield owner or enthusiast, while it should find a place in the library of anyone with an interest in the history of the early motor vehicle industry.

Available from publisher

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Ashbourne Hall, Cokayne Ave, Ashbourne,
Derbyshire DE6 1EJ England
email landmark@clara.net



Pierce-Arrow opulence personified. A wealthy young owner takes delivery of his 1915 60 hp outside the factory administration building. His companions have their own tonneau windshield, plus travel trunk, whitewall tyres and the famous headlights signalling "get outa my way!"

Edwardian Monarchs *The Glorious Great Arrows*

By Maurice Hendry

More than thirty years ago, Mollie Anderson, recalling 1900-14 as "Age of the Connoisseur" wrote: "New Zealand owners regularly bought the elaborate products of the great makers of Europe and America, such as Pierce-Arrows...

Unfortunately none survived beyond the Vintage period."

Our Pierce-Arrow man, Maurice Hendry, provides some details of one of the finest luxury marques of that age, small numbers of which did indeed come to this country.

It is believed one – a dual valve – actually still survives somewhere in the Nelson area.

From 1906 to 1928, a period of twenty-three years inclusive, Pierce-Arrow fortunes rose and fell on the six-cylinder principle. They certainly believed that verse in St Paul's Epistle to Timothy, "Prove all things - hold fast to the good" which translated into American runs: *When you gotta good thing, stick to it!*

Pierce started with a one-cylinder, then two, then four - the memorable "Great Arrow." Then the great six-cylinder "60 hp". After their long six-cylinder spell, they went to a very fine straight eight. (In effect, it was their earlier series 81 six cylinder with two additional cylinders). Furthermore, the last design of all, the thirties Pierce 12, was really a "twin six", having separate carburetion, manifolding and ignition coils for each bank. So their claims to be a pioneer in the field and its foremost exponent were well founded.

At one point, after the advent of the Cadillac V-8, chief engineer David Fergusson wanted to try a V-8 also, but was overruled by the board of directors.

As it took Cadillac a little time to perfect the V-8, Pierce directors (aware they lacked Cadillac's technological resources,) may have been wise after all. When we look at the success of the various Pierce sixes, and many others, such as Packard, Napier, Rolls-Royce, Hudson, Buick, Studebaker, Lanchester, Locomobile, Hispano, et al, who can blame them for "holding fast that which is good." It seemed a good idea at the time.

1906 saw the first six-cylinder Pierce announced, the "Great Arrow 60." It was in 1904 that development began. An experimental six was built by adding two cylinders to the Great Arrow 40 hp (5" bore x 5½" stroke). Tests were begun and in 1905 the design engineers visited Europe to study the state of the art there. After further development, road tests began in the summer of 1905 and continued through the autumn. The car was run between Buffalo, New York and Boston, always seeking extreme conditions of weight carried, grade and road conditions. The car was run as a relief car in the 1906 Glidden Trial covering twice the mileage of the other entrants. The car more than fulfilled its creator's hopes, running with smoothness and ease of operation which "surprised even the designers". Preparations were made for production of 100 cars at the beginning of 1906, deliveries being planned for that summer. In 1908, it was joined by a 40 hp six (4¼" x 4¾") and in 1909 by a 36 hp (3½" x 4¾"). In 1909 the 40 hp was bored to 4½" and became the 48, and in 1910 the 36 got a 4" bore and became the 38. The earliest models of 60 and 40 had separate cylinders, later the 3 x 2 type was adopted. This arrangement persisted until 1920 because Fergusson, "a Scot who still had his first farthing," was extremely conservative and worried about losing too many blocks because of faulty machining. With single cylinders of course only one at a time is lost through any fault. With multi-casting

two, three or even six can be lost through the one fault. At the beginning of 1920, Fergusson went over to a monobloc design, but even then only at the insistence of Col. George Mixer, president of Pierce-Arrow. Fergie had intended to progress only as far as two 3-cylinder blocks - which Rolls had been using since 1907 on the Silver Ghost. Packard had also used them from 1912, and full monobloc casting had been adopted by at least one other American maker (Studebaker) about this time. Despite this conservatism, or maybe even because of it, the Edwardian Pierces had a great appeal to the wealthy American buyer. They were smoother and quieter than their four cylinder contemporaries, and the 60 hp offered great power and torque to handle the very heavy luxury coachwork of the time. In the case of a six and four of equal displacement, the six-cylinder transmission and axles can be lighter, due to the lighter power impulses. Pierce of course had its rivals - Peerless, Locomobile, Packard, to name a few. But as English critic David Scott-Moncrieff has said, "None surpassed the Pierce for quiet running, smoothness of operation, dignity, and good manners on the road." In those days the Pierce was the first choice of America's gentry. To them, Pierce designer Herbert Dawley recalled, "the Pierce-Arrow was an attribute to a way of life, an index to their position in society, and equivalent to the hallmark on sterling silver." Being selected by the White House in 1908, it became known as "The Car of Presidents."

As an example of fine workmanship the Pierce was unsurpassed. As an example of high-class engineering, it compared with Continental and British practice. In 1911-12, the chief engineer made some comparative tests with the Rolls-Royce and the Napier. In gas mileage, the British cars did slightly better, as can be seen from the tables. In specific fuel efficiency (ton miles per gallon) there was nothing in it, except for the 60 hp, which drew criticism from the Pierce directors! (It became the 66 model later.)

	Pierce-Arrow			Rolls-Royce	Napier*
Rated hp	38	48	60	40-50	60
Miles per gallon	10	8	6	12	10
Ton mpg	24.3	23.7	19.6	24	25
Wt (lbs)	4860	5920	6550	4000	4990

*The Napier was a special, with minimum body work and very high axle ratio.

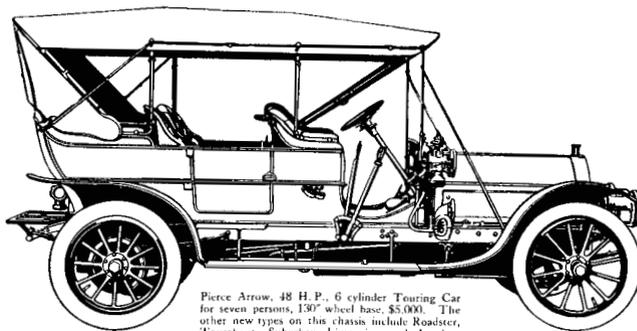
Fergusson took the lesson to heart, worked hard on improvements, and by the Series Three cars of 1915 had the following results for the directorate.

	Pierce-Arrow		
hp	38	48	60
Mpg	11	9	9
Ton mpg	23.7	22.6	24.7
Wt (lbs)	4330	5020	5450

All figures are in US gallons.
For Imperial multiply by a factor of 1.25
US "short ton" = 2,000 lb.

It should be noted that the Pierce 60 had well over 120 brake horsepower and obviously the greater weight of the Pierces factored into these results. Being designed for the arduous conditions of Continental America, they usually showed up better world-wide, than their European counterparts, as American cars so often did. They were certainly the preferred car of wealthy America, and far outsold their British and Continental rivals, as did Packard and Peerless in the same exclusive price bracket. S F Edge of Napier was greatly impressed at this time with the "Three P's". After visiting their factories, where he was "most courteously received, and shown everything there was to see", he praised the cars themselves as "exceedingly quiet and well made, with a great reputation for high grade workmanship." As to their production volume, he found it far beyond the conception of any maker in Europe, who "would think they were in heaven if they had such

The Pierce Arrow



Pierce Arrow, 48 H. P., 6 cylinder Touring Car for seven persons, 130" wheel base, \$5,000. The other new types on this chassis include Roadster, Tourabout, Suburban Limousine and Landau.

"Will climb mountains as the level road"

"FROM Sorrento, Italy, to Lucerne, Switzerland, the trip was made without default on the part of the car in any shape whatsoever, and it was in constant commission. Not a screw or bolt or any part of the machinery required attention beyond oiling and the furnishing of water and benzine. We climbed the highest mountains (Alps) as easily as we traveled the level road. I never knew how perfect and comfortable travel by motor car could be made until this long journey in the Pierce Great Arrow Car."

This letter is one of a large number on file at our New York office which can be shown to anyone interested in Pierce Great Arrow Cars. The letters are all signed with the names of well-known New Yorkers, but naturally we do not like to give the name of the writer of this letter in this public place, although we will be delighted to show the original letter.

The George N. Pierce Company (Members Association Licensed Automobile Manufacturers) Buffalo, New York

The Pierce Arrow Cars will be exhibited in New York only at the Madison Square Garden Show, January 16 to 23, 1910, and at the salesroom of our New York representatives, The Harrolds Motor Car Company, 233 W. 54th Street.

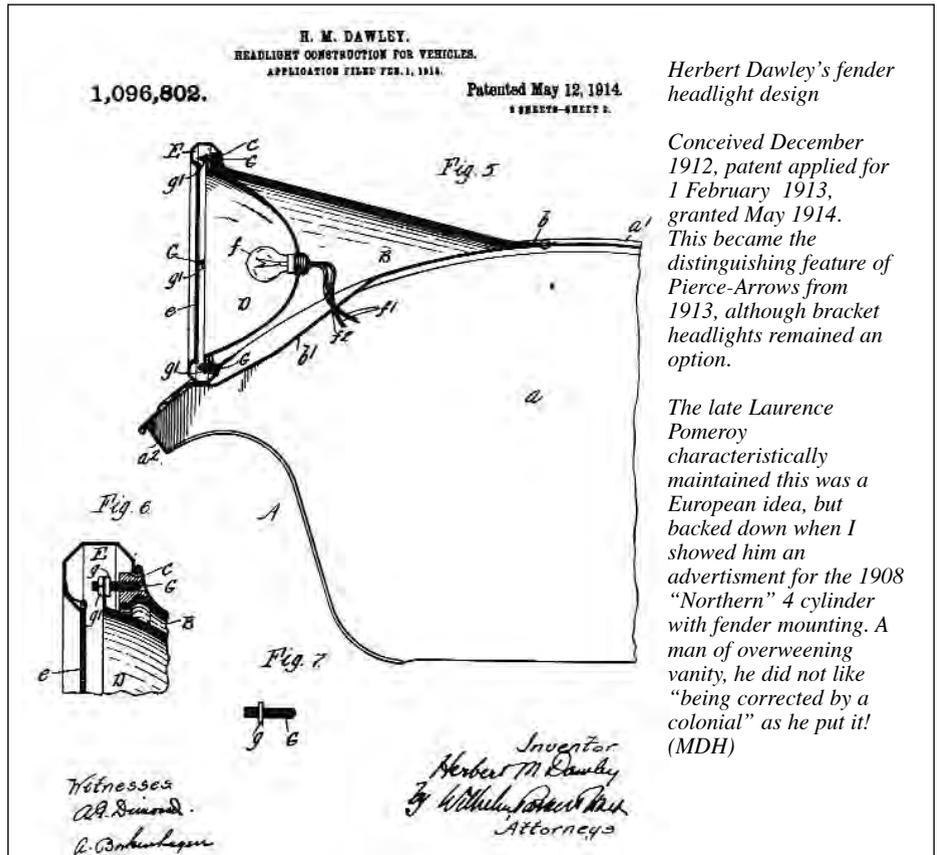
trade." But as Dawley said, the Pierce owner was not interested in statistics. They were concerned with prestige, comfort, convenience and luxury, with top performance as an adjunct. Distinction, of course, was important to many, and the Pierce-Arrow company maintained an Art Department "for the express purpose of giving assistance to those who wish to embody ideas expressing their own individuality. This department has years of experience fulfilling the desires of discriminating customers. It is particularly adept in the study of individual color schemes, upholstery combinations and appointments". Dawley headed this department, and was also the man responsible for the famous Pierce-Arrow fender headlamps, adopted in 1913! The most notable 60 hp Pierce was the one designed by Herbert M Dawley for Geo K Birge, president of the company. Reminiscing to the author about this car, Dawley recalled:

"He wanted a design resembling a Colonial coach, but unlike the Colonial coach it must embody every comfort which would enable him and Mrs Birge to take extended tours in the country and abroad. This was in 1910. The finished product was equipped with hot and cold water, a hinged wash basin which was also part of a cabinet containing linen, cutlery and thermos containers, and there was a toilet made available by lifting a panel in the rear seat. By adjusting the back cushion and the seat, a bunk was formed. Instead of the old speaking tube communication with the chauffeur, there was a two-way telephone. Lockers were built on the running boards for spare parts and tools. To compensate for the vertical space taken by the lockers, there was a step, which lowered automatically when the doors were opened. How much the luxury appointments were used (particularly the toilet) I never knew."

A duplicate of this car was built for a Texas oil millionaire who had seen Mr Birge's car in Paris. His itinerary took him around the world in it, during which he travelled the Gobi Desert. Mr Post of Cereal fame also bought one of this model. His adventures are unrecorded. The car was featured in a series of oil paintings

advertising Ethyl fuel in 1950, and later in a jigsaw puzzle series on early automobiles.

What were the cars like to drive? Published in *The Engineer*, one British road test of a 60 hp ran as follows: "the sensation of power is very much allied to that of handling a hydraulic lift. The smoothness and low speed torque of the engine are especially praiseworthy, and in running the car does not behave other than as a good car should. It is quiet, flexible, unusually well sprung and easy to control. A lengthy examination leaves no doubt that the best possible materials are employed and a very high accuracy of workmanship is insisted upon. It is comparable to the best English and European practice." This columnist once had the privilege of driving a 60 hp model from the Harrah Collection and this bore out the above statements. Despite its immense size and power, the car had that quality hallmark - the "smaller than it is" impression. High-pressure narrow section tyres made for easy steering but doubtless the quality of design and workmanship helped. The handling was better than expected, and all the controls had a beautiful quality feel. The steering had about one and a half turns lock to lock, and the car weighed well over 5000 lb, yet it responded readily. It had a genuine cruising gait of sixty mph (fifth wheel checked) and at that speed and under acceleration was almost silent, the only noise being a hiss from the carburettor intake. The maximum speed could seldom be used in its day, but the enormous engine torque was welcome to handle the weight of a fully equipped luxury car. However, there were certain technical problems with an engine this size for automobile use. Cooling a five-inch diameter cast iron piston was difficult, as was provision of a large enough radiator for an 825 cubic inch engine. Nor could the engine safely handle higher revs as development went on. These factors, coupled



Herbert Dawley's fender headlight design

Conceived December 1912, patent applied for 1 February 1913, granted May 1914. This became the distinguishing feature of Pierce-Arrows from 1913, although bracket headlights remained an option.

The late Laurence Pomeroy characteristically maintained this was a European idea, but backed down when I showed him an advertisement for the 1908 "Northern" 4 cylinder with fender mounting. A man of overweening vanity, he did not like "being corrected by a colonial" as he put it! (MDH)

with the fact that the new dual valve 48 of 1918 had almost as much power, helped kill off the giant 60 hp. Its production rate had been low compared with the 38 and 48, and it required many special parts, so it was eventually decided to drop it. Nevertheless, it was an awe-inspiring car, and credit must go to the company for making a commercial success of it over such a long period. It averaged 125 units annually over eleven years, total production being 1,380 cars. Others who tried this field, claimed the company "dropped out because they could not build a Pierce-Arrow at the price of a Pierce-Arrow and

sell enough to make a profit." Of numerous attempts in the USA, the only one to rival Pierce-Arrow was Peerless, who ran a 60 from only 1912 to 1914. Others fared worse. Well designed, superbly built, finished and equipped, the Pierce 60 was stated by the chief engineer to be intended for a life of at least 200,000 miles with very little upkeep. Carrying enormous prestige for the company, it was indeed Monarch of the Edwardians, the car of Dowagers, Magnates, Maharajahs, and the President of the United States.

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Sulphur City Rally

2002



By Doug Green, Club Captain Photos Des and Angie Brunton

Joe Marsden's Alvis Speed 20 in the Mangorewa Gorge.

Thirty-four cars lined up for briefing at 9 am, first car was away at 9:31 and the balance at one minute intervals. The first instruction off the Main Road was "turn right" then next instruction was "by the centre Quick March" which should relate to left right left right but only a few remembered military training or marching. All were soon sorted by Marshal Ali Menzies.

The rally was set through very scenic native and pine bush, through farmland and then into Mamaku Village for straight-line navigation. A lot of entrants got very disoriented as cars were going backwards and forwards all failing to see a no exit sign thus giving them the next instruction in the wrong place, but everyone sorted it out in the end.



The Bond's 1926 Hupmobile, ready to start with final instructions.



Gearys ready to try a major rally, 1947 Chevrolet. Tail end Charlies Julie and Daniel in background.

The motoring continued through the Mangorewa Scenic Reserve taking in views looking out over most of the Bay of Plenty out to White Island and up to Tauranga. We were on top of the world, well it seemed like it, not a bit of traffic to be seen apart from entrants' vehicles.

Onto the main road to Whakatane which brought us to the first gymkhana event. Here the navigator had to throw three footware items into a forty-four gallon drum from fifteen feet away. The driver then had to guess the height (in inches) of the drum, quite a few got very close (35 inches).

Lunch was organised by Ray Singleton at the Te Puke Vintage Auto Barn workshop and provided by the Te Puke Toy Library.

