

# Beaded Wheels

No. 269 AUGUST/SEPTEMBER 2004

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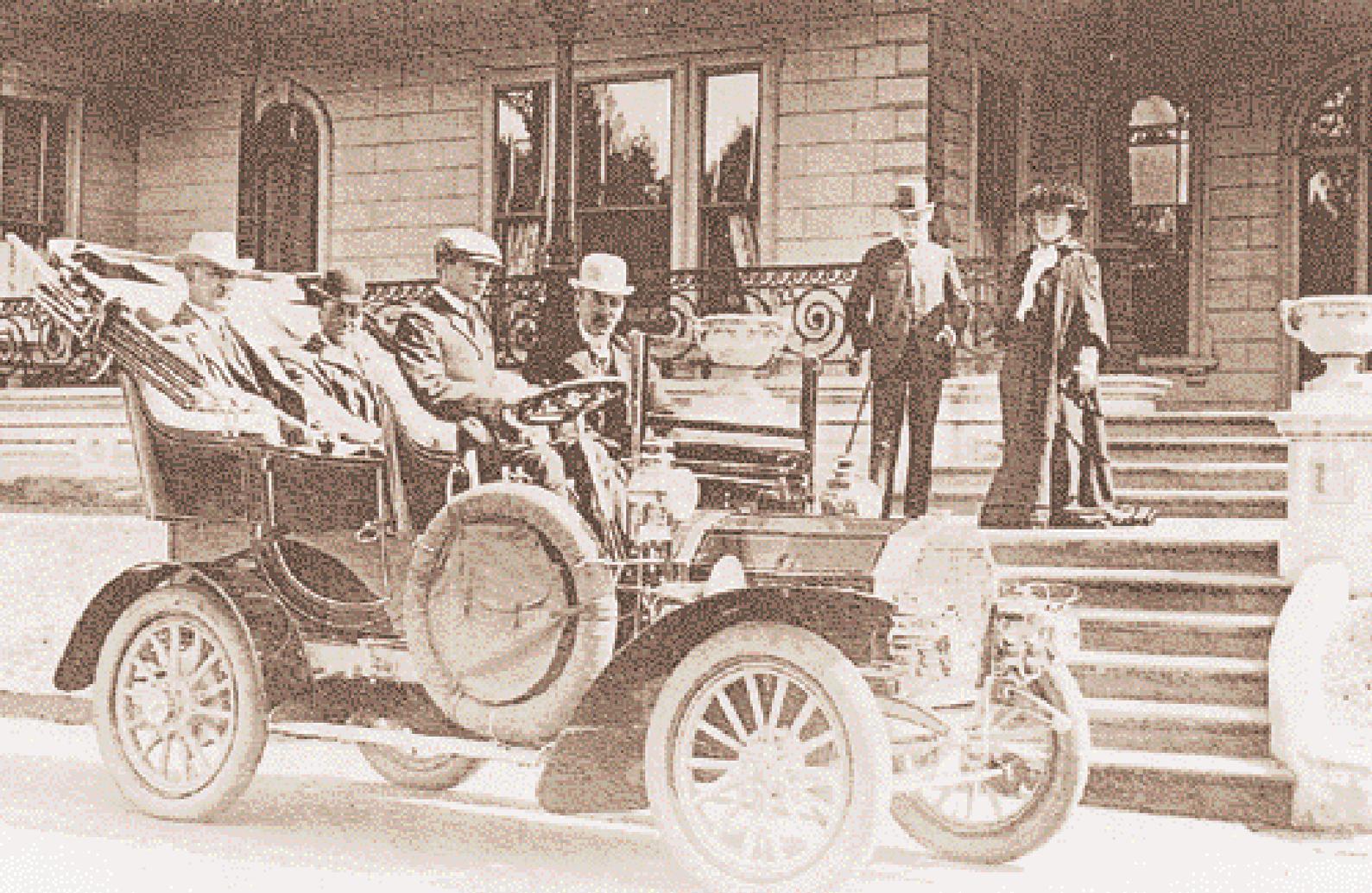


50<sup>TH</sup>  
**IRISHMAN**

**AERO-ENGINE  
EVOLUTION**

**Jaguar vs Mercedes**





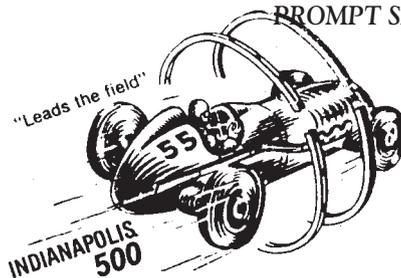
A picture puzzle from our archive. We are keen to receive any information from readers who can identify the location, date and purpose of this gathering.

Submissions of photographs for this page are welcome from *Beaded Wheels* readers. Please send original photographs of historic interest with any available information to *Beaded Wheels*, PO Box 13140, Christchurch. Laserprints/photocopies are not suitable. Photos will be returned as soon as practicable.

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All administration matters should be addressed to the **NATIONAL OFFICE** in the first instance see opposite page for details.

The Vintage Car Club of New Zealand Inc  
MANAGEMENT COMMITTEE  
Please note this information changes annually - these details are valid until August 2004

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## Beaded Wheels

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*Beaded Wheels* is the voice of The Vintage Car  
Club of New Zealand (Inc.) and its 35 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*.

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# Beaded Wheels

Issue 269 August/September 2004



*Dave Duirs recounts his epic journey  
around Australia as an entrant in the  
Redex Rerum, page 27.*



*Action from the North Island Club  
Captain's Tour, page 20.*

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advertisers can be found on  
page 36



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## COVER

*The 1926 Alvis TE 12/50 of Pat Bren, Hawke's Bay. The Alvis full  
of intrepid adventurers headed south for a rollicking good time on the  
50th Irishman Rally.*

Photo TJ Photos. [www.tjphotos.co.nz](http://www.tjphotos.co.nz)

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### president's message

How many times have we said to ourselves, "Someone should write that down" when speaking to fellow members about their motoring life. At the time, it is hard to believe that we won't remember the little bits and pieces that are told to us in the course of a conversation, but as time goes by, we do forget. It is not until once again we hear something that reminds us of this and we wish it had been written down.

One of the aims and objects of the Club is: "To obtain and conserve all historical records concerning such vehicles or concerning any aspect of motoring in New Zealand." Fine words and when reading them, we may think that this is the concern of the Branch and Club office bearers and it is up to them to initiate and carry this out. I believe it is up to each and every one of us to record (either by the written word, visually, or by using audio devices) memories, anecdotes (either our own, or others') and any other facets of motoring, so that they are not lost to the coming generations.

Did you know that there are dictaphones available at National Office to all members (through your Branch Secretary) for recording such memories? Several members have made use of these with the resulting tapes being typed up and kept safely in the Club Archive. I have read these transcripts (and listened to the tapes). Some are technical, while others are people's day-to-day memories of their motoring life - all most interesting and of great value, not only to the Club, but also to New Zealand motoring history as a whole. We are grateful to those members who have taken the time to make these recordings and for forwarding them to us for safekeeping.

Also in our Archive are videos that have been donated by members recording Branch, Club and personal motoring events. These too are valuable and their donation much appreciated. Canterbury Branch member, John Boyd has been commissioned by the Management Committee to produce a video as a follow on from "The Early Years" (produced by John Palmer and Keith Steffenson in two parts - part one "The Beginnings" and part two "Coming of Age".) "Reaching the Majority" will be an audio/visual record of our members' activities and interests covering the years 1965 to 1985 and John has been enthusiastically working on this. Archival material in the form of video-

tapes or 8 mm or 16 mm film is sought for inclusion in this production and would be most appreciated.

Congratulations to Bill Clark and Geoff Owen (Banks Peninsula Branch members) to whom I had much pleasure in presenting their 50-year badges in June. The branch had invited Tony and me to join them at their annual mid winter dinner where Bill and Geoff were the guests of honour - an enjoyable occasion. This brings the number of members who have received their 50-year badges to eighteen - just imagine the wealth of knowledge they have to share with us all!

Many branches are celebrating milestones this year. Over Queen's Birthday Weekend, Canterbury Branch celebrated the 50th Irishman Rally. On the Friday, an "Extraordinary Day", an Irishman Ramble, was held in Christchurch where members from all around the country enjoyed an Irishman experience. It was a perfect day (both weather-wise and organisational-wise) where entrants travelled over farm tracks and backcountry roads which most of us didn't even know existed. This was just a foretaste to the whole weekend where record numbers were treated to an Irishman Rally that encompassed all that members have come to expect from this traditional weekend. (See elsewhere for a more detailed account.)

Over the weekend of 13/14 August 2004, Taupo Branch is hosting the Club's Annual General Meeting. All financial members are entitled to attend and have the opportunity to contribute to their Club. An Executive Meeting will also be held during this time where your Branch Chairman and Delegate will take part in discussions and decisions that will affect all of us. If you have any concerns or discussion points, I encourage you to contact them in order that these may be brought to the attention of the meeting. The general membership has been asked to give their thoughts on a proposal to restructure the Executive. It behoves all members to find out about this, as eventually you will be asked to vote on changes.