Out on the lawn of the Auto Barn we completed two more gymkhana events, throwing parcels into the tyres and a game of polo conducted with the navigator

hanging out of the window with the car kept in motion.

It was out of the gate for the final leg of the journey back onto the rural roads for another scenic drive back home along Old Coach Road, Paengaroa with just a few questions to keep everyone on the ball.

Around past Lake Rotoiti through more farms and native bush with great scenery. Our objective was keeping the cars off the main road as it was Saturday and most of the logging trucks were working thus we wanted to avoid problems.

Dinner was a barbecue put on by local members and a great job was done. Prizes were sponsored by local businesses and good prizes they were too: crystal, clocks and luggage, (no oil) – all were well received by the winners.

All entrants had a great day out and a good rally day all put on by the members of the Rotorua Veteran and Vintage Car Club called the Sulphur City Rally. 



Gymkhana at the Te Puke Auto Barn. Dennis Burr keeping an eye on the parcel in the tyre.

VIC VINTAGE says



Rod Brayshaw
National Registrar

Daylight Warrant Of Fitness

Negotiations have been completed with the Land Transport Safety Authority for The Vintage Car Club of New Zealand (Inc.) to administer the Vehicle Daylight Warrant Of Fitness exemption. This exemption is for the vehicle, not the owner as in the past, and will form part of your Vehicle Identity Card.

The Key points for qualifying requirements are: -

- Use only between recognised daylight hours.
- Non-use in poor weather conditions.
- For genuine vehicles only that have not been significantly modified.
- Not available for Replicas.
- Available to non-members. Currently \$70.00 for a Vehicle Identity Card.

- Vintage Car Club of New Zealand (Inc.) Vehicle Identity Card endorsement, for sighting at WOF time.
- The Vintage Car Club of New Zealand (Inc.) will nationally verify the authenticity of each applicant's vehicle.

The Daylight WOF exemption is to be fast tracked so any Veteran owners that have been recently affected should initially contact the National Office for an application form. These application forms will eventually be available from all Branch Secretaries. Any owner, who requires a daylight WOF exemption and has not applied for a Vintage Car Club of New Zealand (Inc.) Vehicle Identity Card, should do so without delay.

Important reminder

I would like to remind members to please send their Vehicle Identity Card application forms to their own branch for verification. If practical difficulties are experienced with processing or viewing a vehicle then your branch will make contact with the National Office, to arrange to seek help from a neighbouring Branch.

Statistics of interest from the database

To date 2404 applications for Vehicle Identity Cards have been accepted. This total encompasses vehicles dating from 1891 through to 1973, and includes a variety of makes and models totalling 151 different Marques.

Historic Motor Vehicle Date of Manufacture & Authenticity Statement

A total of 316 Historic Motor Vehicle Date of Manufacture & Authenticity

Statement's have been issued to date. This is the document you receive when you are about to first register your vehicle. After registration and a road licence has been completed, please contact the National Office with your Vin number and licence plate number so your Vehicle identity Card can be issued. (Don't forget the 3 correct size copies of a photograph showing the vehicle's licence plate fixed to your vehicle).

Feedback from members and the LTSA is extremely positive as owners have successfully registered and licensed their historic vehicles throughout the country.

Cartoons

The VIC VINTAGE Cartoon being the male of the Magpie family joined by Mrs Maggie when the gender changed with the change of President. The Magpie cartoons artistically drawn by Wairarapa member Barry Way are a light-hearted look at our hobby of collecting. Look out for the next family member later this year as this column recommences this month.

In March 2001 I wrote "Finally I would like to thank the membership for their patience over the last four months as our family shifted north. This enormous task has now been completed." That must have been wishful thinking at the time as our house in Palmerston North sold in May 2002 and the shift resumed ... It is now completed and our new house is well under way.

What an experience.

Christine May Wilkens

Wellington Branch

1 May 1947 - 31 January 2003

With great sadness we record the death of Christine Wilkens, who lost her courageous battle with cancer on January 31.

Christine was known to VCC members all over New Zealand as she and her husband John joined the Wellington Branch in the late 1960s and rallied extensively, in the early days with their children Susan and David tucked up on the back seat. Their first car, a 1930 Essex was their family car, it took Christine and baby David home from hospital and two years ago, it took David to his wedding. Christine played a significant role in restoring this vehicle and it made its VCC debut at the 1972 International Rally.

Christine and John contributed enormously to the Wellington Branch, working tirelessly on early Branch development projects and for every Branch Event. Christine's baking was legendary and she was always willing to provide lunches and morning and afternoon teas whenever they were required. Christine, John and son David were at the forefront of fund raising for the Branch and were the prime organisers of the American Car Days which raised a large proportion of the capital the Branch is about to invest in upgrading the Club Rooms.

Christine and John were also instrumental in the restoration of the Branch's 1926 Dennis fire engine which they used for many years to collect donations from the public for the Te Omanga Hospice, which in turn has provided care and support for Christine over her last weeks.

Christine enjoyed rallying and was a very successful navigator, which resulted in the Wilkens Team winning rallies throughout New Zealand. A highlight of attending rallies with Christine and John was always the late evenings spent in their motel unit discussing the whys and wherefores of the day's proceedings and generally enjoying their hospitality. Christine always had a smile and a warm welcome for everyone.

As well as the trophies Christine and John won themselves, they were part of the Wellington Branch Team which several times won the inter-branch Maxwell Trophy, competed for at North Island Easter Rallies.

John, her family, and her love of cars were Christine's life and she will be greatly missed by her friends throughout the Vintage, Veteran and Classic Car World in New Zealand.

The Wellington Branch extends sincere condolences to John and his Family.

Carilyn and Doug Banks





THE VINTAGE CAR CLUB
OF NEW ZEALAND (INC.)

National Office: P O Box 2546, Christchurch Telephone: 03 366 4461

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 2 August 2003 at The Marlborough Centre, Cnr of Arthur and Queen Street, Blenheim, commencing at 9.30am.

MANAGEMENT COMMITTEE 2002-2003

PRESENT OFFICERS:

President : L. Craythorne
Club Captains–
Northern Region : M. Lind
Southern Region : D. Ross
Hon. Secretary/
Treasurer : J. Coomber
Registrar : R. Brayshaw
Beaded Wheels
Chairman : K. Clarkson
Executive (3) : B. Ballantyne
G. Beaumont
G. Terrill

THERE ARE TWO NOTICES OF MOTION

(These will be published in the next issue of *Beaded Wheels*)

RULE 8: ELECTION OF OFFICERS

Nominations for the Management Committee **must** be received in this office by 5pm 8th June 2003 accompanied by a **current biography and photograph** of the nominee and their association with the Club.

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

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

President
Club Captain – Northern Region
Club Captain – Southern Region
Secretary/Treasurer
Beaded Wheels Editorial Committee
Chairman
Registrar
Three Other Members of the Management Committee

and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to be signed by the Member nominated, their nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for a least six months prior to nomination. If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place.

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Motoring in the North Island

100 YEARS AGO

Part III

by Barry Robert

At the beginning of 1905 Auckland had only two or three British cars, although several people had British car agencies. Warren, Blyth & Co advertised six sizes of Speedwell cars and Hoiland Bros & Gillett, makers of the Zealandia engines were advertising Argyll and Star motor cars. They sold a 10-12 Argyll to the Governor of New Zealand, Lord Plunket, and another to Mr Boylan of Auckland in July. Turnbull & Jones were advertising Wolseley cars and Jones & Son sold several Wolseleys in the Hawke's Bay region. Inglis Bros, cycle dealers in Wellington were busy selling Star Stuarts and 6 and 8 hp Rover cars to doctors all over the lower North Island. George Henning tried out a 6 hp Rover as the supply of Locomobile steam cars had ceased and the Locomobile Petrol car did not catch on although Henning did sell one to the Hon. T W Hislop, Mayor of Wellington.

Although W A Ryan had the Milnes-Daimler truck and bus agency they do not appear to have imported Daimler cars and the first of these were brought in by people who bought them while visiting the UK - Arthur Myers, Mayor of Auckland, was one who brought back a 20 hp model in 1905.

In Part II we concluded that motor cars were here to stay. However they were still a very expensive item that made large four cylinder cars only available for the very wealthy. The new 20 hp two cylinder Oldsmobiles were advertised for £340, about the same price as a four room and scullery house in Eden Terrace. We could not find an exact price for the 15 hp 4 cylinder Darracqs because it



The 10-12 hp Argyll car purchased by His Excellency Lord Plunket from Messrs Hoiland and Gillett. NZ Motor & Cycle, February 1905. Courtesy Veteran Car Club.

depended on the body style (built locally) but £500 would be near the figure. For this price you could buy a new six-room house in Epsom, handy to the electric tram. In spite of these high costs several Auckland businessmen "traded up" to 4 cylinder cars quite early and a group picture of an AAA Saturday run to Onehunga on 12 August 1905 shows nine Darracq cars of which four were 15 hp 4 cylinder models.

Near the end of the summer of 1905 most roads in the North Island had been visited by the motor car and only the King Country was left to conquer. It was not until November 1912 that the central route was penetrated but Dr Alfred Knight got through the Otorohanga - Te Kuiti - Mokau route to New Plymouth with a little bit of help from the unfinished railway in March 1905. The following is his report of the Auckland to New Plymouth section of his family tour done in an 8 hp Cadillac with solid tyres on the rear wheels. - (from NZ Motor & Cycle Journal - April 1905)

"The trouble and expense of shipping a car to New Plymouth, made me consider the feasibility of an overland trip through Te Kuiti. I put myself in communication with a friend, Mr Ellis of Otorohanga, and with his kind assistance and advice learned that a good road existed between Te Kuiti and Waitara. The difficulty of a complete run lay between Oti and Te Kuiti, only a horse track existing, a matter of 12 miles. Having found that the journey was practicable, I determined to take my car through. The experiences of the trip I will endeavour to give in as practical a manner as possible, so that future motorists may have some idea of the work before them.



Dr and Mrs Knight and son in their 8 hp Cadillac at the start of their Auckland-New Plymouth tour in March 1905. Note the solid tyres on rear wheels. From NZ Motor & Cycle Journal. Courtesy Veteran Car Club.



The Hon. T W Hislop, Mayor of Wellington, in his 10-12 hp 2 cylinder petrol engined Locomobile imported by Geo Henning in March 1905. From NZ Motor & Cycle. Courtesy Veteran Car Club.



Nine Darracq cars in the Auckland AA Saturday run to Onehunga on August 13 1905. Courtesy Moody Family.

We left Auckland, ie. my wife and son aged 13, in an 8 h.p. Cadillac, on 8 March at 6.30 and after a fair run reached Hamilton at 2.30. The road to Hamilton is too well known for me to comment upon, but none too good. We intended making Otorohanga the same evening, but a slight disarrangement of the car hindered us and we were only able to reach Te Awamutu, the road to which place was splendid, and good time was made upon it. Just before reaching Te Awamutu the rod of the cylinder oil pump broke, and I had to secure the services of a local blacksmith to make me a new one. Reaching Otorohanga on Friday afternoon I put my car in a rail truck and sent it along by the afternoon train to Te Kuiti. We stayed back at Hangatiki and visited the caves, going next morning on a jigger to Te Kuiti, where we found the car carefully placed in a shed. The advent of a motor car at Te Kuiti cause quite a stir, it being the first one seen in that part of the country. Having fixed up the machine, we left Te Kuiti at 1.30 and at once began to climb. The first hill was two miles long but of good surface and easy grade - doing a good deal of it on the high gear. On this road two accommodation houses are to be found: Anderson's, 18 miles out, at Paemako, and Elliott's 31 miles, at Mahoenui; we decided to make for the latter place. The run to Paemako was accomplished very well, the roads being good with slight exception of thick dust in one part and a good deal of hill work. The scenery after passing Anderson's was exceedingly good; we passed through a magnificent gorge called the Maungataki. We found a bridge over the river at the lower end of the gorge, and then ascended over a very rough cobblestone road up the other side. Reaching the top, after a two or three miles climb, we had a good run down to the valley, but being dark we could not see much of the country. We here found a flat run for two miles and making a sudden turn through a cutting we ran down a short hill and found ourselves on the bed of the upper reach of the Awakino River. The bed of the river is composed of balls of stone varying in size from a walnut to a coconut. Taking off my boots I investigated the depth (about 18 in) and choosing a spot my son drove the car over without mishap, and ten minutes run brought us to Elliott's.

Next morning after a good breakfast, we started at 8.45 being informed that we had the heaviest part yet to do, and so we found it. We crossed another creek, shallow, and immediately afterwards commenced a five mile hill climb. The majority of this road was good, but several patches were very rough with limestone blocks; occasionally one part would be stiffer than another, but no grade was heavier than Victoria Avenue. On the top of the range the surface was somewhat uneven. The run down, several miles in length, was most delightful, passing some fine bush scenery and getting a glimpse of the sea in the distance. Any false turn of the wheel here meant certain destruction, and the road required watching very carefully. These ranges are called Taumata-maire. At the bottom we crossed the Awakino River over a good bridge, and ran alongside of it until the hotel was reached. The road here turns to the left and rises over a cliff, and being very loose

sand in a part, was difficult to travel over. We here found that we had to run on the beach for about a mile.

At this point our real and chief difficulty began. We struck the beach at 1 pm and it was 5 pm before we finally got clear of it. The tide being in we had to wait awhile, during which time we had a bath in the surf. In attempting to run the machine on to the firm sand we got stuck in the loose dry sand and after digging her out we reached the firm part and got her going again. The chief cause of this trouble was the fact of my having solid tyres on my driving wheels, and not having been built to the original level it threw my chain too low and consequently it got buried in the loose iron sand and stopped her working. I think with my machine higher set she would have got through without difficulty. The same trouble occurred on attempting to get off the beach, and but for the timely arrival of a horse and cart I could not have moved. This was the most arduous and trying experience we encountered. A Maori informed us that another difficulty would be after crossing the Ferry on the Mokau, dry loose sand being on the hill, so to be sure of getting through, I engaged him and two horses to see me safely over, and well I did, because I could not possibly have got over that portion of the hill. Some danger was incurred in approaching the Mokau river, the cutting on the side of the hill is very narrow and covered with loose sand, and I was afraid of the machine skidding over the side, so I had to proceed very cautiously. Tide being low, the Ferry boat could not approach very close, consequently I had to drive the machine over a nine inch plank. Toss, the Maori came over with me, and hitching his horses on to the car, and my son at the wheel, pulled her safely over the sandy hill. By this time the sun was setting, and having nine miles to travel before reaching Tongaporutu, we hastened along.

We were informed that the road was good, but advised also that two miles from Mokau the bridge was down and we should have to do the creek. Information as to the condition of roads, as well as that of distance, are altogether deceptive and unreliable, and often to our cost had we found it so.

The experience of passing this creek was another "sandy" one, for here again we dropped upon a soft spot and required the services of a spade (fortunately close at hand)

At Tongaporutu we found Mrs McKay a good hostess, and although the house was packed she found room for us and no one could have been kinder.

We had, many miles back, heard of "Mount Messenger" as being a kind of demon, and Mrs Knight was, as she told me afterwards, in mortal terror of it. Mrs McKay eased our minds somewhat by stating that it was not so bad. It certainly was a stiff climb of three miles, and then a lovely run down through a fine gorge, and after that, with the exception of road-making at one or two points - which required the spade to level before we could mount it, the remainder of the run to New Plymouth was a treat, and we soon forgot all our tribulations in the pace we made. We reached New Plymouth at 1.30, partook of a hot bath and a good lunch and were as "fresh as daisies".

Leaving New Plymouth at 5 pm we intended making for Stratford, but owing to taking the wrong road to Inglewood we were landed 15 miles out of our way, up the Tarata gorge. We rectified this in the morning, reaching Stratford at 9 am. Continuing our journey we motored through Wanganui and on to Palmerston. The road to Woodville through the Manawatu gorge is not passable, but we were told we could get over the hills and that it was only "two miles" more so we essayed to do this in our innocence. It was necessary to go through Pahiatua. We had a long climb, and found by the time we reached Woodville that we had traversed 40 miles instead of 20. These roads were exceedingly good, as also through Taranaki. From Woodville to Napier there are no hills of any moment. From Napier we pursued our course to Taupo, Rotorua, and on to Auckland. The trip all through was of the greatest interest and well repaid us for our venturesomeness.

Through the King Country no great difficulties are to be encountered except the sand, but I believe a machine higher set could even negotiate this. Plenty of water is to be found on the way, also comfortable resting places at convenient distances.

Information as to the cost in working the machine may be useful. In all I used 56 gallons benzine at a cost of £3.12s 10d. repairs while away came to 13s. The road from Taupo was responsible for two broken springs besides. Altogether the machine cost me about £5, and we travelled at least 900 miles".

It was a year later when a car got through the Te Kuiti part of the country without help from the railway. Mr A Leicester, an Auckland farmer, in a 15 hp Darracq travelled from Auckland in the reverse direction to Dr King and used a section of what is now State Highway I instead of the usual Tirau-Rotorua route. Leicester chose to travel from Tirau through Lichfield and Atiamuri to Taupo and "had no trouble crossing the stream near Lichfield which we luckily found not too deep, though it looked so at first sight".