Happy motoring in the bracing spring weather!

Leigh Craythorne

As we go to press I regret to advise members of the passing of VCCNZ Inc National Speed Steward and long time Club member Frank de Latour. An obituary for Frank appears on page 33 of this issue.

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## national office news

### National Annual General Meeting

The Club's Annual General Meeting and Executive Meeting takes place in Taupo on 14 August 2004. The Executive also meets on the 13th and 14th. (The Executive is made up of each Branch Chairman and one other delegate plus the Management Committee). Your branch should be well represented and these delegates will be able to raise any questions you may have, or answer questions after the meetings. The Minutes for the Executive Meeting are distributed to each Branch Secretary as soon as possible and all members will receive Minutes of the Annual General Meeting, Branch Office details and a list of Calendar of Events, as an insert, in the October/November issue of *Beaded Wheels*.

### Courteous Drivers

We have been advised that some older vehicles were holding up traffic on a main highway recently. These drivers may not have been our members. We know that VCC members pride themselves in being courteous to other drivers on the road. Please keep up the good work by keeping an eye on traffic following you and if you notice you are holding traffic up, please pull aside when it is safe to do so. Please make members aware if they are holding up traffic and not pulling aside.

### Bendigo Swap Meet

Many of our members like to attend this swap meet. Here are some advanced dates for your reference:

2004 November 13th & 14th	2005 November 12th & 13th
2006 November 18th & 19th	2007 November 17th & 18th
2008 November 15th & 16th	2009 November 14th & 15th
2010 November 13th & 14th	

### Insurance Through VCC Scheme With Vero Insurance

Please don't forget that if you have insurance through the VCC scheme with Vero, you must be a financial member of the VCC of NZ (Inc.). If you decide to resign, please remember that this may affect any claims you make if you are still insured under our scheme.

# VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 September, 2004 or email us at beadedwheels@vcc.org.nz

## AUGUST

8	Wellsford	Triple Combined Run
13	Taupo	National AGM
14	Canterbury	Round the Bays Motorcycle Rally
15	Otago	P60v Rally

## SEPTEMBER

4	Waimate	Swap Meet
18	Northland	Swap Meet
18-19	Taranaki	Rubber Duckie Rally
19	Manawatu	Vintage Only Rally
19	Gore	Opening Rally
25	Canterbury	Vintage Rally
24-26	Waitemata	Rusty Nuts Ramble
24-26	Hawke's Bay	Hill Climb Weekend
25-26	Central Otago	Swap Meet
25-26	Central Otago	Blossom Festival Rally

## OCTOBER

2	Manawatu	Swap Meet
2-3	Otago	Dunvegan Motorcycle Rally
8-10	Canterbury	Swap Meet
22-25	Hawke's Bay	Safari Rally
23-24	Marlborough	Rally & Swap Meet
23-25	Eastern Bay of Plenty	30th Anniversary Tour
24	Waitemata	Pebblebrook Hillclimb

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

# mailbag

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

Re: 1927 Royal Tour Crossley Limousine BW 267 April/May 2004

I purchased an English bodied Canberra limousine on a 20.9 hp chassis in Dunedin in the mid/late 1950s offered by someone who had travelled from up north.

This car was reputed to be the York party's transport when weather or distance precluded use of the open tourer. I was told it had a Buick rear axle in replacement for the lost or damaged original. The condition of the car was generally good but showing some signs of damage and neglect. A photo and article in the *Otago Daily Times* during the 1958 Elizabeth senior tour drew attention to the machine's survival in my care. An attempt to carry family members to the 1958 National Rally in Picton was foiled by engine problems. My AKS Minerva made the trip in half the time (and twice the running costs).

I also purchased another 1927 Royal Tour Crossley limousine bodied by Johnson and Smith, Christchurch, one of several I believe. Much heavier in appearance and not nearly such an elegant machine. I understood it was intended or used as back-up/ staff/ officials/ baggage transport.

Both cars were sold to a friend in Dipton, Southland, then passed on to another friend in the district (as I value our friendship I won't name him) who dismembered both machines. So an interesting and significant vehicle was lost. Could it have been the car remembered by Carlton Kerr?

Alan Bryce

## Dear Sir

I was reading for the first time a copy of your magazine while waiting for a haircut at the hairdressers.

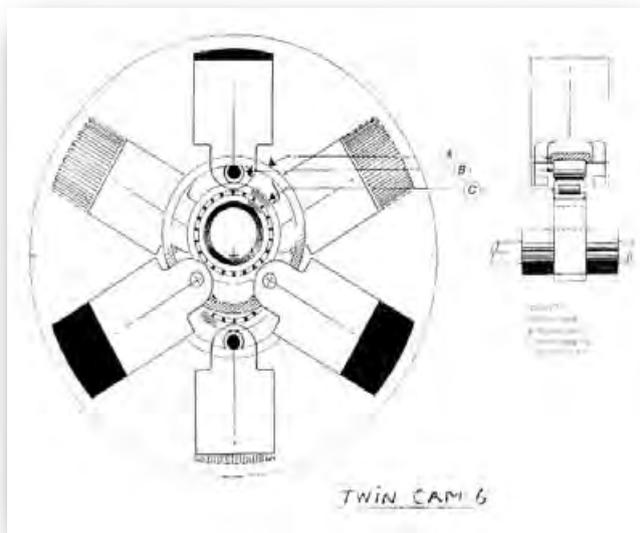
There are people all over the world wondering what the future holds for transportation. Back in the early days we had steam and electric. However with the advent of oil and the i.c. engine both steam and electric fell by the roadside.

Now both are coming back in a new form, no batteries with the electric and no boiler with the firebox on the steam side. The electric with a self running motor generator with overunity.

Steam which I have with my Radial Cam engine based on the old radial aircraft engine with a difference. Two moving parts only, piston cam rings

flywheel, no crankshaft, connecting rod valves in a closed system using the same water over and over for use on land, sea air. Engines of any size. All parts and pressures equal and opposite for smooth running. This is not new and was done in the seventies using the conventional crankshaft, con rod and valves. I have improved and simplified everything. Linear motion of the piston is converted direct to rotary motion to the power shaft. Each piston itself is its own inlet and exhaust valve, this back in the days of Nicola Tesla, the 1800s so nothing new and not proved, only suppressed.

So if we want to know the future we do not have to look ahead in a crystal ball but back in the past.



With steam water is preheated by electricity in a small stainless steel cylinder, such as a thermos flask, to 400°F, then injected, as in a diesel, to flash immediately into steam on each power stroke then condensed back into the system. Both are low cost to manufacture. The motor generator recycled, plastics, radial cam mainly off the shelf everyday parts, shaft straight round steel, three bearings, shaft bearing cam bearing sealed deep groove ball, piston bearing, three rings not counting the piston. All parts rolling, no sliding to create friction.

Any interested party may contact me  
Wolf Brinsbury  
15 Gibson Place  
Howick, Auckland

*NB Here by bringing back friendly ghosts from the past we can stop pollution, benefit mankind and planet. With the radial design one may have from two banks of three cylinders up to two banks of nine, eighteen cylinders in the same circle. As each piston does 180° we have a power overlap with*

*turbine power, a built in supercharger. Then inertia from the cam flywheel. Engine also on the triple expansion steam engine principle.*

*Ed: Motoring history is partly about what the industry could produce and people would buy – and that passes for the future too.*

## Dear Sir

On August 6 2005 the Citroen DS turns 50. A group of Auckland DS owners plan to mark this event during August/September 2005.

An important aspect of the celebration will be to gather at least 50 DSs at a central North Island venue. At this stage we are seeking registrations of interest from Citroen DS owners throughout New Zealand.

Roger Simpson

On behalf DS 50 Organising Group

Email: roger@ds23.co.nz

## Dear Sir

Greetings. Does anyone have a copy of *Road & Track April 1955*? It features an article on racing specials built by Dick Jones of Compton California, one of which I own and want to race here in New Zealand? Please help.

Bruce Smyth

e-mail freds@paradise.net.nz

Phone 021 485016

1/95 Archers Rd Glenfield

Auckland 1310.

## Dear Sir

I am writing regarding the photo inside the cover of *Beaded Wheels June/July 2004 No 268*, of the line up of cars outside the Post Office Hotel.

This photo is one of several we gave to the late Bruce Pidgeon just over two years ago when we were in Christchurch. (We were visiting from Pahiatua).

It is the Pahiatua Post Office Hotel. As we lived there I have books where the photo featured, but no names given, but I know I have seen them in one that a friend has. When I obtain these names I will pass them on.

Gladys & Snow Greaves

## Dear Sir

A note to thank all the people who responded to my recent letter requesting Anderson engine serial numbers for my register. I thought I may have picked up one or two but the response has been brilliant.

The register expanded by another 20 serial numbers. It now at the time of writing stands at 1030 confirmed.

**OMISSION** Photo credit for the South Island Easter Rally issue 268 omitted in error. Our thanks to Denis le Cren for supplying these photographs to *Beaded Wheels*.