They gave no details about crossing the Waikato River at Atiamuri but a low level bridge alongside Mt Pohaturoa did exist in coaching days. The Taupo Totara Timber Co opened up this area in the early 1900's and built their famous 230 foot wooden bowstring bridge at Ongaroto to take their private railway into the Mokai district in 1905. Leicester and party took two days to travel from Taupo to Napier due to rain and poor road conditions and then were stopped near Dannevirke by a bridge that was under repair. They "took off their coats and carried sufficient timber to make a gangway to take the car across" and continued on to Palmerston North via the Manawatu Gorge and a ferry crossing of the river. Palmerston North to Waitara was easy going and Mt Messenger was no problem.

From this point on it is better to quote from the *NZ Motor & Cycle Journal*, March 1906 :-

"After descending the mountain we crossed the Mokau river in the ferry, a very slow concern, which took us to the village in time for lunch. At present it is necessary to take the beach for several miles and wait till the tide is out, but a road is in course of construction, along the side of the cliff. We needed the assistance of the good old horse of a passing waggoner, in the ascent from the beach through the deep sand, and indulged in a dip in the breakers while waiting for the

horse, which was expected through that afternoon. We stopped at Awakino that night being a few miles further on. Leaving early next morning, we went on to Mahoenui, finding the roads very bad owing to the recent heavy rains. Several landslips had occurred on the road, and in one of these we were stuck sinking up to the axles. We went in search of assistance and found a camp of six or seven Maoris who were working on the road and were only too glad to mount us on horses and set out to the rescue. We got the horses on ropes fastened to the front

of the car and set the engine going and were pleased to see her come out of the bog. For several miles the road now descended over a very bad surface. One of the Maoris who was in the car looked very uncomfortable, the rest following behind for several miles till we reached better road when we waved them goodbye. On to Te Kuiti the road was much better there being only one stream to cross, with a steep bank, which was being bridged when we passed. We met a number of bullock teams carting timber for this bridge.

After lunch at Te Kuiti we set out for Otorohanga, over an unformed road, which we had understood was almost impassable. This account proved only too true, part of it being a track through scrub along a good slope which gave the car a dangerous list. A swamp had also to be crossed which necessitated our borrowing a slash hook to cut scrub to spread thickly over it, while we ran the car

across successfully. Time would not permit us to visit the Waitomo Caves, close by, as we still had some bad road to travel and another river to cross at Otorohanga by means of a narrow bridge belonging to the Timber Company. The people at Otorohanga took a great interest in the proceedings, offering to move logs in the timber yard through which we had to pass. From here the road through to Auckland was in fair order, but I cannot understand why this short piece of road is not completed where there are fair highways on either side receiving constant attention. Passing through Te Awamutu, Ohaupo and Hamilton, we reached Huntly at noon, arriving at Auckland at six o'clock on the 19th February 1906.

We were surprised at the number of people we met on the run through the King Country and the Mokau, these roads being much better to travel over than the Taupo-Napier route. Only light rain was experienced at various parts of this pleasant fortnight's trip and with the exception of being stuck several times in bad parts of the road we completed about a thousand miles without any trouble to the car".

Unfortunately the *NZ Motor & Cycle Journal* does not tell us the names of the people who accompanied Mr Leicester and no claim was made about being a first to travel through Atiamuri with a motor car. However no other pre-1906 reports of car journeys through this area can be found and Leicester's run was undoubtedly an exploration for the 1906 North Island Reliability Trial run a month later by the AAA. We will write about this in Part IV of this series.

June 15, 1905 THE NEW ZEALAND MOTOR AND CYCLE JOURNAL.

TELEPHONE 1888.

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Advert, NZ Motor & Cycle, June 1905.



Sue Beaumont (1959 Zundapp) leads past the bluegums at Kakapuaka



Alison and Wally Ollerenshaw have the clip boards out before the climb over McDonald's Saddle.



Neville King, 1956 Zundapp, on the way to Willsher Bay.

SOUTH OTAGO Moped Rally

Text Bill Cross and photos Jim Beeby

The South Otago Branch's second Moped Rally was held on Saturday 7 December 2002, and as organiser Neville King says, these fascinating machines are a lot of fun and never fail to enthuse their owners if no one else.

Ian McDonald, Master of Ceremonies had the 24 entrants away promptly after morning tea from the Branch rooms in Balclutha, riding a variety of bikes mainly of French and German origin.

Three lady riders among the group, Sue Beaumont (1959 Zundapp) Margaret Katon (Suzuki) and Glenys Costain (1961 MotoBecane), were glad to be back at Balclutha before a mighty thunder storm struck after the fine day. Neville King was thinking aloud when he remarked "why do the ladies always have the faster machines?"

Club Captain Wally Ollerenshaw and Alison took charge of the three check points with determination and great precision.

The challenging route was through the rolling countryside from Balclutha, and over McDonalds Saddle (now popularly called Tunnel Hill, the train has gone but

tourists walk through), and on to Owaka for a well deserved and presented lunch.

Back to Balclutha on the gravel road of Kororo Creek Gorge, which joins the coast at Willsher Bay. George Willcher (now spelt Willsher) arrived at the bay, landing at the mouth of the Kororo, in the brig *Portenia* to become resident agent of 307,000 acres of land purchased from the natives by the well-known Sydney merchant Thomas Jones. Jones, Willcher and several others arrived at the bay in the brig in 1840, during the New Zealand land boom. The voyage was a tempestuous one and all but one cow perished, sending Jones home in disgust.

After conquering the gravel roads, which would have been luxury to Willcher, the café at Kaka Point was a compulsory stop. It was then 17 miles back to Balclutha and not long after Kaka Point, Port Molyneux was passed, and even on a moped it would be too quick to take in the importance of this spot.

It was on 4 March 1770 that James Cook, after being beaten about for a week in the *Endeavour*, encountered the

continual rolling swell from the entrance of the harbour which he named.

On the 5 December 1861 the port was declared as a Port of Entry, Edwin Rich being the first Collector of Customs, and in May 1866 this was cancelled. All thoughts of Port Molyneux becoming the port of Otago were cancelled out after the 1878 flood when the mouth of the Molyneux (now the Clutha) river was changed.

After such a historical run through South Otago, and fitting for the conclusion of such a grand day, the prize list was presented by Ian McDonald (1955 Solex) and Graeme Jarvie (1957 Puch).

Overall winner	Bill Veitch	1960 Puch
Time section	Bruce Murray	1964 Benelli
Youngest rider	Michael Beaumont	1960 Solex
Riders choice		
Clip on	Colin Venables	Cycle master
Moped	Neville King	1956 Zundapp
Scooter	Keith Jenkins	
Long distance	Ron Nind	1959 Crescent

bw



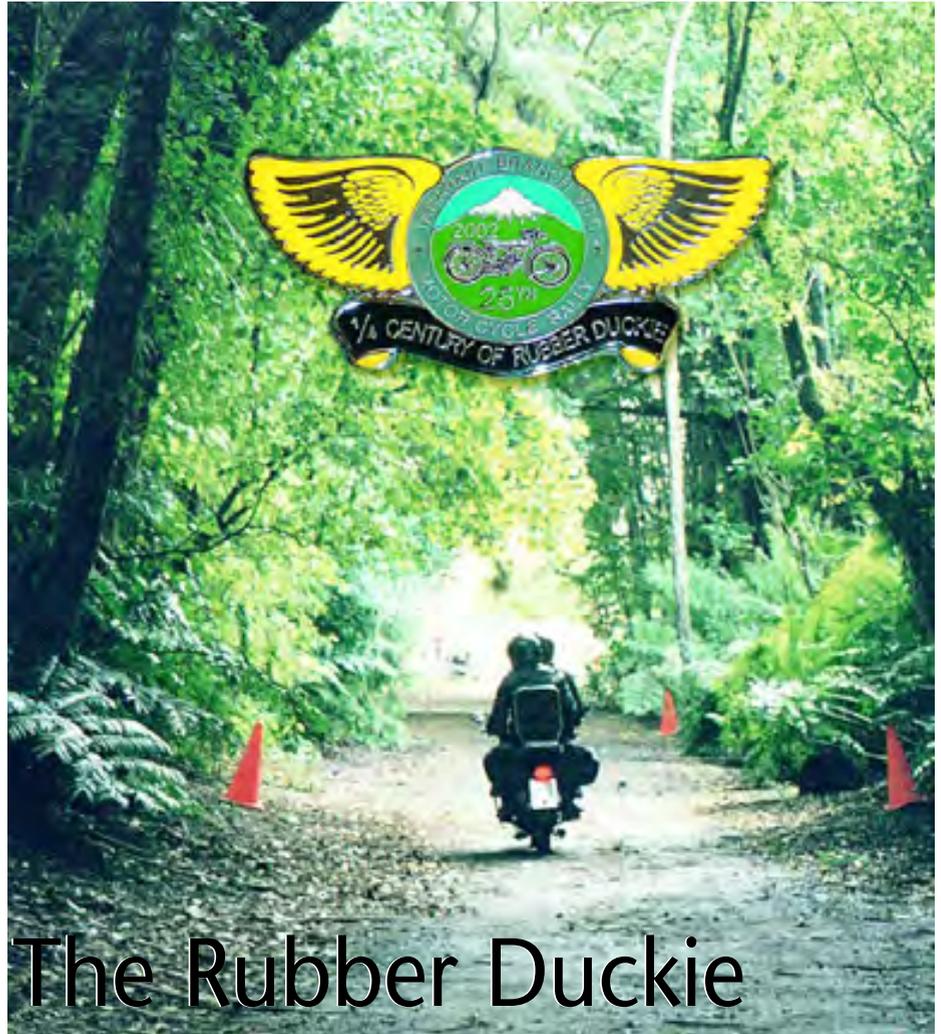
Bill Veitch, 1960 Puch, at Otekura.



Don Jenks, holds up proceedings talking to two ladies at Romahapa.



Riding past the lake at New Plymouth are Entrant 22 Harry Davy 1945 BSA, Entrant 23 Graham Apanui 1955 AJS, Entrant 26 Bruce Hill 1938 Velocette.



The Rubber Duckie

Riding through the back entrance track to Brooklands Park, New Plymouth.

The 25th Anniversary Annual Taranaki Branch Motorcycle Rally

Text Bruce Davidson, photos the Watson Family

For the record the Taranaki Branch celebrated their 25th Anniversary Annual Motor Cycle Rally last September, also known as the Rubber Duckie Rally.

This momentous occasion saw the 26th (yes 26th) running of this auspicious event. Confused! – so are most people. You see the original organising committee in 1977 decided to name the very first event as “The Inaugural Motor Cycle Rally”. The event the following year was called the

first. So while this last event was actually the 26th running of the rally, it was known as the 25th, and at this time the event had spanned 25 years. Enough said, it was the 25th rally and known since 1983 as the Rubber Duckie.

Rally Headquarters was once again the Top 10 Holiday Park in New Plymouth. The usual Friday night noggin and natter followed the evening meal with talk of the coming adventure. You see the organisers had let slip that the North Egmont Mountain House was on the visiting list,

and outside it was getting more like July and getting colder by the minute with reports from the Mountain House that snow was expected on the approach road.

In contrast to most Rubber Duckies the organisers this year thought that a more scenic rally was in order to celebrate this event and to go places perhaps not normally rallied, and perhaps never again!

Saturday morning dawned overcast with a little rain. The rally briefing was held under the eaves and with it came the news that the access road to North Egmont was closed with snow, and that the scheduled morning tea stop was hastily being re-sited to a carpark someway further down the Egmont National Park slopes.

By first bike away at 9:15 the sky began to clear and the first place of interest on the route was the river mouth of the Waiwhakaiho River on the outskirts of New Plymouth. This was found by a sealed access drive with 23 road humps to navigate. This being the first part of a “surf to snow” adventure.

After getting the riders seasick traversing the humps, there followed a relatively gentle country ride towards North Egmont. On passing the National Park gates a sealed access road climb followed to the hastily constructed morning tea stop one third of the way up. At this stage the road ahead was considered too dangerous with snow and ice. Such a shame that the entrants



1941 Indian Combination owned by the winners of the rally Greg and Gaynor Terrill and Ian and Norma Dougherty's BMW combo.

could not enjoy the view from the intended destination.

After morning tea in the rain, or was it sleet, the road ahead led back towards New Plymouth with a visit to Lake Mangamahoe via a 4 km round trip on metal beside the lake. Following this they headed towards the "TSB Topic" lunch stop via a private farm road where the riders were reunited with the Waiwhakaiho River once again and private gravel road through a rock quarry, and back to the lunch stop. For the more senior of entrants, the lunch stop which was previously known as Camp Huinga would bring back memories as the original rally headquarters for the first 18 rallies.

After the lunch break the bikes headed back into New Plymouth and found themselves at the back entrance to Brooklands Park. This is usually a foot only access through to the Bowl of Brooklands and Pukekura Park, but permission was granted for entrants to ride through this beautiful path and on down to the Bowl of Brooklands. They continued on beside the lake and around the back of the stage, through the bush and back out again. The Bowl is an open amphitheatre with lake and stage used by many international entertainment groups and a most picturesque spot.

Following an exit from the Bowl the bikes headed for another rural run before again entering the city from the west and visiting a lookout overlooking Port Taranaki. The final instructions led the entrants through New Plymouth following side streets closest to the coastline where access allowed, and on to the finish at Strandon.

Seventy-six entrants competed this year, a very pleasing result for the organising committee. One has to be very thankful for the large number of regulars returning each year from all parts of the North Island along with the very welcome first timers. This event is a real buzz for the locals and epitomises this great movement of which we are all members.

The Saturday night Dinner and Prize giving was held at the Fitzroy School hall as usual with an attendance of 128 people.

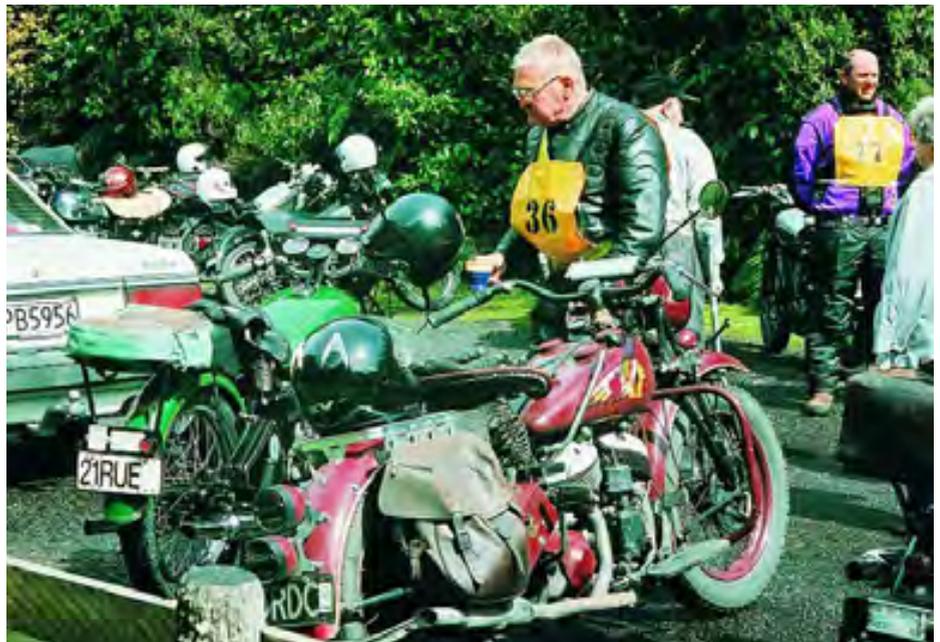
Sunday morning dawned fine as usual for the homebound entrants. Some more adventurous members from the greater Wellington area commenced their somewhat wayward regular post rally three day run home via the central regions of the Island. This would obviously indicate that the Rubber Duckie has yet to fully exhaust the entrants thirst for riding. Perhaps next time at the 26th, or is it the 27th? bw



Wally Hunt riding past the Bowl of Brooklands, New Plymouth.



Don Green's 1916 Triumph oldest cycle on the rally.



Entrant Peter Cooper inspects fellow entrants motorcycles.

THE RESULTS

Veteran

1 Don Green 1916 Triumph

Vintage

1 Gary Bright 1930 Douglas
2 Gary & Audrey Waldren 1931 Douglas
3 Roy Barker 1927 Royal Enfield

Post Vintage

1 Rosanne Bright 1932 Royal Enfield
2 Harry Davy 1945 BSA
3 Bruce Hill 1938 Velocette

Post War

1 Colin Turner 1952 Matchless
2 Glen Bright 1952 Norton
3 Robert & Lorraine Young 1952 Matchless

Post 60

1 Alan Grout 1971 Honda
2 Peter Janaway 1970 Moto Guzzi
3 Barry Wells 1971 BMW

Combination

1 Greg & Gaynor Terrill 1941 Indian
2 Lee & Margaret Brooks 1953 BSA
3 Ian & Norma Dougherty 1968 BMW

Overall Winners

Greg & Gaynor Terrill Hamilton



Riding through the beautiful Bowl of Brooklands in New Plymouth that was opened only for our entrants entered in the Rubber Duckie Rally.



Waitemata

Text and photos John King

Kevin Beesley's highly original 1913 Delage is the oldest competing car at Chelsea.