All those who contacted me have been replied to. If there are any more Andersons out there I can be contacted at the following address. Again many thanks folks.

John Thorby  
Andersonia  
120 Omoto Valley Rd  
Kaiata Greymouth 7801

*As a small aside*

*Of all the magazines I get I reckon Beaded Wheels is pretty much the best value for money. You may recall in my original letter I commented that it was great to see people mentioned that I had known. I had the pleasure of renewing friendships recently in the North Island with two folk, one whom I hadn't seen since childhood, and the other for 30 years!.*

**Dear Sir**

I have enclosed a photo which was taken back in the very late 1950s. It is of my father and companion in the Central Otago Hills taking a lunch break from their work of rabbiting. The Vauxhall is a 1955 model belonging to Nip Mount who is standing in front of the Ford.

John Cook  
26 Yarmouth St, Balclutha



**Dear Sir**

As a child growing up in Blenheim in the late 1950s, I remember seeing on several occasions what I believe was a monumentally large Rolls-Royce. I am prepared to concede my infantile proportions, and lack of automotive acumen at the time, may colour my recall fifty years on, but suffice to say, this towering pile of machinery attracted attention when resting in a public place!

But it was not so much the car alone that caused intense spectator interest, rather the fact that it had a conspicuous and sizeable hole cut for no obvious reason in the top of one side of the bonnet.

Why would a hole big enough to pass a fist through be cut in the reflective panelwork? Having seen pictures of the latest Rolls one can understand perfectly why vandalism and desecration is thoroughly deserved. But not in the case of that stately carriage that sometimes condescended to grace Market Street.

Does anyone recall the car as I do? It was black (of course), it had closed bodywork, and it was I presume pre-war. My fading neurons recall it might have

resided somewhere in the district of Mayfield Primary School. It must still exist, and I am sure many in the Marlborough district must know its history and the reason for the hole. I would love to hear what has happened to the Roller with the non-factory heat extraction model!  
Bill Cockram

**Dear Sir**

Can anyone help with information on The Detroit RHD vehicles which could also be known as The Royal Detroit. The last known owner of engine No 3695 was Warren Thompson 831 Ferry Rd Christchurch 2 in the late 1970s.

To identify parts, the numbers are raised in the castings MA. Prefix for engine, KA 5315 transmission cover, XA 252 diff carrier housing. These prefixes are generally used on related parts.

The rear suspension has an inverted elliptic cross spring plus the usual semi-elliptics. My vehicle has been stored for 30 years but is now well underway with the restoration.

John Brennan  
gbrennanrex@optusnet.com.  
5 Bass St Putney 2112  
Sydney, Australia

**Dear Sir**

With reference to the article on the 2004 SI National Easter Rally hosted by Nelson Branch, it should be noted that the photos provided for the article were taken by Denis LeCren. Anyone who would like a copy of any of the photos in the article please contact Denis.

The photos at Greenslade Park (Rabbit Island) which were for sale were taken by Delwyn Bassett whose contact number was in the last *Beaded Wheels*.

David Campbell  
Nelson Branch Organising Committee

**Dear Sir**

Where on earth did Maurice Hendry purchase his rose tinted spectacles. Even Harley-Davidson advertising gurus would be hard pressed to come up with such a glowing endorsement.

In my motorcycling years, the usual comment made when extravagant claims were made about performance was that the bike had a speedometer more highly tuned than the engine.

GJ Etheridge

**Dear Sir**

I hope you will permit me to reply to the letter from Mr Hendry headed The Cadillac of Motorcycles.

I write as an ex-race rider including the Isle of Man TT and forty years ownership of a motorcycle dealership in UK.

Firstly it would be interesting to know what personal experience Mr Hendry has of Harley-Davidson and what other motorcycles he has ridden before forming such

dogmatic opinions on the virtues of the Harley. I would suspect strongly that he has never had his leg over any motorcycle in the last thirty or forty years.

Road tests mean nothing, the ultimate test of any motorcycle is on the race track, and of those tracks the IOM TT circuit is the ultimate. When was one of these wonderful Harleys ever entered in such a race let alone feature in the results?

If Harley-Davidson were the force Mr Hendry considers they are, why did they never design the bike that your own great Kiwi John Britten produced, which went on to defeat the factory might of Ducati.

As one who has seen inside more motorcycle engines than most I would inform Mr Hendry that for fine engineering Japan beats the world, we may not like it but that is fact.

Fred Evans

**Dear Sir**

I am not getting into lengthy correspondence with Mark Dawber as much of his letter is confused and irrelevant – what has Laverda got to do with H-D? I am however correcting some of his quite erroneous claims re the Sportster tested by English *Motorcycle Mechanics* Sept 1965. He implies it was not “standard”. The bike tested was supplied by English agent Freddie Warr and its listed price was given in the road test panel. It was not a factory special. Had horn, dual seat, pillion pegs, aircleaner etc. They never used the steering damper even at 120 mph! He claims it was a “500 lb machine with only 40-50 hp.” The road test panel clearly states it weighed 452 lb and had 55 hp.

He says it was stripped down with a small tank. The road test panel quotes 2 3/4 gallon tank with 1/3 reserve-over three gallons! Some small tank! The bike is fully equipped with instruments, lights and road gear. He says it had no saddle bags. The photo of John Houslander buttoning himself up just before the test, has him standing by the bike clearly equipped with the regular bulky Harley saddle bags.

In the earlier “motorcycling test” with a different Sportster, (47 hp) the rider was not “down to it” for the top speed runs (they admitted this) and they still achieved 103 mph electronically timed at MIRA Track. The facts are in my Harley-Davidson book published by Ballantine in New York in 1972, and reviewed in *Beaded Wheels* at the time by Geoff Hockley.

In Mark Dawber’s letter, his final sentence contradicts most of the speculation, rumour and wishful thinking that precedes it. I rest my case.

Maurice Hendry

**Dear Sir,**

I am amazed at the vehemence with which some find it necessary to defend the Harley marque to the extent of twisting the words of others to suit their own purpose. I have no preference either way

for American or foreign machines so I will play the devil's advocate. To John Mack I say, my reference to the Sportster failing to give Harley a boost referred to the 1950s, an era when motorcycling in the US had a serious image problem. Harley's sales figures at this time were very low (between 10,000 and 15,000 units a year, many of which were to government agencies. There were increasing numbers of imported machines (not just British) and Harley failed or (chose not to) compete directly with these. (On the race track Harley's influence on the AMA made sure that the rules favoured them.) In 1968, when they were on the point of bankruptcy, they only sold about 15,000. Compare that with current sales of around 300,000 units. At no point did I use the word 'successfully' in reference to the Sportster's long production run. The later misfortunes of the foreign competition have no bearing on this story. With reference to M Hendry's performance claims, it matters not whose machine had the highest top speed. What mattered was that so many buyers perceived that an imported machine was what they wanted and Harley's sales suffered as a result. Harley's fortunes have only risen dramatically in recent years by them developing their own market (in which other makers are now competing) along with much needed improvements in quality control.

Mark Dawber

**Dear Sir**

Is Mark Dawber really serious? (*Beaded Wheels* 268 June/July). He says in BW 264 that the Harley Sportster failed to give Harley a boost from 1957 against the British bike imports to USA. In his BW 268 letter, he admits the Sportster is still successfully in production 47 years later, "a record!"

We all know what happened to the whole British motorcycle industry during that same period – complete oblivion! A time when hundreds of thousands of Sportsters were built and sold – often a five-figure total for each production year!

What did Harley dealers do with them Mark – bulldoze them all into the ground?  
John Mack

**Dear Sir**

I thought this photo would add to the pages of *Beaded Wheels*. It is of Ken and Judy Forster having fun giving their 1928 Ford Model A Pickup an "underbody wash" after travelling miles along the coast on the North Island Club Captain's Surf, Sand and Seals tour 2004.

The photo was taken in the Rimutaka Forest Park on the Wainuiomata Coast Road.  
Ken Forster

**Dear Sir**

Re: The recently run Irishman 50th Rally.

I would appreciate this opportunity to congratulate Marilyn McKinlay and her

team on organising and conducting an outstanding event. It was a pleasure to motor the back country roads of Canterbury and the MacKenzie in the company of only true "Vintage" cars.

The function on Friday and Saturday evening like the rest of the weekend was magic and allowed ample time to socialise, swap stories etc and even drive other entrants cars. Roll on Irishman 2005 which some will insist will be the anniversary of this great Vintage only event. Thanks for a great weekend.

Dave Barker

*One of the originals*

**Dear Sir**

I hope to be around when some of the then current members suggest that we close the club off at the end of the plastic and electronic era and ignore the new generation two strokes, or the combination diesel and electric.

I seem to remember that there was a deal of plastic in our 1938 Buick and also the 1951 Citroen, and electronics in the fuel injected Citroens and BMWs of the 1970s, but I am sure we will be able to develop selective blindness.

Let us not loose sight of the aims of the club. To protect and use the motoring history of New Zealand and if the encapsulation of later generations of vehicles brings younger blood to the club, it can only be a plus.