Paul Lamb, all the way from Wellington, campaigns his neat 1934 Singer Le Mans.



Anne Thompson's 1926 Sunbeam is one of the more handsome cars to be seen at Chelsea.

The centenary of motoring has long passed, and motor sport is only slightly younger. Competition came readily to a mechanised world already noted for its cycle races, and it was only natural for owners of examples of this new thing, the motor car, to show one another how much better their cars were.

Car manufacturers were quick to take up the opportunity to publicise and market their wares. The first races were informal affairs, often (in this country at least) staged at racecourses of the equine variety, but car races came to mean the inter-city events of Europe, usually dangerous and leading to lightly built devices to fit maximum power within the weight classes.

A hundred years ago a couple of events in Europe heralded a change. The Circuit des Ardennes was a new idea of holding a race meeting on a theoretically closed course and took place in July 1902. Previous major races had all been city-to-city, but the 318-mile race, over six laps of roads through the Ardennes countryside and forests, was the start of a new trend.

In a similar way the Mont Ventoux Hill Climb, also first run in 1902, was the European start of the sport of driving from the bottom of a hill to the top in the shortest possible time. To this day, 100 years later, the twin principles of circuit racing and hillclimbs remain the root of competitive motor sport.

And as custodians of the overall historic vehicles movement it should be up to us to keep the traditions alive. Not many VCCNZ branches conduct motor sport on a regular basis - although there are signs of a reawakening, particularly with the recent negotiations with Motor Sport New Zealand - but there are pockets of enthusiasm here and there. One of them is in Auckland, where the Waitemata Branch recently celebrated the 20th anniversary of its formation.

You didn't hear about it? Never mind. Waitemata types never were given to making a fuss about things and would rather get on with enjoying themselves and their motoring. They don't even have a clubhouse, although the rental paid to a local yachting club for somewhere to hold the monthly meetings would, if put towards real estate, have amounted to several square feet of turf at today's inflated Auckland prices.

... as custodian
historic vehicle
should be up to
tradition



By any standards the V12 Sunbeam is a big car. Robert McNair exits from the bridge to start the climb proper.



Hillclimbs

Roger Herrick makes second FTD in his Formula Junior Taraschi.

Waitemata stages a pair of hillclimbs every spring, with the idea that most people will have finished their winter car preparation. The two courses are utterly different in character, one in the country and one in the suburbs, with only three things in common. Both are held on private roads and each offers an opportunity to drive, more or less rapidly according to the skill and daring of the driver and the power and roadholding of the car or motorcycle, up a hill. Both hillclimbs are also run with the help of the North Shore CB Radio Club members who provide communications and have devised a neat countdown light system to help accurate timing.

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Pebblebrook, in the low but rugged range of hills between Waitoki and Kaukapakapa, is a disused quarry. The road up to the quarry is still serviceable, although a washout near the top is cutting into the width and probably limits the life of the course. It also has its rough patches which tend to deter many people from participating, and the gradually decreasing entry numbers - fewer than 10 in September 2002 - suggest that before long Waitemata will be concentrating on its other, more prestigious hillclimb in the grounds of the Chelsea Sugar Refinery at Birkenhead on Auckland's North Shore.

Pebblebrook this year attracted the usual gaggle of Austin 7 specials to its 1.2 kilometres of one-way gravel, plus one each of Morgan, Riley and Sunbeam. Nobody left the road, unlike one or two previous occasions when only a strategically placed tree stopped a loud splash (if the trees were removed so that drivers could actually see the hazards, speeds would be reduced considerably), but mechanical reliability wasn't 100 per cent and the already small entry diminished during the day. FTD went to David Adams in his 1932 Sunbeam, a car weighing more than any two Austins and with rather less choice of line to take through the bends.

David also turned up at Chelsea a few weeks later, accompanied by a much larger entry. The Chelsea organising team, ably led by Waitemata club captain Di Humphreys, has thought of limiting numbers, but this year's 35 entries, with only one non-starter, were easily catered for.

One problem is the fact that the drive to the sugar works, although a private road able to be closed, is also open to any member of the public with a reasonable excuse for wanting



Spectating Rileys bask in the Chelsea ambience of trees, lawns and sunshine.



Under the eye of VCC Speed Steward Frank de Latour (left), Di Humphreys (second from right) briefs her marshals in the car park



Jamie Simpson achieves an excellent 35.5 seconds on the 1928 Rex Acme his father John used to ride so enthusiastically at Chelsea.



Lawrence Poolman achieves wheelspin on the horseshoe bend.

to travel up or down. That includes the occasional container truck or sugar tanker, plus a shift change of workers which this time took place during a planned lunch break in the sporting side of proceedings. Full advantage was taken of the park facilities and a barbecue was in operation, ensuring that all subsequent runs were slower.

As every New Zealander knows, spring can be a fickle season. Spring 2002 was the coolest in decades, with unrelenting south-westerly winds and showers over



Kevin Andrews (1931 Wolseley Hornet) earns the John Simpson Memorial Trophy as the entrant having the most fun.



Daylight on the back axle gives some clue to John Hearne's weight-saving efforts on his 1929 Alfa Romeo, but would shaving off his beard have made any difference to aerodynamics?



By far the largest car at Pebblebrook, the 1932 Sunbeam of David Adams is also the fastest.



Allan Booth hasn't read the rule about aerodynamic devices on his 1933 Riley March Special replica.

most of the country. Chelsea weather was, yes, south-westerly, but the location among mature trees kept most of the wind off the course and only a light sprinkle or two was felt. Everybody stayed pointed in the right direction except Steve Aldersley in his Austin 7, and he departed for home immediately afterwards, but not for that reason.

The entry varied in visual and aural ferocity from Kevin Beesley's 1913 Delage, a veteran so original he has trouble sourcing replacement nuts and bolts suffi-



Not all of Kelvin Hill's Morgan wheels follow the main tracks as he disturbs the Pebblebrook centreline grass.



Waikato member Danny Ryan's fully colour coordinated Lancia Kappa ensemble contrasts nicely with the green of Chelsea lawns.



The Anzani engine is heard above the whirring of chains as John St Julian steadily reduces his 1930 Frazer Nash times to 41.8 seconds.

ciently scruffy not to stand out, to Wallace McNair's V12 aero-engined Sunbeam, driven by son Robert to a best time of 33.5 seconds. That was on his second run, the one where continuous tyre noise, even on the straight bits, was audible from the start line and had Wallace wearing a thoughtful expression. The faster variety of postwar but non-historic sports cars, although VCC accepted, are deemed to be a bit hairy for Chelsea's confined spaces.

Age of cars ranged from the Delage to Roger Herrick's 1959 Taraschi, a Fiat powered Formula Junior with a best time of 32.3 seconds on the fourth of his seven runs. But that failed to net him FTD, which went this year to Alan Kerr on his 1952 Cooper at 32.1, the Triumph engine sounding crisp right through the top revs. Not far behind, at 32.6, was Steve Sharp in the 1955 Buckler 90, with Ivan Cranch at 34.9 in his 1955 Lotus Mk 6.

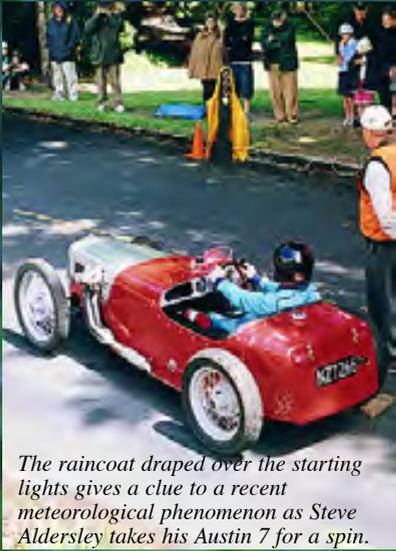
Fastest vintage was Robert in the Sunbeam, with Lawrence Poolman in his supercharged C type MG at 35.8. John Hearne got serious and, not content with a personal diet, stripped his 1929 Alfa Romeo 1500 of everything possible except the driver's seat and floorboards. The result was 37.7 seconds, less than half a second faster than Oliver Midgley in his 1930 Model A Ford special, while the 38.7 of Kevin Andrews in his 1931 Wolseley Hornet earned him the John Simpson Memorial Trophy for the entrant having the most fun. The 1928 Rex Acme motorcycle that John Simpson had campaigned for so many years was ridden this time by his son James with a creditable 35.5 seconds. Barry Gay on his Matchless, the only other bike, managed 39.4. Sharing fastest personal times of 41.0 seconds were Danny Ryan on his effective 1919 Lancia Kappa and Anne Thompson in her rare and elegant 1926 3 litre twin-cam Sunbeam, not far ahead of David Adams (Sunbeam) and John St Julian in his 1930 Frazer Nash.

Of the three Rileys, David Garrett was fastest in his 1936 12/4 special at 37.0, followed by branch chairman Allan Booth and secretary Gerald Watson in their Nines with 42.8 and 47.1 respectively. No fewer than eight Austin 7s competed, with Steve Aldersley fastest, managing 36.2 on his first, non-spinning, run and Mike Courtney next at 37.6, a few seconds faster than daughter Kirsten in a car obviously resulting from the same sketch on the back of an envelope. Scattered among the Austin times in the low 40s, appropriate to the lighter sporting cars, were Di Humphreys (1932 J2 MG) and Kelvin Hill (1947 Morgan F4).

Chelsea really is the ideal spot to hold a Vintage hillclimb and keep alive that century-old motor sport tradition. The place is handy to most Waitemata members' homes and has ambience and character in spades. An even better entry is expected in November 2003.

bw

Opposite page, main: Gerald Watson and his Riley Nine special are faithful competitors at both Pebblebrook and Chelsea.



The raincoat draped over the starting lights gives a clue to a recent meteorological phenomenon as Steve Aldersley takes his Austin 7 for a spin.



Ian Goldingham's 1927 Lea Francis looks as though a Riley Redwing featured somewhere in its development ideas.



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1941 BUICK MODEL 44C Tenders are invited for the purchase of this very rare, desirable and historic convertible. Excellent condition, body off restoration. Manuals and spares included. Tenders should reach 32 Hilton Rd, Rotorua by 30 May. Highest or any tender not necessarily accepted. Enquiries phone 07 345 6615. Mem.



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1947 AUSTIN 8 TOURER. Last owner 18 years. Good motoring condition. Vehicle ID card PWV0217. Plenty of spares included. \$12,000 or would trade for 1937 Chev coupe. Contact John Gleeson, 7 Anglesea Street, Renwick. Phone 03 572 8118 evenings.



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DODGE FAST FOUR complete body and mechanical parts, \$500. Also 1952 Triumph 500. Phone 03 217 8942 or 025 687 0449. Mem.

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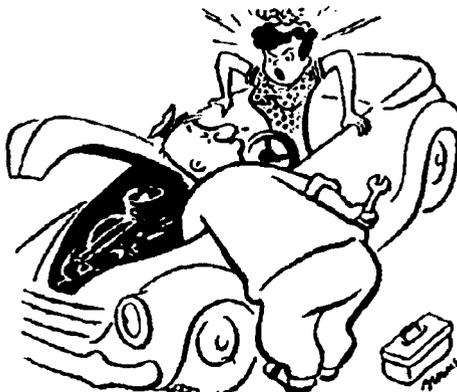
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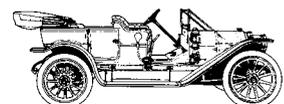
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VCCNZ

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We do not want vehicle duplication on the Club's database.



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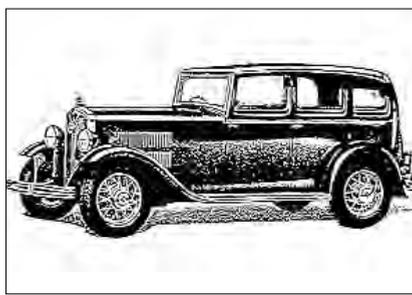
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WANTED

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WANTED FOR 1930 MODEL A FORD. Shock absorber arms front 1930, amp meter original zinc rim and face. Coil 6v slant pole original type. Door handle outside 1930 Roadster, radiator cap original 1930. Phone Kevin Straw 03 366 9597 or 03 338 3686 a/h.

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, SS43J1 or phone 001 702 206686 for a confidential cash offer.

PAIR OF FRONT AND/OR REAR MUDGUARDS to suit 1927 10 hp P type Swift roadster. Phone Frank Australia 0061 7 4775 7885 or email cerufta@ozemail.com.au

WANTED FOR HUMBER PULLMAN 1949 Crown wheel and pinion, 4.09:1 ratio or complete diff. assembly. Phone 03 366 9988, bus.

WANTED - COMPLETE REAR BUMPER or parts for 1930 Hudson 8 saloon. Jack for Austin 12, petrol tin and running board mount. Contact C S white, 91 Kings Crescent, Lower hut, phone 04 569 6549, 027 442 6579.

1939-1949 BROCKWAY 4 TON-7 TON truck for restoration wanted. Any condition considered. Phone 03 612 6150 or 0274 318 300.

WANTED 21" SANKEY OR DUNLOP pressed steel wheels. Six stud, with 47/8" centres to fit my Austin 12/4. Cash or I have five 20" for swap. Phone John Wallis 03 3527 465 mem.

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HUBCAPS TO SUIT 1948 CHEVROLET Thriftmaster. Phone 06 306 9121 evenings.

TRIUMPH TIGER 100 WANTED. 1938/39/40. Prefer reasonably complete but anything considered. Also want 1947/48 Triumph 500 GP bike (circa Ernie Lyons) or even replica. Fax Danny 09 486 1707, Auckland or email Triumph1948@yahoo.com.

1939 CHEVROLET COUPE MASTER DELUXE. Must be in good condition and near original. Good money for right car. Phone Len 09 532 8520, 025 472 730

AMERICAN CAR SIDELIGHTS to be used as indicators on 1928 Cadillac. Cadillac lights ideal, something like 1930 Buick would be fine. Anything considered. Interested in Cadillac literature, parts 1920s and 1930s. Kevin Casey, 116 Mornington Road, Dunedin. 03 453 0818. Mem.

FIAT 509S (1926) parts, documentation, advice etc wanted to aid restoration. Phone 03 347 4300 or email craig.helen@xtra.co.nz

MGA ROADSTER 1600cc or 1500cc preferably needing some attention however consider all offered. Phone Bernard 09 524 0392, fax 09 524 0589.

CYLINDER HEAD FOR LISTER MODEL R single cylinder, side valve, water cooled, petrol stationary engine. 67/8" bore and 8" stroke. One cylinder head and barrel cast in one piece. Also steam engine, any size or condition, steam whistle, NZR cast iron five chime whistle, nameplates off traction engines, traction engine memorabilia. Phone Andrew 03 313 6160.

FOR 1926 OAKLAND. Either suitable replacement for original updraft Marvel carburettor or technical information for Tillotson Model WZA which shows several patents latest 1928. This model has unusual features. Also wanted rear light, dash knobs, gear lock. Contact Ian Rowden, Manawatu Branch, phone 06 356 7871, fax 06 356 1164, email: ian.rowden@mwhglobal.com

FIAT 501 TOURER 1923. Hood bows and irons, 2 x park lamps, top screen frame (horizontal split screen). Phone 09 377 8604 or 025 333 354.

BODY PANEL - REAR TUB suitable for a big 1920s American tourer or phaeton. Suit 700 x 20 wheel arch. Phone 07 827 8228 email tdeleeuw@xtra.co.nz

WANTED FOR 1930 HUDSON COUPE windscreen surround, radiator surround. Contact Ivan Hanes phone 07 543 2446, Tauranga.

VINTAGE OR VETERAN HUBCAPS WANTED, threaded type as fitted to wooden and disc wheels, especially uncommon makes or abandoned collections etc. Phone Stephen 09 828 1800 or write 17 Methuen Road, Avondale, Auckland. Mem.

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Ashburton Branch, Vintage Car Club of NZ Inc

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Saturday 3 May, 2003

Held on the club grounds, Maronan Road, Tinwald, Ashburton.
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For further information contact

D Philpott phone/fax 03 308 0427, or The Secretary, M Jacob phone/fax 03 308 3392.



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IDLE TORQUE



Ashburton

Roger Hart

The branch flagship event, the Annual Rally rolled on 25th January. Organiser and Club Captain Bill Datlen tells the story - Rain, rain everywhere and luckily not a drop on us was the theme. About 70 cars and a single motorcycle headed out towards Geraldine, completing an onerous time-keeping section before being liberated for a days unfettered motoring. Most of those on the long run found the Peel Forest, although a certain contingent chose to follow one other, deviating to visit relatives who then relished the opportunity to play the Pied Piper. At Geraldine the rally proper branched off through a route chosen both for its place names - Gale Cutting Road, Slacks Valley and Hanging Rock (no time for a picnic though) and its combination of winding shingle roads and hills for a genuine Vintage driving experience. After field tests at the Pleasant Point Domain, the resident Railway entertained with unlimited rides on their variety of trains. Their great hospitality and excellent museum were appreciated by all. Then back to the clubrooms for a great finish for the day, dinner and prize-giving in the branch museum. Best performance overall went to the Byrne Morris 1000.