On another subject. The Dunedin Railton. Earlier on, Mr Kevin Dunn, who was the owner, used to park it outside Saint Joseph's Cathedral most Sunday mornings, when he and his mother attended worship there. They lived in a large house on the corner of Pitt St and Herriot Row and the car could sometimes be seen parked, gleaming in the driveway. Being of tender years, I only knew them by sight, but my father was on speaking terms.

My last memories of the Railton were at a Friday night auction at Clarks, which was a few doors down from Angus Motors. I don't remember if it sold that night, as I was more interested in a low mileage Triumph 21 motorcycle!

Greg McKenzie

Victoria Point, Queensland



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# THE WAY WE WERE

*As recorded by Grant Hitchings*

The Vintage Car Club National Office receives a copy of each monthly Branch Newsletter. These are processed and stored by the Archivist so with 35 Branches there is no shortage of reading material for our Club Archivist, Betty Wallace, or any Club member wishing to refer to them.

Being loosely attached to the Archive I have ready access to these newsletters and always find something of interest in them.

I also have appreciation for their titling which to me seems intriguing and clever. There is *Motor Spirit* - Wellington Branch; *Rattle and Squeak* - Northland; *Topical Torque* - Taranaki; *The Mag* - Hawkes Bay; *Vintage Viewpoint* - Marlborough, and *Drip Feed* produced by Banks Peninsula Branch to mention a few. Generally these newsletters feature articles of historic significance contributed by the membership.

The exception appears to be my own Branch magazine *The Hub* which seems mainly to comprise a review and preview of Club and Branch activity although periodically a contributor writing under the Nom-de-Plume 'Big End' knocks out a page or two of nostalgia.

I suppose the content of *The Hub* is understandable considering that the Canterbury Branch is the largest, which makes for a busy and extensive program to report on. I view the newsletters as the lifeblood of our old car movement; their content equating to the pulse-beat, and my observation is that at the moment the VCC body seems fit, healthy and very active.

I hope the efforts of those contributing to, and those editing, the newsletters are never overlooked or undervalued.

One newsletter that caught my interest was a past copy of *Venture*, the magazine produced by Waikato Branch. The editor, Bob Hayton, wrote in his foreword "*The forthcoming 100th birthday of our oldest Branch and oldest National VCC member, Elva Shepherd, is an event of some significance that should not go unmarked by the branch. We have therefore arranged a special run to Te Kauwhata on 12 November to share an afternoon tea with Elva at Aparangi Retirement Village. There will also be some interesting visits to see many other reminders*



*As a special guest at the Year 2000 International Rally at Mystery Creek, Hamilton, Elva celebrates her centenary year with a ride in Earl Preston's 1911 Overland (Now owned by "Daggy" Sperry). Not sure if its the gear shift or handbrake she is reaching for but, in a car like this, does it really matter.*

*of life in New Zealand during the past 100 years. You will see in a later article in this newsletter that this indomitable lady has had to undergo yet another driving test to continue using her car on the roads. I am sure you will join me in saying 'Bravo' to Elva for having achieved another successful test outcome which will allow her to continue to drive her A35 for another two years."*

Now, as one who has not yet fully accepted that "Keep Left" is no longer the first rule of the road and one who finds parking the family car in the family's double garage a major undertaking, a 100 year old passing her driving test is extraordinary.

That the lady is also the Club's most senior member (agewise) is also remarkable. Later in the magazine there was a profile of the member, Elva Shepherd, and I give a précis of it here.

Her mother's parents emigrated from Canada and finding empathy with Maori began teaching at Te Wairoa school. During the massive eruption of Mount Tarawera which obliterated the famous Pink and White Terraces her grandfather was killed together with three of his children but her grandmother and the remaining two siblings, one Elva's mother, survived. (Te Wairoa is now the "Buried Village".)

Elva's father was a dentist who practiced at Paeroa in partnership with his brother about 1900 before moving to Auckland and then to Papakura. She was born in Paeroa on 15 November 1900.

In 1910 her father bought a small French car and she remembers it was a four-seater without windcreens or hood, with a front seat that moved around to allow access to the rear seats.

Down on power, it regularly had to be driven backwards up the Auckland hills and at these times Elva's job was to be ready with a large stone to jam under a wheel to prevent it running backwards.

One day when backing up a hill her father stopped the car, had a rest, then enquired of a passer-by as to their location. Her father said "Could you please tell me how far it is to the next village?" The reply came back "Five miles but mister you're going the wrong way". In time this car was replaced with a 1911 Overland 5-seater which kept her father happy until his untimely death in 1921.

Elva learnt to drive this on the metalled roads around Papakura when aged fifteen. (Which I imagine would have raised eyebrows at this time.)

Eventually she gained her driver's licence at the wheel of a "dickie-seat" Standard in 1927 - the year she married. The family very rarely went to town or country without offering their neighbours and friends a ride. Punctures were a regular part of motoring in those days and everyone would stop and help. Elva recalls how happy her father was when the new rubber vulcanizing process became available some time before 1920. Some years after her father died, Elva's mother bought a near-new 1936 Morris 8 Deluxe sedan - black with red upholstery - which Elva drove for her, and then in 1953 she bought her own Morris Eight.

Although in 1957 new cars were hard to obtain without overseas funds she managed to replace the Morris with a new Austin A35. Elva is still driving this vehicle having covered most of the North Island in it and it is still in its original condition with only running repairs required.

The first 100,000 miles turned over in 1986 although it is only used on shopping trips now. As a founding member of the Flying A Club in Auckland her car was out on many of its rallies and she also drove it in the International Rally 2000 held at Mystery Creek near Hamilton. This was a great experience for the centenarian and bought back many memories of earlier times.



Poignancy – Elva reluctantly abandons her trusty Austin A35 to ride off into the sunset on her new elderly persons' mobility raceabout. She may have to wait a while for it to become 'Club Eligible' though.

Evidently the highlight was when VCC member Earl Preston took her for a ride in his 1911 Overland and she was able to compare it with the model her father owned.

Elva has a two-bedroom unit at Aparangi a retirement village in Te Kauwhata and for her age enjoys good health and is able to keep interested in events happening around her. A keen landscape artist she has also been a teacher of singing and the pianoforte and enjoys keeping in contact with her former pupils.

The article concluded with Elva crediting her parents for providing her with a healthy lifestyle and a strong Christian faith which, she believes, has contributed to her long and very full life.

For some reason I then turned to the cover of *Venture* and was somewhat surprised to find that it was dated November 2000, a fact which immediately threw up some interesting questions as you may well imagine.

With the help of Waikato Branch I was able to confirm that Elva was still alive and made contact with her by telephone. I found her bright and articulate and had difficulty accepting that I was carrying out a conversation with a 103 year old. In fact I hoped that at Elva's age I would be as lucid and active as she, but then I am probably not now. Our lengthy discussion touched on many interesting aspects of life, and things motorable and I record here some items that may be of interest.

Elva still lives at Aparangi and generally is well and still very active. She plays her piano, spends many hours in her garden and says that if more spare time was available would still be painting landscapes. After her early and unsuccessful marriage she remarried when aged 71 and she and her husband had a wonderful and happy time together before his death 15 years later. She has no children.

I learnt that a hip ailment caused her increasing discomfort when seated in her little A35 and caused her to reluctantly accept that at age 102 she would have to give up her driving although she thinks she could manage an automatic vehicle even now.

Her little Austin found its way to an Auckland member of the Flying A Club who keeps Elva updated on its use. With a very sharp memory obviously undimmed with age she retains an interest in elderly vehicles and still has membership of the Vintage Car Club and is appreciative of the interest shown in her by members of the Waikato Branch.

Elva is an avid reader of *Beaded Wheels* and finds the old photographs that are reprinted fascinating as she has many memories of these times. In issue No. 259 of BW there is an old photo of a group of motorists at St. Helliers Bay Auckland. As she and her family were living in the area at the time she was familiar with most of the cars and drivers, especially a Dr Purchas who is named in the caption. She admits to being excited when they were driving by and was always impressed with the way they drove always sitting up straight with much dignity.

One venerable gentleman travelling in a car without a windscreen had a long white beard. When reaching the then great speed of 20 mph his whiskers parted in the middle with each half of his beard blowing over each shoulder much to Elva's amusement.

Elva has a fresh and boyant approach to life, retains her strong faith and every day gives thanks for having interests that keep her busy and occupied. I hope one day to have the opportunity to meet this remarkable lady and look forward to receiving news of her 104th birthday in November. bw

## UNFINISHED BUSINESS

Here we complete Grant Hitchings transcript of his discussion with long-time VCC member, Ross Haynes

Ross Haynes joined the Canterbury Branch of the VCC in the late 50s transferring to the Banks Peninsula Branch when it was created in 1978. His knowledge of Austin vehicles has been put to good use over the years in his restoration of two 1923 7s, a 1923 Sports 20, a 1919 Tourer and two Cliftons as well as various specials, one of which is still being raced by Club member Gordon Routledge.