And with other runs, gymkhanas and rallies, both organised and attended by branch members, the year so far has also been a case of rallies, rallies everywhere and hardly a weekend left. Take the local New Year's and Waitangi Day's runs, the Homestead run (fine weather and 30 cars), the Glenfalloch run through the magical high country at the head of the Rakaia Gorge with 19 cars on a brilliant day. Toss in the Wallaby, Mid-Island and Canterbury Branch rallies nearby to graphically illustrate the variety of Vintage motoring exploits readily available for local members in this first quarter.

Traction Engines used to pull out some unwanted trees on the Club's boundary provided unexpected entertainment for the large crowd gathered, by repeatedly break-

ing, even the heaviest duty (and so called "unbreakable") chains in the process.

Welcome to recent new members, including Tom Pearson with 1964 Mk3 Zephyr and 1912 Kynoch M/Cycle, Robert and Jillian Jones with a bevy of Chevs including a 1946 truck and 1952 Car. Also joining the ranks are Andrew and Ann McLean and Michael Redwood while Jim Boaden transfers in from North Otago.

Auckland

John Stokes

The branch extends condolences to the family of John Fernyhough. John was a relatively recent member who amassed a substantial collection of mainly post-war British sports cars and motorcycles with a couple of Vintage period vehicles as well. These are housed in a well laid out museum in Manukau Road.

Vehicle movements: The ex Murray Ralls ex Douglas Wood 1924 Austin 12/4 has been sold to Mr Shaw of Castor Bay. This car was the first Austin to be sold by the well-known dealership Seabrook Fowlds and stayed with its original owner until well into the 1930s. The ex Bernie Byers ex Doug Wood 1910 Austin 10hp has been sold to Northern Ireland. The late Dave Dawson's ex Chas Edwards ex Gibb 1913 Austin is advertised in the *Automobile*.

New people: Alan and Bradley Eyes have joined with a 1942 Ford 15 cwt truck, this vehicle has been in their family since new. Trevor Kenworthy signed on with a 1954 Panther 350 cc and a 1955 Triumph Speed Twin. Bob Gibbs joined with a 1961 pre unit Triumph Bonneville.

Restorations: Russell Vincent is apparently collecting bits for another single cylinder Cadillac project, while Neil Cox has finished the body frame for the 1914 Overland Model 79 tourer. Chassis work is largely finished. Graeme Apanui took the Cecil Light Memorial Trophy for the restoration of his 1955 AJS motorcycle. Michael Dorbeck's 1948 Bedford model K truck is now running while Alan Campbell has his Guy engine going and is sourcing another aluminium cab.

Events: The New Years Day run organised by Colin Tomkins brought out sixty bikes and thirty-five cars for a run in north west Auckland. This is one of the most popular runs on the calendar considering many members are on holiday. The coast to coast Veteran run on 2 January attracted fourteen entrants and travelled from Riverhead to Shelley Beach. The early morning run on the nineteenth of January attracted twenty-six starters, three others had trouble at the start. Entrants were given an introduction to Buddhism at Karma Choeling monastery in Kaukapakapa. The main Veteran run pulled nineteen entrants, we were running in competition with Hawke's Bays Art Deco event. Entrants had a choice of a forty or sixty mile route starting and finishing at Merv Dorrington's beautiful property and interesting wire works in Ranui. Ross Jone's 1907 Cadillac perfect scored to win overall. Bill Shears won the sixty miler in his 1914 AC with one point lost. Bill also assisted Waitemata's Kevin Beesley when a bit of

wheel trouble occurred in the very original ex Murray Low 1913 Delage. It was very good to see Kevin who was the only out of branch entrant. Hero of the day would have been Don Green the solitary motorcyclist on his 1916 Triumph belt drive who successfully completed the long route. Heroine was Sharran Price who, found the venue, did all the secretarial work and organised an excellent lunch. Entrants are singing her praises. The Bert Cuthbertson rally got fifteen motorbikes and ten cars. The three-legged Harley-Davidson restorers have entered the National Motorcycle Rally as a shakedown before the trip to the Harley centennial in the USA. Auckland support for Waikato's excellent Vintage Venture can only be described as poor.

Banks Peninsula

Andre Le Febvre

For most of our members the recent Skope Classic Race Meeting at Ruapuna was a magnificent occasion. After an enforced absence Vintage racing is again allowed and we contributed a full field of 38. Suffice to say that as a sporting branch, we are thrilled to be able to once again have the opportunity to race.

A number of members made the journey to Dunedin for the Southern Festival of Speed road race where once again a Vintage field was able to run. The single seaters were of course too fast for the rest of us with Graeme Hamilton in the ACE 3 having a narrow victory over Chris Read in the BCM Special. A new trophy was presented by the Shand Family in memory of VCC legend Rob Shand and the first recipient was Murray Maxwell who has been racing Austin 7 Specials since the 1950s. A worthy winner.

After two weekends of racing we showed our versatility by running our annual Veteran Rally. Sixteen cars left from the banks of the Heathcote for a run up to the top of the Port Hills and around the Summit Road to Gebbies Pass and down to Motukarara. The run finished at the lovely property of Ray Drury where some driving tests were held. Overall winner for the day was Jack Newell in the Wolseley Siddley.

Congratulations to Warner Mauger and John Palmer who have joined that select band of 50 year members. We held a very jolly celebration to honour them recently. Leigh Craythorne spoke and then Warner and John shared 50 years of reminiscing with photos from the last 50 years causing much hilarity it was a great night and we look forward to the next one.

Bay of Plenty

Garry Linkhorn

Fine hot summer Bay Of Plenty weather brought out the rally enthusiasts, who supported our Branch annual Anniversary Weekend Rally.

Held at the popular Sapphire Springs Motor Camp, Katikati, organisers dealt with 48 entries, coming from Waikato, Auckland, Eastern BOP, Taranaki, Northland, North Shore, Taupo and Wellsford.

A great range of all classes started off on the 85 miles of sealed, scenic, winding roads, to finish at Ken Hogg's All English

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Vintage and Classic Car Museum, at Waihi. Saturday nights barbecue at Sapphire Springs basecamp was a huge success, and the prize giving dinner in the camp main hall was magnificent, thanks to the caterers.

Rally Results

Vintage

Dennis &
Pat Burr, Rotorua 1930 Model A Ford

Post Vintage

Jim Webb &
Pat Summers, BOP 1939 Chevrolet Coupe

Post War Vintage

Peter &
Rosalie Donovan, Taranaki 1956 Jaguar Mark VII

P60v

Val Gibbons &
Janet Roberts, EBOP 1962 Morris Minor

First Overall

Peter & Rosalie Donovan, Taranaki

An interesting feature was that more visitors than our local members participated!

Many thanks to rally secretary, Clive and Maureen Gardner, and Branch Club Captain, Chairman, and marshals, for a superb weekend.

The mid-week run held 15 January was well supported by 36 members in a fleet of 16 various Vintage cars, who met first at Paeroa township, then motored north to Ngatea. A visit to the "water gardens" was enjoyed by young and old then a drive on to the Wilderness Gemstones capped off a great day. The annual Mid-Week Rally to take the elderly motor enthusiasts from Te Puke's Carter House Retirement Village on a Vintage car picnic rally eventuated on 12 February. Forty-four residents travelled in 20 plus club cars, on a scenic tour to Lake Rotorua. A lakeside park at Hamurana hosted the lunch, followed by a piano-accordion led sing-along.

All then drove back to Carter House for a tasty afternoon tea.

Napier Branch Art-Deco rally on 14-16 February attracted the following branch members and partners.

Ray Singleton and Mary	1939 Buick Saloon
passengers Arnold & Dulcie	Mortensen
Tom & Kathy Wood	1928 Model A Ford
Jim Webb & Pat Summers	1939 Chevrolet Coupe
Jack Hoven & Jenny	1937 Studebaker
Joe & Jill Scott	1931 Model A Ford
Jack & Marilyn Anderson	1937 Austin 7

This group travelled independently to and from Napier in their cars, all having enjoyed a wonderful three days of Napier branch's hospitality.

Club meeting nights again well attended, 13 January, our guest speaker Tom Wood entertaining members with his experiences in gold mining in the Fiji islands. 10 February had Frank de Latour of the VCC Management Committee enlightening members on third party insurance for owners with multiple vehicles.

We welcome new members Bob Theobald and Bob Quatrill.

Canterbury

Tony Becker

2003 got under way really well with the Annual Rally in February.

There were other events which farewellled 2002 one of which was that year's final muster of members on Boxing Day

A large crowd enjoyed a simple day-after-Christmas doings, with a leisurely drive to Southbridge Domain where a sunny but breezy picnic of leftovers and salads appeared to be popular. About 80 vehicles turned out.

The Motorcycle New Year run was set down for January 2nd, thus claiming first 2003 event status.

The Picnic Run three days later most likely broke a few New Year resolutions with more indulgence and who could blame them, Glentunnel is far enough to gain a good appetite! About 35 vehicles were steered there that day.

The aforementioned Motorcycle New Year Run was quite well supported with over 20 machines travelling from a Ferrymead start to follow a testing hilly course to Duvauchelle. The return came back over Gebbies Pass via Governors Bay thus completing a great scenic blowout to start the year with.

The Annual Rally, appropriately based at Cutler Park, enjoyed very hot sunny conditions over its two-day programme. Twenty-five trophies are on offer during this weekend of competition with a wide range of knowledge and skill tests to negotiate including a constant speed section, small parts ID and assembly, plus field tests.

The Saturday rally travelled to Dunsandel domain where some novelty

tests based on a stand-pipe and hoses were set up by Fireman/Club Captain Colin Rae.

The Saturday night entertainment of bowls was followed by a meal at Hoon Hay Club while Sunday evening at Cutler Park featured Firefighters World Games organiser Murray James who had visited New York's ground zero with Prime Minister Helen Clark.

Results of the Annual Rally 2003 are:

Veteran 1 and 2 cyl

John Armiger 1912 Renault

Veteran 4 and 6 cyl

Ian Hogg 1916 Dodge

Vintage Overall

Keith Dixon 1929 Ford

Vintage Concours

Roger Scott 1928 Chrysler

PVV Concours

Val & Lun Scott 1935 Chevrolet

PVV Overall

John Coomber 1937 Rover

PWV Concours

Ben van der Meys 1959 MG A

PWV Overall

John and Judy Parrott 1955 Morris

P60v Concours

Bill Bowley 1967 Rover

P60v Overall

Ted Hockley 1967 MG

Winner Veteran and Vintage Motorcycle,

Graeme Sword 1914 Triumph

PV Motorcycle Concours

Andrew Morrison 1944 CZ

PV Motorcycle Overall

Andrew Morrison 1944 CZ

PW Motorcycle overall

Graham Barnett 1951 Royal Enfield

Commercial Concours

Roy Grainger 1939 Diamond T

Commercial Overall

Bob Gough 1924 Dodge

Best Lady Driver

Annette Meikle 1956 Morris Minor

Best Lady Driver in Veteran and Vintage Section

Elsie Hartley 1924 Morris Oxford

People's Choice

Rob and Diane Ross 1930 Chrysler

Visitors Trophy

Ken Ivory 1931 Ford

Overall Winner

Ken Matches 1929 Austin

Best in Field Tests

Bob Lime 1956 Ford

The Annual Motorcycle Rally 2003 traversed the hallowed Cust Race Circuit and district, with the focus venue Loburn Domain. About 75 entrants supported the rally with a good across-the-board representation of mostly British and American models dating back to early 1900s.

A nice touch was the employment of a passenger van for elderly and infirm members now unable to ride in such an event as this February annual. This enabled them to be there to have their memories and love of bikes with rally entrants and friends.

Finally another moped run in January must have struck a busy weekend for only a dozen or so peddlies hit the road when a more usual 50-100 could have been expected. Never mind - There's always another!

Central Otago

John Loudon

On 24 November we had quite a good turnout of vehicles and members for a trip away for the day up the Lindis Pass area. Picnic lunch was at the old Lindis Hotel site on the Nine Mile station way off the main road but parallel to it.

This road was also used as a bypass road when the highway was constructed through the Lindis Gorge many years ago, but is now only farm access and blocked at the top end.

Visited the homestead on the way home with nice gardens and craft shop. Saw some dollars change hands for various goodies from an interesting selection. A very pleasant day out and no pressure at all. Our annual Christmas party on 11 December replaced our meeting night so this time we had a good feed which went down very well and was enjoyed by all. Also it was the presentation of the Tapper Trophy for Restoration of the Year with two vehicles entered. With new rules in force all members and wives were invited to vote for the vehicle of their choice and this produced a close result.

GM won the day and beat Ford again with our 1947 Chevrolet Pickup taking the honours, Alon Mayhews Model T Four touter second. Next year Alon, but no more boulevard holes please!

Another picnic run early February was organised by team Rodgers and Walker to the Roxburgh area.

After meeting up with a good turnout of other members at a park south of Roxburgh we had our lunch and a chance to catch up with gossip from over the holidays from there it was round to Rob's Garage where Colin Rob (son of the owner Don Rob) had their Ford cars on display both outside and inside.

Vehicles ranged from Model T right through to the 1970s some restored, some still undergoing restoration with others in nice original condition. If you're a Ford follower this is a must see collection, our thanks to Colin for showing us their treasures. Back to Alexandra to Barry Walker's new shed to view progress on the Oakland

V8 and body looking very nice with all new woodwork in place and parts on display. Barry Drake's 1925 Studebaker two door sedan, an ex Oamaru car, was sitting quietly in the corner waiting to be painted. This is an older restoration but very tidy all over.

Awaiting its new top work to be done is Alister McIntosh's 1932 Alvis roadster, this will be a magnificent machine when finished and quite rare I am told, a real credit to its owner.

Just as we were leaving Barry Lyons backed in his Mercedes roadster which is also having a new top done, another nice car for classic motoring.

The day ended up at Tub Rodgers' for a barbecue and yarn etc with the usual side additions.

Another new member, Alex Corlett, owns a 1938 Chevrolet coupe which has just had a complete body job done with repaint in black. Still has VIN to be done and should be on the road shortly and join us on our runs.

As I am writing this some of our members are away to the Art Deco rally week at Napier, quite a long haul there and back from this end of the country.

Bob and Marg Matheson are attending this year in their 1929 Cadillac recently acquired from overseas, a large vehicle in show condition overall and colour suits it fine. Wouldn't like to feed all those horses though and by the size of the gas tank regular stops at a service station are for sure.

Coming up is the Art Deco week at Ranfurly so will have a report on that next time, until then happy motoring and regards to all.

Eastern Bay Of Plenty

Sue Moore

January was an important month for our Honorary Branch member Tom Needham who celebrated his 80th birthday. Our committee decided to take Tom out to dinner to mark the occasion and a total of 27 sat down for the meal to wish him a Happy Birthday and a big thank you for all the work he has done for the club over the years.

Sunday 19 January saw a good turn-out of 14 cars for our first run of the year which was arranged by Val Gibbons and was, as usual, an interesting and enjoyable day out. We met Val in Te Puke where she issued us with the morning's instructions. After about 1/2 an hour of twisting, turning and climbing we reached a look-out which gave us a breathtaking panoramic view of the Bay of Plenty. This was not a competitive run and even though the day was hot and the roads somewhat rough and dusty, we were able to relax and enjoy the scenery. Coming down through some winding hills Tom Needham experienced problems with the clutch cable in his little Lloyd Alexander but managed to reach the piece of Pyes Pa Road opposite the scheduled lunch stop before coming to a halt! Willing hands pushed them across the road and we enjoyed lunch in the comparative cool of the woolshed belonging to our hosts Ainslee and Alister Sutton. Thanks to

the latter who produced some cable and fittings, the Lloyd was repaired sufficiently to complete the rest of the day's outing. A little further down the road we visited a small private museum of farm machinery, sawmilling implements and a great collection of home-made model steam-engines, after which we cut across country to Te Puke and headed home.

We have heard that Sandy Piercy and Paul Lett travelling from Cape Reinga to Bluff in their BMW Isetta 300, sadly broke down in Hokitika with big-end problems and had to finish the journey in their support vehicle. The joys of motoring!

Far North

Dave Duirs

Our Autojumble in January was an outstanding success and the club is very grateful for the effort put in by Rosco and Raewyn Pennell and their team and to those who worked on the day manning the gates, parking, food stalls etc. A special thanks to those who exhibited seventy plus vehicles and, of course, to our sponsors who very generously enabled us to give away very worthwhile prizes for our peoples' choice, won by a very proud John and Phyllis Crisp with their Model A. Our coffers are now in a very healthy state and we propose to have a similar day on 10 January 2004. The day was planned around asking members to show as many vehicles as they could as the main attraction. A moderate entry fee was charged to the public to encourage them to feast their eyes on our vehicles and by selling stall sites and manning all food outlets ourselves we hoped they would pay and feast on our goodies. The north was experiencing a rotten wet day all around us but we only had a shower at the end. Rosco had promised us it would not rain on our patch and with an early 7.00 am start and finish at 2.00 pm we all went home very satisfied!

Lyn and Len Webb's "Webb of Wonder" in January had us motor from Kaeo, armed with a cryptic puzzle questionnaire based on numbers (any the wiser?) which produced some hilarious answers. Our look in was at the Kerikeri Olivado enterprise where the process of extracting avocado oil was explained with the opportunity to taste and purchase their wares. This was followed by a picnic by one of the tranquil irrigation lakes. We were then issued with further instructions which led us through the back roads which saw many of us pooling ideas just to reach our destination without stressing the brain too much. We all managed it back to our hosts for a shared cuppa before being shown over their new home.

February's run by Lyn Hows and Colleen Brownlie had us gather in Kaikohe before navigating our way south to the Ururangi Marae where we were given an official challenge before entering the Marae for a formal welcome to which club member Bruce Gillies very ably responded. Our host Wallace Wihongi quietly interpreted the proceedings which was excellent for those not familiar with the protocol. Morning tea, supplied by the Marae ladies, was most welcome and this was followed

by a tour of the Maori Village which has been established as a tourist venture together with a substantial farming enterprise and deer hunting scheme for overseas tourists. A barbecue lunch was provided for us by the younger folk to conclude a most informative and relaxed morning. Our next stop was to Graham Craw's substantial collection where he gave us a colourful and informative chat amongst his Vintage tractors and Packard cars. The day concluded with a picnic on the river at Twin Bridges, quite an engineering feat of two bridges joined as a "T" over a deep ravine.

A great social evening was enjoyed when we hosted the NZ Vauxhall Club who were touring New Zealand with a good number of overseas visitors. They were very generous with their praise of our little branch and presented us with an interesting plaque to mark the occasion.

We still have a busy time ahead of us to conclude the summer (?) programme. With the pending AGM we hope new faces will offer their services to spread the load and add variety to our events.

Gisborne

Rodney Clague

Our first run of the New Year was held on January 26 when Club Captain Tony Bartlett sent seven vehicles off to Tahunga via Pehiri for lunch at the local golf club. This was followed by the Allen Bros & Johnstone Trophy Gymkhana held in a paddock next to the greens. Following this the members travelled to the Rere Falls for afternoon tea before returning home in the late afternoon.

The February club night began with a shed raid on Mike Vita to have a look at progress on the Morris Minor Pickup he is restoring, after which we paid a surprise visit to Warwick Hickling who has just completed the restoration of a Jaguar XK120 fixed head coupe and is working on the bones of a 1936 SS 2½-litre Jaguar 4-door saloon. What a huge task he has ahead of him! Following that we adjourned back to the clubrooms to hear an address by National Speed Steward Frank de Lautour on the state of the club. Frank spoke on many facets of the work going on behind the scenes within the club and answered several questions from concerned members on the proposed insurance scheme plus other questions relating to the club.

A visit by thirteen vehicles and 26 persons from the Waikato branch took place on 22-23 February, and we put on a barbecue meal for them on the Saturday night, followed by the usual noggin and natter afterwards. Following tea on the Sunday morning the visitors headed north via the old Motu Road. A proposed visit to our clubrooms earlier in the month by members of the Vauxhall club didn't eventuate although some Vauxhalls were seen passing through the district.

The Neil Peterson Trophy Run was run on the same afternoon, this time because of time restraints the run just circled the city limits and through town, with several questions being asked either en route or at the end of the run.

Terry Wood and his band of merry men have commenced clearing a section of our parts shed in preparation for the building of a new toilet area which in turn will allow the kitchen area to be extended. A couple of steel beams purloined from a construction site are being placed under the mezzanine floor as the old supports were showing their age and were in need of replacement before they collapsed.

New members include Peter Davies with a one-owner 1947 Ford V8 Coupe which has lain in a shed for the past 15 years since the death of its elderly owner, and Alan Destry who has a 1934 Ford V8 Sedan, a 1935 Ford V8 Convertible and a 1937 Lincoln Zephyr.

Gore

Ron Osborne

Our annual Festival Rally was held on Saturday 8 February with just over 60 vehicles participating this year. There were no Veterans or motorcycles taking part, although Colin Pearse did arrive in his 1912 Sunbeam but was unable to take part in the rally because of a problem with a tie-rod end.

There was a short run (which was quite long) and a long run which of course was longer.

After a cup of tea and some eats the first car left the clubrooms at 9.45 am. The first part of both routes involved a lot of around town driving before leaving Gore and heading mainly south. I was on the short route and went through places such as Bowmars Rd at Charlton running back on to the main road and on to Mataura and down the back road to Wyndham. There were lots of questions to be answered along the way. Carrying on we reached Edendale turning off towards Morton Mains and cutting across the Main Road at Woodlands, where we proceeded through Myross Bush and on to Hedgehope. The weather was fine but became quite windy later on. After Hedgehope it was back through Waimumu turning off towards Croyden then down past the golf links and back into Gore. The run ended at our lunch venue at the Longford Tavern in Gore. Prior to lunch field tests were held. Lunch was eaten indoors while the cars were parked outside on the hotel grounds where most socialised after lunch for a while. There was a set run after lunch for those who wanted more motoring but I don't know how many went on this as it would have meant another 40 or 50 miles. A lot of people returned to our clubrooms around 3.30pm for afternoon tea and eventually the prizegiving at 5.30pm.

On the weekend of 22 and 23 February The Annual Fly-In was held with some of our members taking part on both days. I've had some sketchy reports but seemingly the weekend went off pretty well and the weather was certainly good for flying.

Horowhenua

Peter Nightingale

There wasn't much activity over the New Year period but the weather was good which allowed some members to take advantage of this and do some motoring.

Jeff and Kerry Fox along with Derek and Margaret Ransom, Don and Jan McDonald, Dennis Eteveneaux and Wendy Benseman joined with Nanette and Tom Millburn on a trip though the Molesworth Station then on to Greymouth back to Nelson and Blenheim. On the way Jeff delivered a large propeller that he has made to Stuart Tantrum's Vintage aircraft restoration business in Blenheim.

The annual Wellington Horowhenua cricket match was held at the Southward Museum. The shield was still on our wall at club night so I guess we came out on top.

We had Auckland club members here on their way to the national "T" rally in the top of the south. I gather that it was a great success and very well organised with good weather.

A new calendar event was held in the Wairarapa on 25 - 26 January. The Triangular Veteran Rally replaces the Wellington Branch Summer City Veteran Rally. As well as Shona and I, Dave and Val Collins in their 1914 T attended with 27 other entries, both cars and motorbikes, great fellowship and motoring. On the Saturday we were able to attend the Wings Over Wairarapa airshow at which there were spectacular flying displays. On this day we joined with other branch Vintage vehicles to make a grand entry to Hood Aerodrome.

Sunday saw the rally start from the Clareville clubrooms and tour through attractive countryside to lunch in Masterton and then back to the clubrooms. Horowhenua Branch will be hosting this event next year and we hope to hold it on the same weekend - 24-25 January and make it the same success.

On the restoration scene is a 1924 Dodge Tourer which belonged to Helen Blake's great uncle who when farming at Bunnythorpe, hacked off the back with an axe so he could cart his milk to the factory. Collis Blake was spurred into finishing the restoration by a comment from his grandson. So it is now registered, warranted and being painted next week with the upholstery to follow. Thank you to that grandson.

Manawatu

Robyn Corpe

The Christmas run on 14 December was a fun run through Palmerston North City. Lolly papers, ATM printouts and many other articles were collected and returned to the clubrooms. The winners were Maurice Entwistle and Gerald White in Maurice's 1935 Chevrolet Sedan Master Deluxe. The competitors returned to the clubrooms for a Christmas dinner in the evening.

Len Haycock's New Years Day Run was held at Bulls. Games and a picnic lunch were enjoyed by a large number of cars.

Feilding's Heritage weekend was well supported by the Veteran members. The steam train delivered pioneers to the station and the Veteran cars took some of the crowd to the square where the local historical society sold sausages and apple shortcake. Vintage machinery was displayed and the traction engines gave rides. The Veterans later enjoyed their annual lunch at the Cheltenham Hotel.

The following day a Posh Picnic was held at Kowhai Park. Seven cars arrived with members suitably dressed to the era of their car. The Corpe family won the prize with their 1937 Austin 10. Four young boys with braces and caps rather stole the show.

Some cars attended the Burma Run in Wanganui and others Wings over Wairarapa in Masterton.

In February a barbecue was held at the home of Bruce and Trish Jefferies at Stanway. Having sold the farm they are off to Taupo. Bruce assures us that their 1946 Ford Mercury Sedan coupe will continue to be seen in the Manawatu. Bruce's restoration jobs, a 1936 Ford Fordor Standard V8 and his Mercury four door sedan were admired

Our Chairman Rob Knight attended the Veteran Coast to Coast Rally in Hawkes Bay and some Veterans enjoyed a trip to the Wairarapa. Rob's 1906 Alldays 2 cylinder 10 hp runabout and others were kept busy over Christmas taking the place of the reindeer on several occasions.

We are now looking forward to the Ruahine Ramble on 22 February in the hills at Rangiwahia. Jeeps from the Manawatu Military Vehicles Club will be joining us just in case a tow is needed.

Marlborough Andrew Dittmar

The second of January local VCC members performed the time honoured tradition of a trip out around the Queen Charlotte Sound to Doreen and Trevor Harris's Bach. This is a most pleasant way to exercise the jaw muscles telling yarns and eating. Our gracious hosts always manage to turn on excellent weather to go with the great scenery.

The twelfth of January was Founders Day at our Branch's venue, Brayshaw Park. On this day all the clubs sharing this facility hold open events to encourage public awareness. We chose to hold our Concours d'Elegance type events A very good turn out of highly polished old cars got that extra sparkle only an unexpected shower can give. Our Ladies excelled themselves again providing afternoon tea and cakes to complement another fabulous day.

Here in Marlborough during WWII the Military teamed with the very resourceful scientists at the DSIR had built a secret RADAR station to detect any enemy activity in the Cook Strait. As a RSA member I became aware one of the original operators still lived here and was keen to revisit the site. The present landowners were keen to learn about the ruins on their land. On the 15 February about twenty Vintage Cars supported by modern 4wds motored off to Post No 9 perched on the top of Mt Taro overlooking Cape Campbell. In all about 50 people spent a most enjoyable time fossicking amongst the ruins and quizzing our guide about his time there. One of Marlborough's secrets was uncovered by our happy band of motorists. We are truly blessed to be able to motor our beautiful cars to such exciting places.

Nelson June Campbell

The year got away on 12 January with 15 cars and one motorcycle joining Club Captain, Trish Conlon, for her run down to the Tutaki Station which is a dairy farm east of Murchison. Here we were able to view their rotary milking shed which currently milks 1,100 cows in 2½ hours. 200 miles were covered that day, the weather going from sun in the morning to heavy rain later, with one young lady travelling the whole distance on the back of her father's 1928 Chevrolet truck.

A working bee has been held on the Clubrooms which are now looking quite pristine on the outside with a new coat of paint.

We are pleased to welcome Tony and Marie Hansen to the Nelson Branch. They have transferred from the Marlborough Branch and own a 1930 Ford Model A Coupe.

Our area has seen some interesting motoring activities recently. The early Ford V8's spent part of their rally in Nelson. The Pre-1956 MGs had a successful Rally in Nelson, taking in the Classic Car Club's Annual Charity Run while they were here and the National Ford Model T's have just completed their rally, we hear that a great time has been had by all. Non-participating club members acted as marshals for the various events and had an enjoyable time doing something different.

A good display of vehicles attended the Wakefield Play Centre's Fair. It was the first time out for Les McConchie and his 1952 Austin A40 Sports which is looking very nice. We were able to meet Ray Hall from Dunedin who has been up for the Model T Rally, he came along for the day in his 1926 Tourer.

The Veteran Rally is to be held on 8 March, this is always a good event. We are also looking forward to the judging of the John White Trophy for the Restoration of the Year. This will be held on 16 March in conjunction with a Gymkhana and Open Day at Founders' Historic Park. We are inviting the public along to see what the Vintage Car Club is all about as well as the pleasure we all get out of our old vehicles.

Northland Lyn Wrack

The summer has been very pleasant since the New Year and Vintage motoring excursions have been well attended. The Waipu 150th celebrations saw members drive the historic trail with descendants as passengers, only to be held up in transit for over an hour while a motor accident was cleared from the main highway. The pageant performed on the banks of the Waipu river was extremely professional with a cast of up to 150. It depicted "the story of a remarkable migration" of Scottish settlers who followed their leader, Norman McLeod from Scotland to Nova Scotia, Canada then onto Adelaide, Australia before settling in Waipu, New Zealand, from 1817 through to the present day. Max Knight, Alex McKinley and Ron

Dixon's vehicles were part of the act and really looked the part.

The Blueberry Run in January was a great day for motoring as well as relaxing. Dargaville has some great versatile members who really know how to make an enjoyable day of activities. The blueberries were only one drawcard, while a picnic lunch beside a clear running stream was relaxing, the kayaking to follow also made a very interesting and enjoyable afternoon.

Posh Picnics have a certain appeal to some members, and George Tier whetted our appetite for this event at clubnight by saying that a guided tour through an historical house would be more than likely, if the owner had recovered from illness in time, otherwise an alternative would be sought. Again Dargaville members were out in force, with a smattering from Whangarei, and all duly met at Matakoho before heading to the Sterling Bush for a walk amongst the Kauri trees and followed by a cuppa under the canopy. The instructions were then to head to the Paparoa Estuary Boat Landing of years past, to picnic on the green. The fox furs, cloche hats, gloves, handbags and beads adorned the ladies, while the fob watches, felt hats, and three piece suits were the order of the day for the men. The old gramophone played on while the picnickers set out their meal on china plates, then placed on the embroidered tablecloth. A grand setting and on a lovely summers day. At 2 pm the group assembled at the local bowling club for a lesson in lawn bowls and a jolly good time was had by all!

Our first club night of the year was attended by Frank de Latour who answered questions on the insurance third party plan. A very informative and positive meeting.

Our congratulations and very best wishes go to our long standing member Jim Shaw who is to be wed on 5 April, what a surprise, but a nice one though.

Keep motoring and enjoy the camaraderie.

Otago Arthur Bennett

We have been busy motoring of course! Our first run for the year was the Jackson Run around and including the Otago Peninsula.

Organised for the past 12 years by George Tofield, the conclusion of the run was at Portobello where a Victorian Fete was being held which included many craft people from the Oamaru Heritage precinct. A place everyone "north of the Waitaki Bridge" should visit. Thirty-four cars took part plus motor bikes. We parked pride of place outside the Hotel. First in the motorcycle section was Bruce Murray riding a 1956 Ariel. First in the car section was Hec Browett and navigator Doug Graham in a 1968 Triumph 2000 Salon.

The 49th Dunedin Brighton run will be the 50th anniversary next year. Contact our co-ordinators Margaret Drummond, Sandy Long or Veteran Rep. John Gray.

Seventeen vehicles took part in the run and the Age Mileage Cup went to Rob and Diane Ross' 1915 Dodge Tourer.

Navigators Cup

Denise McKenzie 1915 Model T.

Concours D'elegance Cup

Peter Fletcher & Esmae Heaps
1913 Model T Roadster

Best Dressed

Colin & Judy Winter

Class 1

Colin & Judy Winter 1900 Wolseley Voiturette

Class 2

Chris Read 1914 Delage.

Class 3

Gary & Leonie Young 1914 Model T Tourer

Field Tests

Colin and Judy Winter 1900 Wolseley Voiturette

Overall Winner

Gary and Leonie Young 1914 Model T Tourer

Southern Festival of Speed: This year the new rules allowed, after a number of years, the resumption of VCC cars and specials etc to the race. There were three Vintage class races held in the programme.

1st Race

- 1 Graeme Hamilton Ace 3
- 2 Chris Read BCM.
- 3 Peter Giddings 1932 Bugatti Type 59.

2nd Race

- 1 Graeme Hamilton Ace 3
- 2 Chris Read BCM
- 3 Paul Coghill Jaguar Longmore

3rd Race

- 1 Chris Read BCM
- 2 Paul Longmore
- 3 Graeme Hamilton Ace 3

A special presentation was made to Murray Maxwell, Austin 7 Special, by Mrs Moya Shand for his outstanding support for the Southern Festival of Speed since the days of inception. The Trophy, a pewter mug suitably engraved, was a present to her late husband Rob on the occasion of his 21st birthday.

Our spares table once a month is bringing to the light of day articles which are now adorning members cars in the shape of fuel cap, brake linings, headlight bulbs etc. We may have something rare or mysterious for your motor.



Sir Peter and Lady Esmae Fletcher, Sgt Rob Ross and South Island Club Captain Nurse Diane Ross outside the Otago VCC clubrooms before the Brighton Run.

Rotorua

John Kirkland

Our main focus has been and will continue to be for the next two months at

least, the North Island Easter Rally. Entries so far, have been moderate, so get cracking and fill out those entry forms, and book your accommodation now. Rotorua has won the most "Beautiful City in New Zealand" award for three years in a row now and the Parks and Reserves Department of the District Council can justifiably pat themselves on the back for that and the fact that the urban and rural reserves environment continues to improve each year. With its centrality and laid back lifestyle, Rotorua has all the environmental advantages that other areas can only dream about, and this together with an abundant native forest, great tramping and bush walks, numerous lakes and rivers which provide world class fishing spots, all blending in with and around an indigenous culture, no wonder. Rotorua is this country's premier tourist and holiday attraction. Take that Queenstown!