Ross has always been a keen supporter of Club rallies. In the 1972 International Rally in Nelson he drove his 1927 Chummy while lending his other two Austin 7s to friends. From 1965 he has also competed at several NZ racing circuits and hill climbs using one of his Austin cars.

Only two Vintage Austins are owned by Ross now. One is a 1928 Chummy tourer that has travelled over much of the NZ countryside. The other is a very eye-catching special built around a 1928 Austin 7 motor and chassis.

It seems that in the early years the Austin Company produced various sports versions of their successful Austin 7 passenger car and these were very competitive for the size. All used the same basic side-valve motor although some were equipped with a supercharger. A French company Lap did manufacture an overhead valve conversion but Ross commented that it was never successful. A popular race in Ireland at this time was the Ulster TT and so well did the Austin sports specials perform there that they were given the name Ulster.

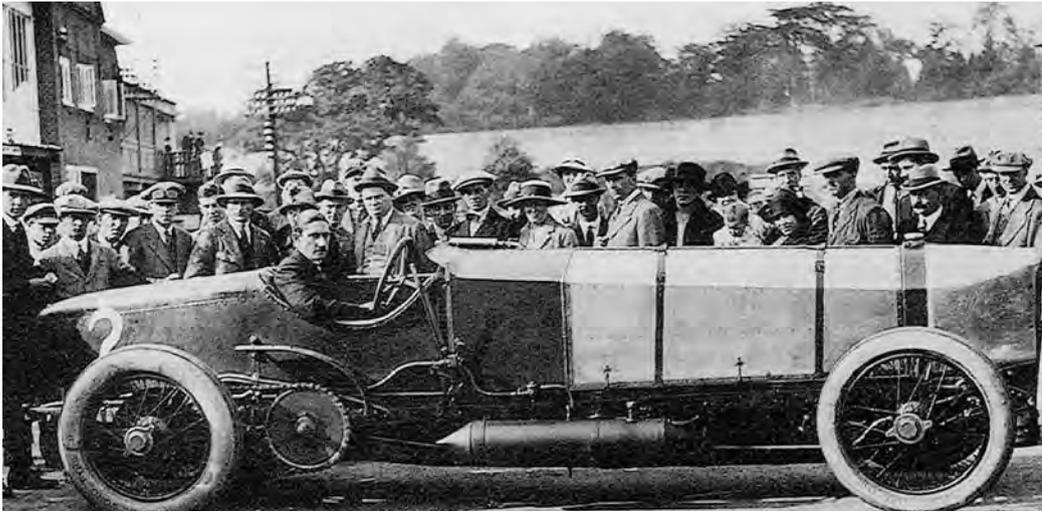
Ross's special is a replica of one of these Ulsters and is finished in bright orange which was the chosen colour for these Austin sports cars (Ulster-Orange; I see the connection) and it is capable of reaching 90 mph. It is six feet three inches long with a track width of 34 inches.

An impressive four-page document lists the parts, materials and method of construction used in the building of the little car which would seem to me to be equally acceptable displayed in a vehicle showroom or as an exhibit in an Art Gallery.

In concluding this article I must say that I enjoyed my time in conversation with Ross even though much of it left me rather bewildered. (I must confess though that I bewilder easily)

Among the many pearls produced were three that I am still trying to fully assimilate and I thought they may be of interest to readers.

*Continued on page 26.*



Count Louis Zborowski sits in his Chitty Bang Bang I, in its racing form with cowed radiator and pointed tail, at Brooklands. The first of the amateur-built-aero-engined monsters, it always attracted much attention in the paddock. Photo courtesy New Zealand Sport Flying

In Part 2 of this series BILL SHIELLS takes a look at The Middle Period - establishing the breed.

## EVOLUTION OF THE AERO-ENGINE CAR

In Part 1 of this series I described Sunbeam's successful outcome of their engine development programme involving the V12 Mohawk prototype aero-engine by installing the 200 hp unit in a standard car chassis with streamlined body and taking nine world records at the Brooklands track during 1913. The sequel to this is not unusual in a competitive world. As the war stopped all motor racing in Europe, Sunbeam shipped the car to America to contest the major events there, a goodwill gesture to fly the flag for Britain it was said. Having won an important race in Long Island the car was written off in a dirt track event at Kalamazoo and the remains purchased by the Packard Motor Company. Twelve months later, in 1916, the first production car to be V12 powered was launched by Packard as the "Twin Six" with similar features to those of the English engine.

By 1910 European engine manufacturing was a hive of industry and fiercely competitive with military trials in several countries as well as the Prince Henry Tours and an annual Kaiserpreis to fan the flames of national pride. After his appointment as Managing Director of Austro-Daimler in 1905, Ferdinand Porsche designed two new cars, a commercially successful 32 hp tourer and a special Mercedes racing car to compete for the Kaiserpreis. From 1907 he became actively involved in aircraft engine design which, by 1910, culminated in the prototype of a series of four and six cylinder inclined valve, water-cooled in-line types that would influence German, British and other manufacturers through the coming war. Porsche also found time in 1910 to design a team of cars for the Prince Henry Tour. The annual event could be considered to be similar to a modern special stage rally and, using an advanced 5.7 litre single overhead camshaft four, the cars finished first, second and third - Porsche himself driving the winner.

The Austro-Daimler aero engines were notable for excellent reliability and efficiency due to their low piston speed at 1200 rpm and remarkable breathing through huge pushrod operated inclined valves. Careful attention was given to upper cylinder cooling especially around the exhaust valve area while, in the interests of weight saving, the earlier engines used electro-formed copper water jackets, later replaced by welded sheet steel with an aluminium crankcase and seven-bearing crankshaft. In 1912 with 120 hp and complete reliability the Austro-Daimlers enabled Samuel Cody to win first prize at the British Military aeroplane trials, despite his obsolete and cumbersome aircraft. Later the Beardmore company would licence-build this engine in England.

The most numerous of wartime German engines, Mercedes, entered the conflict in 1914 with the D1 rated at 100 hp and finally developed as the DIVa to produce 260 hp by the end of the war. A straight eight version was supplied in small numbers rated at 287 hp. It was no surprise that Daimler Mercedes had gained

inspiration from Austro-Daimler, after all Porsche and Paul Daimler had worked together before and would again in the near future. Mercedes, however, made two significant changes to the AD design, the first by using a basic cylinder head skull screwed to the cylinder with welded on ports, valve guides, plug bosses and sheet steel water jackets. The concept continued to be employed by Mercedes as late as 1954 on their straight eight Grand Prix cars. Secondly, inclined valves were driven by a SOHC following others such as Isotta Fraschini in 1905, Fiat 1909, Bugatti and Porsche himself with the Prince Henry car of 1910.

On 4 July, 1914, Mercedes cars won first, second and third places in the French Grand Prix using a 4.5 litre SOHC inclined valve engine designed by the Daimler aviation factory engineers. Immediately prior to the declaration of war, one of the winning cars was exhibited in London where its radical features were studied by the Admiralty for possible adaptation to allied aero engines. The French had developed the air-cooled rotary radial to an acceptable level for fighting aeroplanes but, despite its excellent power/weight ratio, maximum power was limited with time between overhauls anywhere between five and 20 hours, hardly an engine for a racing car although static radial engines did find their way into some military tanks during World War II.

In 1914 the British Government contracted Sir Henry Royce to draw up a first class multi-cylinder aero-engine but time was short and Admiralty engineer, WO Bentley, persuaded Royce to graft the Mercedes cylinder and valve gear technology onto his Silver Ghost crankcase as a first step. The resulting 75 hp Rolls Royce Hawk, soon to reach 100 hp, formed a basis for the Eagle and Falcon V12s, the Eagle being known initially as the 200 hp engine but by 1918 it was developing 375 hp, and earned a reputation as the most successful aviation engine of the Great War.

Noted for his well respected BR1 and BR2 rotary engines, Bentley's car engine design from 1919 through the twenties was strongly influenced by his war-

Two views of the 4.5 litre 115 hp engine of the highly successful 1914 Grand Prix Mercedes made use of features which would for years be used in aero engines.



The 4.5-liter, 115-horsepower engine of the 1914 Grand Prix Mercedes



*Grudge match: Eldridge in the Fiat Mephistopheles and Thomas in the Leyland Thomas at Brooklands in 1925. Thomas won the enormously exciting three-lap race at 123.23 mph. Photo courtesy New Zealand Sport Flying*



time knowledge of Mercedes technology, and its overhead camshaft advantages for his new high performance three litre car. Many aero engine manufacturers followed Mercedes practice after Rolls-Royce including Austro Daimler and Fiat, who copied a D1 imported by the Italian military in April 1914. As early as 1913 Hall Scott of San Francisco produced a Mercedes type cylinder for their A7 and A5 engines and later Packard, BMW, Liberty and others joined the cult followers.

The rapid development of the aero engine from 1914 placed them in a category removed from that of contemporary automotive designs from which they sprang. There were, however, similarities between the aero engine requirements and those of the automotive racing type. The common characteristics were pointed out in a paper read to the Aeronautical Society of Great Britain in 1917 by Louis Coatalen, the Managing Director and Chief Engineer of the Sunbeam Motor Car Company, manufacturer of both types. A summary of the paper was:

- Weight is important
- Cost is unimportant
- A high brake mean effective pressure (BMEP) is essential
- Silence is of no importance
- Reliability is essential for long periods at high power settings
- Special lubrication requirements are necessary e.g. dry sump systems

While Coatalen was incorporating, in his then new aero engines, lessons learnt by competing in the 1912 Monaco Boat races, we recalled in Part 1 that Peugeot had won the French Grand Prix against large engine competition with their radical new Henry designed double overhead camshaft car. Sunbeam's designer realising that his side valve engines had reached their peak was obliged to develop new and advanced engines if the company was to continue its involvement in motor racing and aviation. By 1913 Peugeot was improving their engines and won the Indianapolis 500 as well as the French Grand Prix and with a new three litre car won the Coupe de l'Auto into the bargain. Following these successes several copies of the new engine would appear on both sides of the Atlantic. Coatalen was quick off the ground and contrived to borrow or purchase the 1913 Coupe de l'Auto winning car which he stripped and a complete set of drawings were made enabling Sunbeam to appear with a full team of Peugeot replicas at the 1914 Isle of Man Tourist Trophy and a month later, the French Grand Prix. Apparently no patent was applied for by Peugeot.

As Managing Director and Chief Engineer, Coatalen persuaded the Sunbeam Board of Directors to expand their aviation business by producing a state of the art range of DOHC engines to be named Sunbeam-Coatalen. From 1915 to 1919 at least 22 different models were produced in considerable numbers, mainly for the Royal Naval Air Service seaplanes and dirigibles where they gave valuable service. Most were V12s but V8s, 6s and an 18 cylinder engine rounded off the range. A world first DOHC six cylinder prototype aero engine was installed in a racing car and competed at the 1916 Indianapolis 500 and other events in the US. As with Sunbeam, Peugeot believed that the twin cam inclined valve design had a great future for aviation so Ernest Henry was engaged to design an appropriate V8 for fighting aircraft. Although first to achieve the required 50 hour acceptance test, Peugeot had to give way to Hispano Suiza's new all aluminium SOHC V8 which had much lower weight for a similar power output. Peugeot received only one Government order for 400 engines, while Hispano eventually produced 50,000 and made a fortune. But for the unfortunate decision by Peugeot to use

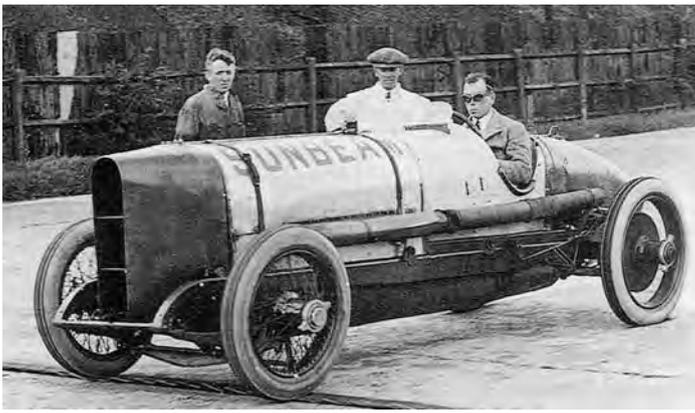
outmoded cast iron cylinder blocks the situation could have been reversed, however, in fairness to Henry he had left Peugeot before the project was completed.

The Americans, largely unaffected by the chaos in Europe, dominated the land speed record from 1910 to 1920, using racing cars with automotive engines. The legendary Blitzen Benz, a 21 litre pushrod four was the most famous car of this period and arguably the fastest in the world until at least 1919, achieving 141.7 mph one way on Daytona Beach in 1911. This engine and the 1904 22 litre Darracq V8 were the largest automotive engines ever built.

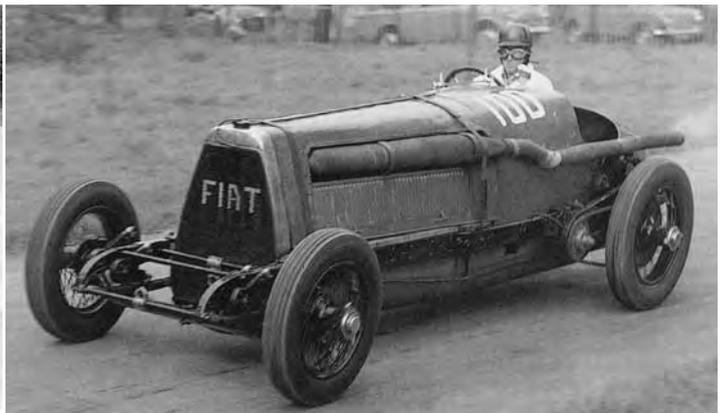
Ralph de Palma took the land speed record to 149.8 mph in a SOHC Packard V12 during 1919 and in 1920 Tommy Milton raised this to 156 mph using two DOHC cylinder blocks from a two litre Grand Prix Fiat on his Duesenberg engine. From here on, only occasionally would a land speed record contender use automotive engine technology. Prior to the 1920s land speed records claimed in the US were not recognised as world records in Europe where two runs in opposite directions were deemed more accurate. Duesenberg were not the first to use a 3 valve SOHC head. Mercedes had tried it, Bugatti until 1930 and the 1918 Sunbeam Arab V8 aero engine.

Early in 1919 Sunbeam acquired the assets of the Talbot and Darracq car companies and a new racing car was designed by Coatalen for hill climbs, sprints and record breaking under the banner of STD Motors. The new engine was based on the 325 hp Sunbeam Manitou V12 4 valve aero engine of 1918 but with one inlet and two exhaust valves driven by one overhead camshaft per bank. Maximum power was 355 hp at 2000 rpm and good enough to break the record at France's premier hillclimb at Gaillon in 1920. Then at Brooklands track in 1921, driven by KL Guinness of KLG spark plugs, the big car broke several world records for standing and flying starts, and finally the f.s. kilometre was taken at 134 mph, making this officially the world's fastest car. After winning many events from 1920 to 1922, the Sunbeam was sold to Malcolm Campbell who, after re-bodying the car, campaigned it successfully until 1925.

The armistice signing in November 1918 surprised many industrialists who were in full scale production expecting hostilities to continue into 1919 and 1920. As a result, thousands of aero engines were rendered surplus and sold off at bargain prices by the various Governments involved, for example a war reparation German or Italian front line engine could be had new in Britain for as little as £60, or half that if reconditioned. It now became possible for amateur racing drivers and constructors to consider installing inexpensive engines from 150 to 400 hp in pre-war chassis and compete successfully against pre-1915 Grand Prix machines and other factory built cars such as the 350 hp Sunbeam. For 1920 the Brooklands track authorities had organised a series of handicap races which attracted a wide variety of cars, these events proving very popular with the crowds until the demise of this great track at the outbreak of WWII. Although aircraft engines would dominate in land speed record attempts around the world, the spectacle of huge cars with strident exhausts circulating at high speed around the banking on Brooklands outer circuit, while overtaking slower competitors, would never be forgotten by those fortunate enough to witness the scene.



Kenelm Lee Guinness spins the back wheels of the 350 hp Sunbeam as he crosses the pneumatic timing strip on one of his standing start record breaking efforts at Brooklands in 1921. This car enjoyed a successful racing career until 1925. Photo courtesy New Zealand Sport Flying



Peter Gresham exercises the mighty FIAT Mephistopheles, named after the evil spirit to whom Faust sold his soul, at a Vintage sprint meeting at Castle Bromwich in 1962. Photo Courtesy Haynes Publishing. "The Enthusiast's Guide to Vintage Specials."

The first of the post-war amateur aero engine cars to appear was Count Zborowski's legendary *Chitty Bang Bang*, fastest of all in its day other than the 350 hp Sunbeam. Zborowski procured a six cylinder Maybach engine of 23 litres and 300+ hp at 1500 rpm, of a type built for Gotha bombers. A 1907 chain drive Mercedes 75 hp chassis was suitably lengthened for the Maybach which was converted to a dry sump lubrication system with a shallow sump to give more ground clearance. In March 1921, after winning its first two races averaging well over 100 mph, *Chitty* was re-bodied to reduce drag and became capable of 113 mph laps and 120 mph on the straights. Happy with his "fun car" Zborowski also enjoyed driving it on the public roads around the country. Subsequently the Count built two more *Chitty* type cars with 19 litre Benz of 230 hp and 15 litre Mercedes of 160 hp aero engines, but these were essentially touring cars. Apart from the dedicated land speed record contenders at least 20 aero engined cars raced at the Weybridge track or were used as touring cars. Sadly most were banned from racing after 1930 due to chassis fatigue and other safety issues. Writer Bill Boddy lists the known cars from 1913 to 1939 as follows:

1913 V12 Sunbeam	9 litres	White Mercedes	18.8 litres
1919 350 hp V12 Sunbeam	18.3 litres	Higham Special/Thomas	
The <i>Chitty Bang Bangs</i>	15-23 litres	Special <i>Babs</i> Liberty V12	27 litres
The Martin Sunbeam Arab V8	14.5 litres	Sunbeam Napier	11.4 litres
Cooper Clerget V8	19.8 litres	Napier Railton W12	24 litres
Wolseley Viper (Hispano V8)	11.7 litres	Sunbeam Mercedes	11.4 litres
Isotta Maybach	21 litres	Napier RR Falcon V12	14 litres
FIAT <i>Mephistopheles</i>	21.7 litres	Metallurgique Maybach	21 litres
ABC Bristol Cherub	1.1 litre	Nash Hispano V8	11.7 litres
		Itala Hall Scott	13.5 litres

The Continent occasionally produced aero engined cars, one example being a Stoewer with a German Argus military engine installed which enjoyed some success at the Fanoe Island speed trials in Denmark. Before the Maserati Bros. founded their own company Alfieri built successful racing cars of his own including a small Isotta Fraschini special with a four cylinder SOHC engine utilising one block of a Hispano Suiza V8 aero engine and won the Circuit of Mugello in 1922 by over two minutes from Count Brilli-Peri's 8 cylinder Grand Prix Fiat.