Club activities started strongly with the mid-weekers' trip to the coastal town and settlement at Matata Beach. I discovered an old French built assembled Fergusson tractor. If you are slightly cuckoo up top, this old machine could be viewed as a definite restoration project, however notwithstanding if you fall into the more sane common sense level headed category, you wouldn't touch it with a 40 foot barge pole. But still it did have definite possibilities

Talking of old tractors, the Rotorua Tractor and Machinery Club started the ball rolling this year with its annual live day at Gordon and Cynthia Caulfield's properties, Parawai Raod, Ngongotaha. Another great day which gives the present day urban population an insight into the yesteryear rural scene. Many RVCC club members helped out with various duties and to them I say a big thank you.

Our January club run was to one of this area's best-kept secrets. Pareora Forest, between Rotorua and Te Kuiti, was the scene of one of this country's more notable conservation protests in 1978, and is now a Department of Conservation State Forest Park. It is a very interesting place to visit, with the park headquarters providing all the information relating to the conservation protests, abandoned forest milling machinery, old tractors, old pumice pits, gorgeous bush walks, an old abandoned shop with its name still in evidence, some old houses, a viewing tower to look at the bird life, a massive old Totara which is really worth the easy walk to see and last but definitely not the least, the graphic remains of a buried forest flattened by the Taupo eruption nearly 2000 years ago now. Great stuff eh, but you've got to come to our steamy city to see it and what better time to come than Easter and the North Island Rally. Afterwards you can visit places like Pureora Forest, see you all then at Easter. Cheers and good motoring.

Southland

Dave Harris

As usual the year started off with the Open Day in January. Once again there was

a good turnout of cars, although well down on previous years due to poor weather. The turn out of public was well down, but there were still plenty of visitors.

The following weekend saw the holding of the Vintage & Post Vintage Rally. Again the weather was poor but fourteen cars completed. The hour long run left Feldwick Gates at the earlier time of 9.30 a.m. to allow entrants the opportunity to make the most of their time at the rally destination, the Edendale Crank Up Day. Crank Up featured Fords and they were there in all shapes and sizes, including some owned by our members. The grand parade is always an awesome sight with the highlight being the presence of the oldest Ford in New Zealand ably driven by Southland Branch chairman, Ian Ridd. Unfortunately there was no winner as this was to be decided by the answers to some questions, most of which could be answered by observing features on the route, however the club Captain photocopied the wrong copy of the instructions and the answers were supplied with the questions.

Continuing on the busy theme, the Southland Rally was held one week later. This attracted a good turnout of 82 cars, bikes and trucks. The weather gods were with us and a glorious day prevailed much to the rally committee's relief. Having the entry forms out in October gave other branches sufficient notice prior to Christmas to promote the event to their members but such early notice appears to have caught a number of our own members out.

The rally routes over 33, 63 and 93 miles respectively for the short, medium and long routes received much favourable comment, as did the progression through the field tests as participants made their way up the long drive leading to the venue. The Waimahaka Homestead is a spectacular Neo Georgian residence built in 1929 for James Holms whose descendants still own the property. A number of ladies and some of our gentlemen members looked quite the part in their period costume and added to the ambience of the occasion.

Overall winner of the rally was Olly Olssen in his 1929 Pontiac sedan.

South Canterbury

Bill Weir

The Opening Run was a great success with a large turnout of members' vehicles, on what turned out to be a pleasant day (if you kept out of the cold wind).

The rally was in conjunction with a display of our vehicles at Brian Kenton's home on the top of Kellands Hill, for the benefit of the SC Hospice. This followed a local run before lunch, through Timaru, out south west around the Otipua - Pareora West area before parking up at Kenton's for lunch. Members had the benefit of being able to view the Kenton Homestead, a most impressive property. I did hear tell, that a lady fell into the swimming pool, but I gather it was a member of the public, not one of our members!

BRANCH Snap Shots



Left: An impressive shot of Russell and Joan Paul's Veteran FIAT DIC van on South Canterbury Branch's Opening Run.

Right: Kelvyn Love's Superb 1910 REO Gentleman's roadster recently acquired, seen at the South Canterbury Branch Veteran, Vintage and Commercial Rally held in November 2002.



The Melhopt Austin with dragging brakes, Jack and Alistair Day are backing off the adjusters on the mechanical linkage control rods. South Canterbury.



South Canterbury Branch members approaching Speechley's Bridge with a police escort!



Above: From New Plymouth, Jim and Beryl Watson in their 1914 Buick. Wanganui Branch Burma Rally.

Below: First away on the Burma Rally was Roy Eaton and family in their 1929 Ford Model A.



Above: South Canterbury's line up of Veterans: The Love's REO, Hawkes' Darragh, Paul's Renault, Rogers' Studebaker, Dale's King Dick and the Russell Cross Model T which was driven by Kevin Mercer.

Below: A line-up from the Wanganui Branch Burma Rally that includes the winner, Bob Clark in his 1925 Essex Six.



Several members took the opportunity to take part in the garden visits at Pleasant Point and afternoon tea in the gardens at The Poplars, organised also by the Hospice – I'm sure that those who took part, felt that this capped off a most interesting and enjoyable day.

As featured in the Dec-Jan *Beaded Wheels* our Mt Cook Rally was the usual very successful event.

There was a very good turnout of vehicles from all of the three codes, and especially heartening to see the number of Veterans show up, thanks to the efforts of Kevin Mercer who convened the Veteran section with Ron Hammer planning the route for the Vintage & Commercial. The two routes combined in the Woodbury area, before meeting for lunch in the Woodbury Domain. For the afternoon, Kevin arranged visits to two garden properties in the area, one specialising in Rhododendrons, the other in Peony Roses, both commercial enterprises and well worth the visits.

For our Club Christmas Party and Kids' Day Frances and Les Irving planned a short run out through Otupua and Claremont. We finished back at the Clubrooms, where yours truly took the Mums and kids for a tractor and trailer ride around the South end. I pulled over the Refuse Station Weighbridge, but the attendant said the load would be too expensive to leave there.

On seeing the photo of myself with my grandad's bowler hat and a black suit coat on, you could be forgiven for thinking the mid west USA Amish people had come to town, but I wouldn't be pious enough and I prefer V8 horsepower to four legged horse power like they use. The old Farmall fitted in quite well through. My grandchildren decorated the trailer, not me. I then brought Father Xmas in for the usual handout of presents which the children enjoyed.

Fairlie New Years Day 2003 and our usual VCC campers at Fairlie were this year blessed with beautiful weather. (Weather is not to be taken lightly believe us). Great turnout for the parade on new Years day with lots of members lunching in the Domain with us. The parade was late starting this year, but a good show anyway. We counted 35 VCC vehicles in the parade, with Peter Morrison from Geraldine in his 1913 Morris Oxford being presented with the Trophy for 2003. Well done Peter, a real cute wee car and well presented. The crowd left the main street quite early this year, possibly because it was just so hot. Thanks to all those who supported us.

South Otago

Bill Cross

I was interested to read in the Wellsford notes in *Beaded Wheels 260*, that their usual scribe, Alma, was touring the South Island with a friend in the camper bus named Waiteitei Wanderer. It was ironic that these two were parked on our front lawn at Albert Town on 22 December. The friend travelling with Alma was Kath Wright (nee Aitkenhead) well known in South Otago.

South Otago branch members continue with a very busy schedule of rallies and events, in fact these days something nearly every weekend close to home.

Paul and Kaye McNabb (1964 Vauxhall) were at Oamaru for the North Otago Rally, while early in February Wally Ollerenshaw (1952 MG TD), Ian and Wilma McDonald (1955 Zephyr) and Robin Bennington (1941 Indian motorcycle) attended the Southland Rally at Invercargill.

The following weekend, 8 February, a good contingent from the branch headed to Gore, for the Festival Rally, namely, Malcolm McIver (1955 Singer), Peter Umfreville (1972 Wolseley), Wally Ollerenshaw (1952 MG TD - won the Post War Trophy), Neville King (1954 Citroen), Paul McNabb (1964 Vauxhall), Robin McCall (1936 Plymouth), Stuart Milne (1956 Hillman), John Cook (1962 Morris - overall winner) and Graeme Jarvie (1937 Pontiac).

Wally and Alison Ollerenshaw were at the Taieri Tour along with John and Jan Cook. The Cooks again came away with an overall prize.

Quite a few of the branch moped and scooter enthusiasts went Whizzing Around the Taieri on the Otago branch event where South Otago's Bill Falconer (1959 Mobyette) reached the dizzy heights of the fastest moped.

The South Otago Machinery Club invited members of the branch to their New Year barbecue on 9 February where the Vintage Vehicles provided some transport.

Taranaki

Colin Johnston

Planning is well underway for this year's Maunga-Moana Rally with entry forms available from our secretary for members outside our branch. Our Club Captain Hugh Cowan is organising this year's event with Beryl Watson the Rally Secretary. The Rally will be held on 25-26-27 April and is the 38th time it has been held.

A new prospective member attended the February noggin and natter. Mr Les King from New Plymouth has in his collection a 1926 Hudson Brougham, an 1930 Model A, and a 1929 Chevrolet sedan. Also Eric Hayward from New Plymouth has a 1924 Dodge Fast Four sedan.

Members celebrated in style at the Waitara Mini-Vin Tour rally as this year was the 30th year this event has been held. The rally has had the same organiser since 1973 and is always held in February each year in Waitara. The rally was different this year because of the celebration. We had two navigated timed road runs with a lunch stop. The event was held at the Waitara Town and Country Club and the very comfortable venue added to the success of this year's rally.

Thirty-three entries were received and entrants were treated to some easy written instructions with some tulip diagrams and the anticipation of winning a major spot prize, a 14 inch colour television donated by the sponsors. The timed road route and

silent checks were all there in true mini-vin tradition for all entrants to celebrate and have a good time. The rally was won by Harry and Pauline Davy driving a 1926 Dodge Tourer. Second place and first motorcycle placing went to Wally and Rosalene Hunt. Third placing went to Steven and Veronica Oliver. The 14 inch colour television was won by Phil and Bev Roper, congratulations.

Progress is being made on our parts shed extension, the building permit has been issued and the concrete floor has now been poured. This will enable us to display the parts better and add more to our large stockpile of parts that could help in restoration of our club vehicles.

Taupo

Jack Hindess

There were 13 cars and 28 people on our first run for 2003, which took us to Jenny and Bruce Rudland's garden at Reporoa. A most relaxed and peaceful picnic was enjoyed beneath their wonderful trees.

We don't have a January meeting, so the first club night of the year was a February barbecue at the clubrooms, with pot luck vegetables, salads and desserts which came together quite nicely with a little guidance from the committee, who supplied the meat. It was nice to see some Auckland members, who called in enroute to the Art Deco Rally in Napier. Following the meal our Club Captain, Keith Carr entertained us with anecdotes of his recent cruise on the luxury liner, "Legend of the Sea".

Also in February we took about 40 members of the Blind Foundation out to Ian Nelson's Alpaca farm at Bonshaw Park. Ian was the first person to farm Alpacas in Australasia and he had herded some of his animals into a yard where we and our guests could mingle with these very sociable animals. It was then back to the clubrooms for an extremely lavish afternoon tea which was put on by the Blind Foundation.

In the garages, I note that Rex Tindall is in the final stages of his Morris 10 1938 Series III restoration. Graham Mock has still to refit the big ends on his 1925 Durant, Jeff Clark is about to recommence work on his 1950 Hudson Pacemaker and Barry Williamson has a Light 15 Citroen underway.

Wairarapa

Frances Elwin

The New Year has got off to a good start in the branch with January being very busy. First rally of the year was our Fun Run organised by Graham and Anne Lewis. Sixteen club vehicles and sprinkling of moderns travelled to the Glow worm caves at the back of Martinborough, and although the weather was threatening it stayed fine until after the run. 25 and 26 January the Wings Over Wairarapa was held at Hood Aerodrome, Masterton. Although the weather was not as kind as it could have been, and Sunday morning meant a very early start for some of our out of town VCC

members, we had a very good attendance. Saturday we had mainly Veterans and on the Sunday a great collection of all makes models and ages. Thank you all who travelled over to the Wairarapa to support us and thank you to all the local members as well.

The evening of the 25 January and all day of the 26 saw the first of new Triangular Veteran Rally. Organisers Will and Ruby Holmes planned, plotted and rallied and did a great job. Saturday evening a barbecue meal was held at the Wairarapa Branch clubrooms for Veteran owners and helpers, general chitchat and swapping of info. Sunday morning the Veterans gathered again at the clubrooms for rally instructions, cuppa etc. It was great to see Roy Southward with his 1898 Panhard join with us.

Entrants travelled via Gladstone back to Masterton to Queen Elizabeth Park for lunch. Entrants were given the choice in the afternoon which to do, straight-line navigation with a twist (a walk through the old part of the Masterton Cemetery) or a look through the Historic and Classic Transport Museum. Groups split evenly and an interesting time was had by both groups. Then back on the road again to travel back to the clubrooms for afternoon tea, prizegiving and again general chitchat. A great day out by all who took part. A big thank you to all who helped with tailend work, catering and general overall help, we just couldn't do it without you. Next year it is Horowhenua branch's turn to organise this event.

Our Coastal run was held on 9 February and this year Noel Bassett our Branch Chairman and organiser took us out of the area and over to Southward's Museum. Members were given the choice of taking their club vehicle or their modern. A good attendance with lots of moderns and six club vehicles. Members enjoyed a picnic lunch at the back of the museum and general chat. A visit through the workshop and then at members own time a visit through the museum complex. Thank you Noel for your time and efforts for a great day out.

No club night in January due to holiday season so February was our first for 2003. Guest speaker Anna Bradley gave a very interesting talk about Mr Singer, founder of the Singer Sewing Company, a good attendance of club members were present.

Our next major rally will be our annual Rex Porter Memorial Rally March being organised by Tom and Jean Mitchelmore.

Our branch wishes to extend to John Wilkens and family our sincere sympathies on the recent passing of John's wife Christine. We will miss Christine at our branch rallies.

That's it from the Wairarapa branch for now.

Waitemata

Keith Humphreys

Auckland has been consumed by interest in the Americas Cup to such a degree

that our last event was cancelled due to lack of response which is most unusual.

However, members have been spread around the country attending various other events.

Lawrence Poolman took his 1931 MG C Type Montlhery Midget to compete at Ruapuna for the Southern Festival of Speed where I gather he had a great dice with Grant Cowie in the ex works supercharged 1931 Austin 7 brought over from Australia.

Our branch had two MG J2's at the Pre '56 MG rally in Nelson, ours and Chris Rood's. Also Ian Bradley was there in his MG TF.

A number of members also took advantage of the MG Car Club's Pukekohe Festival of Speed with eight enjoying the new found relationship between MSNZ affiliated clubs and the Vintage Car Club.

The "Classic Regularity Trials" format enables members to enjoy track time for a reasonable cost and without "over-the-top" safety requirements.

Our sole representative Vintage mounted at the Napier Art deco Rally was Dave and Jenny Pitches in their Riley 9 tourer who had the ignominy of being towed in by David Lane in his 1930 Studebaker President 8 roadster after a rotor problem sidelined them en route.

New members Maurice and Angela Ogden were in attendance in their recently purchased 1970 MG B roadster.

At the Tiger Moth National Rally held at Taupo, the McNair's Aero engined Sunbeam was appropriately in evidence, whilst Robert McNair's recently restored Tiger Moth was the highlight of the event.

Also present were John and Dorothy King in their Riley 9 tourer, Barry Gay in his 1937 Riley 12/4 Special and ourselves in our 1961 Daimler SP250,

Di Humps got a flight in a tiger moth and I in a Harvard. It was a superb weekend.

Coming up we have a three day Vintage car only "FARTS" Rally which looks to be fascinating with old hands Kevin Beesley and Ron Jacob putting all their wily skills to test in organising it.

Finally, my apologies to Wallace and Robert McNair for misreporting Lawrence Poolman as FTD Vintage car at our last Chelsea Hillclimb when the McNair Sunbeam was the fastest car driven by Robert.

Lawrence assures me he is happy to pass on the winner's bottle of wine, although I suspect it might be somewhat depleted by now.

Wanganui

Fay Chamberlain

Once again, Wanganui Branch saw the New Year in at Taihape ... The usual bonfire, hot sunny day, friendly hospitality, dusty back roads, generous prize donations, drew a whole heap of members up that way - round the back hills and vales of Mangaweka this time, with a great time had by all. The Chamberlains 1917 Buick even carried on to do the Hawkes Bay Veteran "Coast to Coast" afterwards.

The big event though, for the month of January, is the Burma Rally on Anniversary weekend. A challenge for first time Club Captain and Rally Secretary, it proved to be very successful. Just under 60 entries, the rally centred on the secondary coastal roads north of Wanganui, with the lunch-stop at the Kakamea School, 5 kms north of Patea. The overall winner was Bob Clark of Bulls, with Ernie Thomas as his navigator.

Working bees continue each week, with the laying of the concrete driveway now completed, the lights installed, the entranceway, gates and fencing all looking smart. The branch has trained up a lot of "Bob the Builders" this past year but that's part of being a club, eh?