In May 1922 at Brooklands KLG lifted the land speed record to a two way average of 129.7 mph with the 350 hp Sunbeam. The previous figure of 124 mph, established in 1914 by Hornsted in a 1910 Blitzen Benz, demonstrates the terrific performance of that old car. The Sunbeam was capable of much more but not at Brooklands. Before he purchased the car Campbell tested it at Saltburn in Yorkshire and achieved 135 mph unofficially. Finally after tyre and course timing problems during attempts at Fanoe Island, Denmark, Campbell achieved a new record of 146.16 mph at Pendine Sands, Wales in September 1924 but this was less than one mph faster than that set up on a straight stretch of road in Arpajon, France by a new contender, Ernest Eldridge. His car was a 1908 chain drive racing Fiat built specially for Brooklands with an 18 litre 4 cylinder 3 valve

engine and known as *Mephistopheles*. Eldridge installed a 320 hp Fiat A12 6 cylinder 4 valve SOHC aviation engine of 21.7 litres into the lengthened chassis and raced with distinction at the track and in land speed record attempts.

In July 1925 Campbell had found more speed with a better streamlined body and a small increase in compression ratio, allowing him to break his own record with 150.86 mph again at Pendine Sands. At this time in the mid-1920s only World War I aero engines were readily available for ultimate speed records. A new engine cost was prohibitive if it wasn't on the secret list. Malcolm Campbell persuaded the Air Ministry to let him have a 450 hp Napier Lion broad arrow 12 cylinder engine for the new Bluebird car he was planning.

Meanwhile at Sunbeam, Coatalen was building the last road racing car the company would make. The 4 litre 300 hp supercharged V12 welded steel block engine, was designed by ex Fiat designer, Bertarione, now with Sunbeam. In March 1926 at Southport Sands, Henry Seagrave set a new world record of 152.33 mph in this car with the smallest displacement engine ever to hold the land speed record. A little over a month later Parry Thomas shocked the other contenders by raising the record to 171.02 mph on Pendine Sands with a car he called *Babs*.

Thomas was well known at Brooklands for his race and record breaking Thomas Specials, as well as the 150 mph Leyland 8, a racing version of the luxury car he had designed for Leyland Motors. Thomas purchased from Zborowski's estate the last big car the Count would build before his untimely death in 1924 during the Monza Grand Prix. The Higham Special was built in the Count's workshops at Higham House following the primitive chain drive *Chitty*-style, and now with an American V12 Liberty engine of 27 litres and 400 hp. Thomas rebodied the car and increased the power substantially by replacing pistons, camshafts and fitting four carburettors.

In April 1917 when they entered the war, America did not have a combat aviation engine although Packard and Hall-Scott had built some V8 and V12 prototypes influenced largely by Mercedes. Curtiss, Hall-Scott and a few others sold a limited number of training and general aviation engines in the 90 to 120 hp range. Marine and racing car markets were also targeted with appropriately modified aero engines. The Liberty series of engines were designed in 6 days by J Vincent of Packard and E J Hall of the Hall-Scott Motor Car Company at the request of the US Government. Using a standardised 5" by 7" welded up cylinder with inclined valves and SOHC, fours, sixes, V8s and V12s were built but only the V12 was mass produced arriving on the Western Front in DH4s three months before the armistice.

The last tango for Coatalen came in 1927 when he set his sights on the 200 mph barrier by constructing what was known as the 1000 hp Sunbeam for Henry Seagrave. Powered by a pair of 1918 DOHC 4 valve "Matabele" engines each of 22.4 litres and chain final drive, the car's two way average at Daytona Beach was 203.79 mph.

Seagrave's achievement revitalised American interest in the world land speed record and two new contestants entered for the Daytona event in February 1928. Frank Lockhart driving his beautifully presented 400 hp Stutz Blackhawk with two 8 cylinder racing Miller engines installed and Ray Keech's Triplex Special containing no less than three Liberty V12s in what was reported to be a White truck chassis.

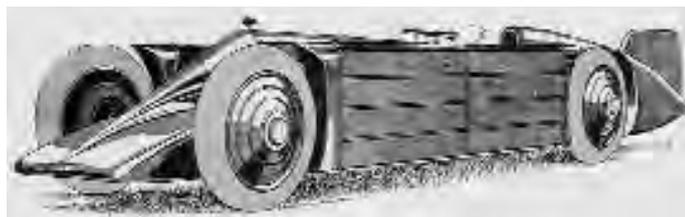
Malcolm Campbell appeared first on the 19 February with his revamped Bluebird now sporting a new body with a long low nose and a high tail fin to control lateral stability by preventing yaw. Novel at the time, the style would dominate land speed record cars for years to come. The Air Ministry finally loaned Campbell a special 900 hp Napier Lion engine for the attempt, which resulted in an average of 206.95 mph after a hair-raising ride over treacherous sands. Lockhart tried on the 22nd but ran into the surf at 190 mph and crashed, fortunately without injury, and on the same day Keech began his first run in the giant Triplex, when a coolant pipe failure put him in hospital with severe burns.

Campbell's celebrations came to an end on 22 April when Ray Keech came back to Daytona and raised the record to 207.5 mph, after suffering a rough ride, bad skids and more burns from an engine backfire. Someone said "brute force and ignorance had won". Three days later Frank Lockhart's third run returned him 203.45 mph but a tyre blow out on his fourth try overturned the Blackhawk and killed him instantly.

In an attempt to find a more stable surface for the very high speeds being attained, Campbell decided on a dead flat dried lake at Verneuk Pan, South Africa, for his attack on Keech's record. In this he was successful reaching 218 mph. While in South Africa he received a telephone call on 11 March with the news that Seagrave had lifted the record to 231 mph with the new Golden Arrow. This performance would have been just about Bluebird's peak had it not been the Pan's altitude effects on the un-supercharged Lion's power, so a radical re-design was necessary for 1930.

The Golden Arrow designed by Captain Jack Irving and built in KLG's workshops, captured the public imagination immediately because of its striking appearance and new standards of design and construction, setting a pattern for future LSR cars. The engine chosen was a Schneider Trophy Napier Lion developing 930 hp, a far cry from A J Rowledge's original design in 1919 with 450 hp. Eventually the supercharged Lion would produce 1450 hp, proving it to be one of Britain's most successful aviation engines.

For the man in the street motoring was booming in the 1920s and rivalry between manufacturers in the form of speed events was



The record-breaking Golden Arrow featured the Napier Lion engine. It was used successfully in many aircraft and has a unique place in history in being a one-off, without either antecedent or offspring. Photo courtesy New Zealand Sport Flying



Malcolm Campbell also used a Napier Lion engine in some of his Bluebirds, here setting the record at 174.88 mph at Pendine Sands in 1927. Photo courtesy New Zealand Sport Flying

capturing headlines, especially the LSR and particularly in Britain. For years Brooklands offered convenient test facilities for the motor industry with the capacity to encourage and prove new developments such as more powerful engines able to run at high speed for many hours without mechanical failure. The oil companies, of course, benefited from this and assisted by providing generous financial support for the best racing and record breaking motorists in the country. Man has always been a competitor and winning is fundamental to human progress, certainly no less in aviation. The advent of the seaplane in 1910 and the first Schneider Trophy competitions for this new type of aircraft in 1913 and 1914 augured well for a re-birth of the event in peaceful 1919. If any single factor could be identified as speeding up the pace of aero engine development, apart from the War, it would be the Schneider Cup races. Manufacturers Gnome, Napier, Cosmos, Isotta-Fraschini, Fiat, Curtiss, Hispano-Suiza and Rolls-Royce all gained substantial benefits from these events which, in the case of Fiat, Napier and Rolls-Royce, had a direct influence on the land and water speed records in the late 1920s and 1930s.