Wellsford

Alma Henson

My thanks to Rita for covering for me when I was in the South Island. While there I had the pleasure of meeting South Otago scribe Bill Cross who was on holiday at Albert Town. Congratulations Bill on your Queens Service Medal.

Martin and Margaret Howson are on the Alvis Tour combined with their Personal Golden Jubilee tour as their car reaches the big "five 0" while they are away.

They first travelled from their home to Cape Reinga with Bluff as their ultimate goal. In between they revert to the Alvis Tour starting in Auckland and taking in the Art Deco Rally at Napier, with an expected 27 cars arriving from England. After Napier they make their way to Queenstown and on to Dunedin and Bluff. Hope the weather improves as it's been so cold and windy lately.

Seems to be the year for those in the North to head south.

Margaret and Harry Heaven's Great Southern Rally with their Citroen has just finished. Their 1950 L15 was the oldest car to do the full tour. Their only holdup was one puncture. Seems Harry impressed fellow tourers by removing and replacing tyre and new tube on the spot with the use of two screwdrivers. Those who have been on VC tours know what Harry can do regardless of the situation.

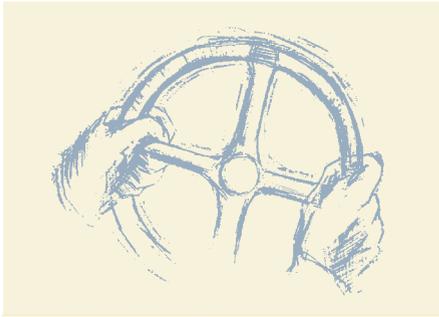
Audrey and Alby Littin are home again after their stay in America.

Graeme and Noleen Logue are still in the South having been away almost six months. Our speaker for January was club member Paul Hicks. He now visits South America on a yearly basis recruiting international students for Orewa College. The students come here mainly to learn to speak English.

Paul has travelled to the Argentine, Chile, Uruguay and on his last trip included the Amazon. Old Model As and Ts can be seen on roadsides in some places. One had had its doorposts removed and was in a building complete with table and chairs inside it.

With all the old cars we see on our roads perhaps we could start a new trend.

bw

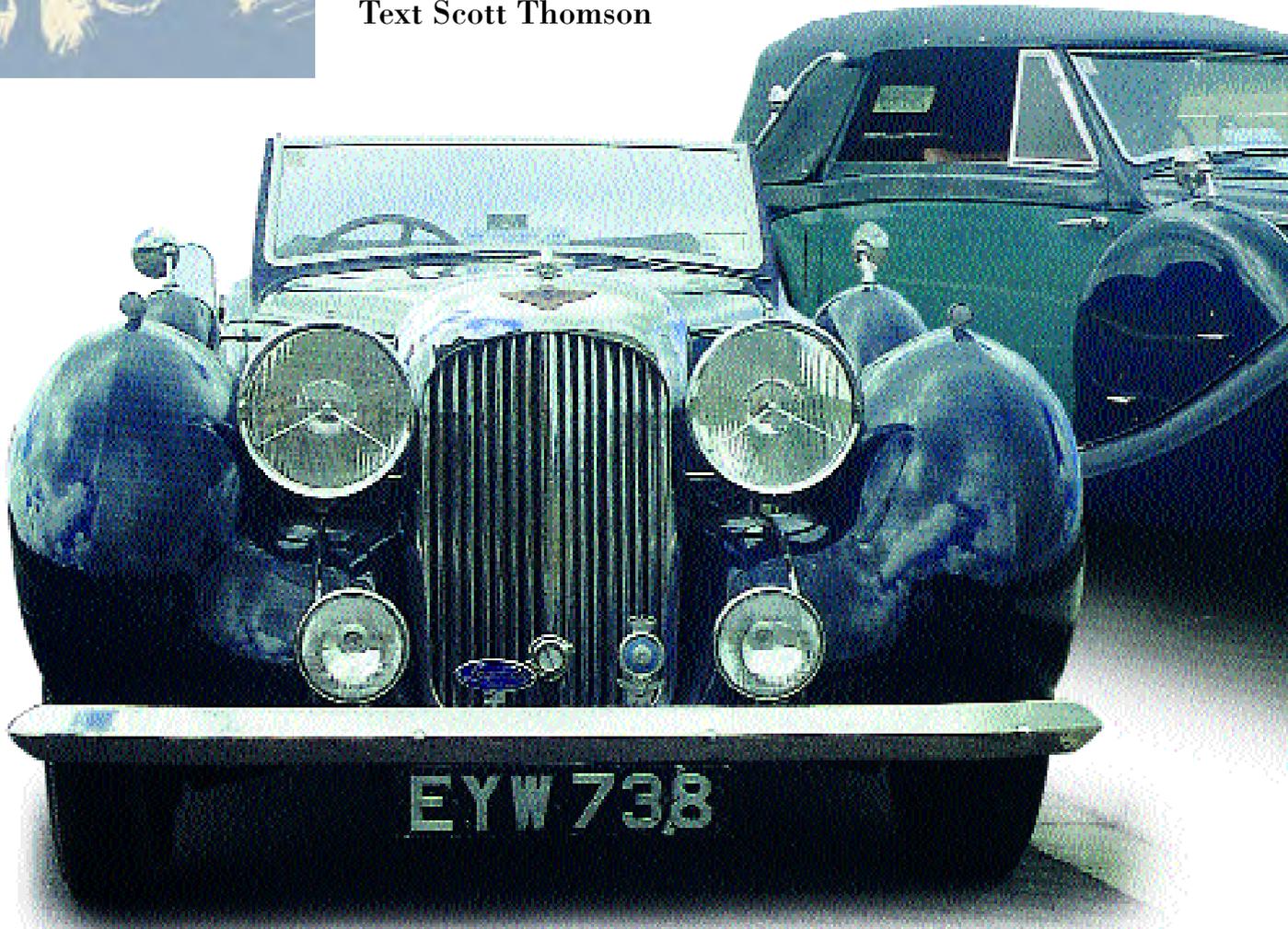


Behind The Wheel



LAGONDA *1938 V12*

Text Scott Thomson



"It's a cad's car!"

Selwyn Jackson has a twinkle in his eye. Looking round other impressive Lagondas in his stable I do see what he means. They are lean, hard, and hairy-chested. The V12 is curved, soft and gentle. So my mission is to establish if it would be fun to be a cad?



WO Bentley, who was responsible for the design, looked back on the V12 as the car that gave him the greatest satisfaction in his career.

My first impression is of a big low car. I get in easily, sit down a long way but still have a good view over the broad bonnet to the tips of the front mudguards. Wing mirrors are mounted on the spare wheel covers and provide most of the rearwards warning. Even with the hood down, the image in the centre mirror is poor.

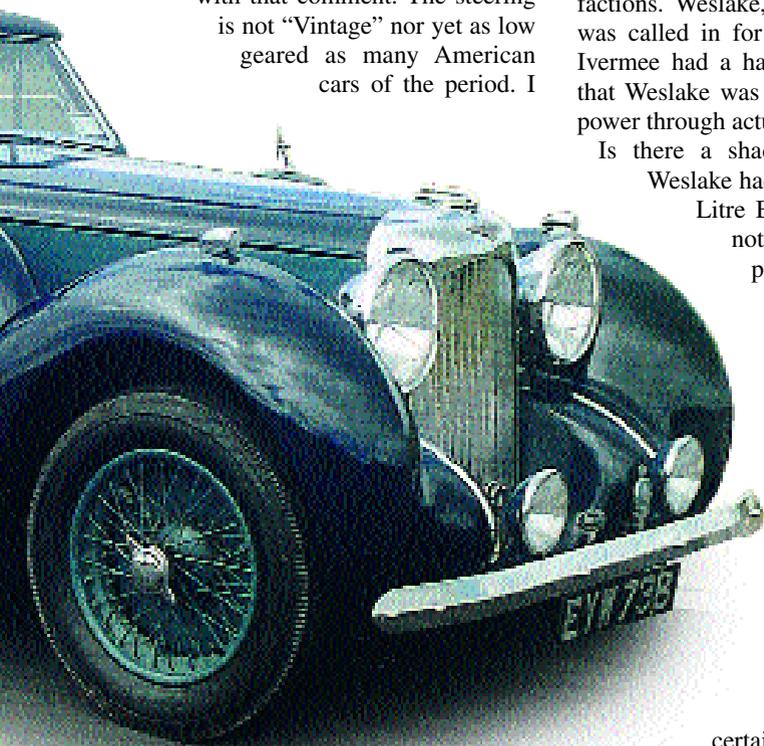
The twelve cylinders (4.5 litres) run smoothly, but not silently, with all those little pieces of metal rushing up and down. It's a smoothness that seems to go right up the range.

The bucket seat holds me well, the accelerator is in the normal right foot position. The effective hand brake is the fly-off trials type on the driver's right, wedged rather tightly between seat and door and not very easy to grab in a hurry.

A brake problem of the easy-to-fix sort unfortunately confined our drive to a motorway and brief urban circle. Around town the V12 is quite useable with a fairly good lock. The doors of this coupe are really massive - and without a sign of sag - but even so, getting into the back with the hood up is an exercise.

Lagonda spent a lot of effort on the all synchromesh G10 gearbox. This is a separate unit with an input shaft that is reputedly difficult to balance (up to 5,500 rpm!) but on Selwyn's car that was fine. Complicated to make and silent, it is precise, only let down by a whippy, long centre lever that makes for vague location and big hand movements.

Several books refer to the V12's heavy steering but neither Selwyn nor I agree with that comment. The steering is not "Vintage" nor yet as low geared as many American cars of the period. I



found it a good compromise for motorways, fast open corners and town.

Experience on roundabouts suggests that this would not be a very chuckable car on twisty roads. There is also quite a lot of roll. Lagonda were feeling their way with independent front suspension. The ride on the other hand is excellent with no hint of shake or wallow on the admittedly smooth surfaces experienced. The chassis is a very

strong cruciform with many lightening holes, torsion bars run forward inside it to the front suspension. There must be a fair bit of extra metal. The 1939 Le Mans team cars as completed were roughly 100 kg lighter than the production version in chassis only form!

Speed and Power

A disappointing feature is the lack of torque compared with earlier Meadows engine Lagonda Sixes. A works graph shows it to be inferior in this regard to the older 4.5s below 2,000 rpm while it does not match the revised Weslake improved head of the LG 6 until over 3,000 rpm. Bentley later admitted that the cam profile and timing were never right. Recent Lagonda Club research blames lack of communication between the factory factions. Weslake, a respected consultant, was called in for the racing engines, but Ivermee had a hard job convincing W O that Weslake was correct in seeking more power through actually reducing valve size.

Is there a shadow of the past here?

Weslake had a hand in the ill fated 4 Litre Bentley and was perhaps not one of W O's favourite people in consequence.

Between an indicated 60 and 70 mph (3,000 to 3,500 rpm) the car really does begin to go and it is obviously a big strong cruiser that will go up to the natural 70-80 mph gait mentioned by contemporary tests.

Road figures do need to be taken with a certain reserve. So does horse-

power. An early bench test gave 156.5 bhp at 5,000 rpm, not the much quoted 180 at 5,500. With development and four carbs for Le Mans, this was increased to 206 for the race cars.

Davey and May's history produced for the Lagonda club in 1978 advises that there is a built in 'safety' or 'feel good' factor of seven percent in both speedo and rev counter, roughly 67 on the clock being our legal 100 km/h, while Lagonda's red line at 5,500 rpm equates to a true 103 mph. Selwyn's car has the highest (4.27) ratio so

TRIANGLE

In 1935, young London lawyer Alan Good decided to sink venture capital into the bankrupt Lagonda car. The Good Idea was to build "the Best Car in the World" and a long step in that direction was taken in the choice of his two fellow directors, Watney and Bentley. Dick Watney was responsible for styling and sales. His father had put sporty bodies on assorted Edwardians, many of them Mercedes. W O Bentley was world famous and had just terminated his contract with Rolls-Royce.

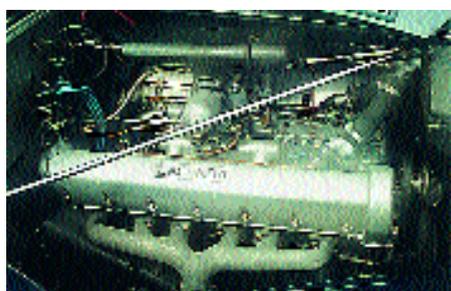
W O saw the V12 as his masterpiece. There was a lot of unfinished business riding on it and he was determined to take his time. Good however needed a return on investment within a foreseeable time frame. The spectacular new car debuted at the 1936 London Show had a wooden sump and lacked much else.

Before the V12 could be a reality the existing range of Meadows engine Lagondas was developed. Watney's contribution included designing the sort of coachwork that appealed to the 'Flash Jack' type of London dealer but irritated W O.

To make things more complicated, recruitment went on among both former Bentley Motors staff like Stan Ivermee and former Rolls people including the brilliant but short fused S S Tresilian, whose love of complexity would later have scope in the V16 BRM.

The ex-Rolls group began to mark their drawings "LeC" an old Royce code. The habit might have started as a joke but indicated a state of mind. W O hated confrontations - he usually just walked away. He was under pressure to produce, surrounded by Watney factions and Bentley factions in the office and ex Bentley and ex Rolls factions on the shop floor.

The trio at the top were set up to be a triangle.





I think it is fair to assume this is a genuine ton-up car – one of the very, very few thirties production touring cars to be capable of that magic figure.

Quality

Director Dick Watney deserves credit for V12 styling and quality. Maybe traditional coachbuilders were shy of the first examples of this ambitious car from a cash-strapped company. Anyway, Lagonda built their own bodies on most of the 190 odd V12s - and the rather fewer sister LG 6s. The trim on Selwyn Jackson's car is well done. The hood is quick and easy to put up, a simple spring tensioner going over a peg on each side, and a small locking leaf swinging in to keep it there. Photos show the twin side mounted spare wheel covers. One is a 'fake'; it holds the tool kit. There are also attractive mechanical details. The radiator cap has a lever, spring and locking ball clip and there are thermostatically controlled shutters, replaced by simple thermostats on later cars.

It was certainly a close shot at the best luxury car then in production. It was an advanced concept, with clever engineering. Whether it was an astute design is another matter, Shortcomings of the Lagonda V12 derive in part from the personal histories and agendas of the people involved, which influenced the design. They also derive from its date in history. The development required for this complex car from a small firm with limited finances was cut short by the War.

W O was anxious to avoid troublesome complexities of the Rolls-Royce Phantom III, but the Lagonda has complexities all its own. W O chose to run his rods directly on

the crankpin, requiring perfectly clean oil and plenty of it. There are two gear type pumps, one set to give 70 psi at outlet for the crankshaft and the other 15 psi for everything else. Selwyn has increased the pressure to the valve gear and installed a dashboard warning light to make sure the supply is adequate.

Under pressure from Good, Bentley agreed to enter two cars for the 1939 Le Mans race. W O was a worried man. Again publicity was ahead of performance. Top speed of 140 mph was mentioned but the cars were run strictly to orders, 5,000 rpm being the limit - about 117 mph as geared. After about two hours racing drivers complained of a drop in oil pressure. It was war-time Admiralty research that established the cause - a restriction in the oil ways just down stream of the pressure relief valve. Lagonda corrected the fault in cars brought in post war for major service. The two cars finished very creditably, 3rd and 4th. In 1940 they would have been back with streamlined closed bodies, looking for a win.

Davey and May appositely comment: "All the foregoing adds up to an extremely complicated engine taking a great deal of time and care to set up properly and difficult to get at when in place. However, if installed by the factory and not disturbed unnecessarily, practice has shown that it will run for countless thousands of miles without more than routine servicing."

In Context

To drive a twelve cylinder Lagonda is a memorable experience. Not a sports car, not a limousine -though some tried to make it both. Finished in sombre two tone, there is

an air of sadness about it. A car from a tiny company that tried to fly high, a dream car for motorways that were not built for decades, winner for a 1940 race that was never run .

The motoring press loved to drive it, sketch it, borrow it. In spite of changing a puncture, Earl Howe put over 100 miles in the hour on Brooklands with a standard bodied saloon. Then there was great publicity when the Duke of Kent - a customer too - was taken round Donnington racing style in a similar car by Dick Seaman to close the track for The Grand Prix.

Sales however, were patchy following the Munich Crisis. The last three months of 1938 saw the works mainly occupied with completing Motor Show orders, while early 1939 apparently saw no new work at all for almost three months. Lagonda publicity favoured country houses. But by 1939 Stately Homes were already an endangered species. This particular car has spent much of its life in a museum. To me it suggests a brief pre-war summer, a smart society location, or perhaps waiting outside some stage door for a star. Stage folk loved it.

A cad's car? Maybe? If so, being a cad was a brief but much under rated occupation!

bw

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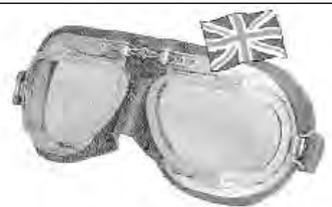
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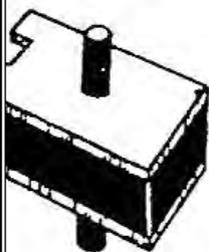
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