*To be continued.*



The right crowd: chief figures in the Higham circle surround "Chitty I" at the 1921 fixture (from left to right Wigglesworth, holding the starting-handle (minus hand grip) to swing the 23 litre Maybach aircraft engine into action, Miles, Lou and Jack and Richard Cooper. Lou's personal charm and dashing style gave an indefinable air to his racing performances. One commentator remarked on the "costume of the American underworld" worn by the visitors and, in particular, their "caps of an incredible check." Photo courtesy The Vintage Sports-Car Club Ltd, "The Racing Zborowskis"



Wound up: the method used for rousing the Maybach aero-engine was to employ a half-axle threaded over a starting handle from which the hand-grip had been removed. A stirring performance, causing journalist Dennis May to recollect that "the whole production acquired cabaret status on the Brooklands sidelines." Lou drove from Higham to Weybridge on Bligh Bros. trade number plates and, for practice sessions, carried ballast in the back to keep the tail down. Photo courtesy The Vintage Sports-Car Club Ltd, "The Racing Zborowskis"

# VERO RALLY 2006

## VCC Diamond Jubilee

Our Rally planning is well on track. Entry forms are being requested from the Rally Secretary and local Branches are now also taking names and arranging entry forms on our behalf. As at the closing date for this *Beaded Wheels* we have received 200 fully paid entries and sent out over 900 Invitations to participate (i.e. entry forms). With entries not closing for some twelve months we are happy with the progress to date.

There is however one item that causes us some grief. Many entrants are not including their VIC (Vehicle Identity Card) number on the form. We acknowledge the fact that there are still many entrants who do not have a VIC number for their vehicles. If this is the case please advise the Secretary with your entry and let us know when you will be able to provide the information. The rules are clear. A VIC is required for vehicles entered in the Rally. Please do not put us in the position of having a conflict late in the entry period due to this information not being supplied. At this stage only half our entries were received with all information and details completed.

Although the entry period is reasonably long we encourage you to complete the forms and make a commitment. This will ensure you are able to take part in your desired Monte Carlo Route and that accommodation will be available at the overnight points. You cannot be sure of which Monte Carlo route you will be on until an entry has been received. Please get to it.

Accommodation coordination in Invercargill is back on track. Although motel accommodation is tight there are plenty of alternatives and all entrants will be able to find something to meet their requirements. Once again remember the early bird gets the worm.

Arrangements are well in hand with the local Branches where the Monte Carlo Rallies commence. Full details of starting times and the actual locations will be sent to entrants well in advance of the Rally. Once again early entries will help in finalising these details.

Options for our participants on non-rally days are now being confirmed. These will include such things as visits to the Manapouri Power Scheme, Stewart Island,



Stadium Southland - venue for the Vero Rally 2006.

Milford Sound and possibly the Queenstown area.

Arrangements are going well. Help us out with an early entry. We look forward to seeing you in 2006.

Russell Hawkes  
Rally Director.

## SOUTHLAND CELEBRATES

JR (Ray) Lindsay Awarded Life Membership of Southland Vintage Car Club Branch

The occasion of the opening of Southland Branch's new lounge by Patron, Ray Lindsay, was used as a surprise award of Life Membership to him on 12 June 2004

Ray has had a role in every major milestone in the Branch's history, from his attendance and election to the executive at the first meeting on 20 December 1954.

Currently Patron, he has held the offices of Chairperson, Club Captain, and served for many years on the executive and various working committees

Always recognisable in his 1916 Ford T, which he has rallied throughout the South Island and Australia, he could be relied upon to suggest quirky entertainment to the extent of dressing classily in striped blazer and straw boater before the days when this was encouraged. Who can forget the crockery chamber pot positioned under his twin cylinder Renault to catch drips from the radiator at stops!

Some of the best early meetings were held in Lindsay Bros crib at Otatara and the securing of the Club's present property across the road was on Ray's initiative. He organised debentures to fund the club's building

programme, and the parts shed owes its area to Ray over-pacing the foundations to ensure the shed was double the approved length!

A sense of humour is detected in the records of a meeting in September 1955 when a certain R Lindsay recommended "That some thought should be given to colour when people painted their cars and they should try and keep as near as possible to the original colour". His 1916 Ford was painted white and has been recognised as the White Ford for the past 50 years!

It was a thrill for the whole club to award the highest honour available to it to our most senior member.

Although Lou Lindsay, Ray's wife, navigator and mentor, has been unwell of recent times she must take the credit for ensuring that her 91 year old husband can still leap out and crank start the Ford better than men 20 years younger.

We salute you Ray Lindsay and hope you are able to enjoy many more rallies with us.

Text Neil A McMillan  
Photos by Glenys McKenzie

Right: Ray and his trusty White Ford.

Reminiscing Neil McMillan, Alwyn McKenzie and Ray Lindsay. Three long standing Southland Branch members, all Veteran car owners, on the occasion of Ray receiving his Branch Life Membership.



# STYLING FOR FIAT

Text and illustration Malcolm Ford



Back in the late 1930s a young Ashburton man, Jack Ford, had an enthusiastic interest in Fiat cars. The four cylinder 501 of the mid twenties appealed to him.

These were not uncommon in New Zealand as Michael Sedgwick in FIAT p 115 reminds us: "The large number still to be found in Australia and New Zealand is excellent proof of the soundness of the design." However it might have been the 6 cyl 510 of the same period that took Jack's fancy to fashion a sports body around, I'm not sure.

Although he was not a trained mechanic or coach-body builder he had a natural flair for engineering. He was later to own a lawnmower repair shop and design a three set gang mower with a unique safety device to protect the blade from the damage of solid objects. Also, he must have had an eye for design trends when one examines what he did with his Fiat. So whether his car was the 501 or the 510 is uncertain and performance with either engine would not have matched the expectations of a true sports type car. But it certainly was different for its time.

It is obvious when examining the only remaining photos available that he lacked specialized sheet metal forming equipment and the experienced skills of a panel beater, but the general form of his design was as advanced as anything being produced in Europe or the US in this period of the early 1940s. The streamlined frontal panels and the recessed headlamps of the Airflow Chrysler and perhaps the little Opel come to mind for their more provocative styling. But Jack Ford's concept of full frontal treatment, recessed head-lamps, small unobtrusive grille and full valance mudguards pointed to the future.

This was a period when pre-War (WWII) sports cars were frozen in the image of the unashamed, fully exposed radiator, the big stand-off lamps and the clamshell mudguards and prominent running boards.

Soon after Jack had completed his car, around 1940, he made plans to move with his wife and family to Whangarei. He made the trip in the newly fashioned Fiat which he appropriately called Turino. His eldest daughter, Anne, remembers some of the excitement and attention shown during the "pit stops" on the way north.

Whatever happened to the car is a mystery. Jack Ford was my uncle and as a young man I well remember the car. Just recently I came across three photos of the car, but unfortunately not one showed a full view. The most complete, mainly side view, photo ends near the front wheel, while another shows a three-quarter front view. These views allowed me to sketch a complete a full view of the car.

I have not tried to tidy up the flaws in the panels (obvious in the photos), as to my mind, in spite of objections by motor body builder purists, the sculptural characteristics of the car are well expressed. If the car were still extant I believe it would be considered a work of art and would at least deserve collector or museum status. It fully epitomises the typical New Zealand attitude of good, honest self-expression in whatever medium is at hand. hw



Bill and Sue Partel's 1938 Chevrolet Master Deluxe, Otago Branch.

## 1938 Chevrolet Master Deluxe

Bill Partel

Our introduction into the Vintage Car Club came about by talking to Chris and Mary Whelan, who introduced us to their neighbour Ray Dunstan who just happened to have a 1938 Chevrolet which needed a full restoration. We purchased the car in 1996, and it took us (Sue and myself) until 22 May 2003 to have the car vinned and warranted. As I had not restored any type of vehicle before, it was quite a concern to me as to where I was going to source the parts to make the car roadworthy. These concerns were extinguished by the assistance of a group of club members who helped us. Sue and I would like to thank everyone who played a part in our restoration. Many parts were sourced from different swap meets in the South Island. A special thanks to my wife for putting up with the hours I have spent in the workshop.



A  
BEHIND THE WHEEL  
SPECIAL

# Jaguar E type

4.2 litre 2+2: 1969

# Mercedes-Benz

350 SL: 1972



How's your blood pressure?

This article could damage your health.

Confrontation. Jaguar v Mercedes. Spitfires and Messerschmitts all over again.

Moderns. They slip in under the thirty-year rule onto pages consecrated to Veteran and Vintage.

Criminal. Cars built for Speedsters by Speedsters - those suicidal killers, little better than terrorists that techno-society has sworn to hunt down and wipe out in the Bad Lands that lie beyond 150 km/h.

Text Scott Thomson

The confrontation is softened because both cars are the property of one person. Ewen Rendel let me drive them both one fine afternoon.

## History

My justification for including them in this magazine is just that they are both 'pre-war' cars. They both reflect the spirit of the swinging sixties before 1973. That was when the tanks rolled in the Middle East, oil prices rocketed into outer space and Ralph Nader's shock troops marched into Washington and Detroit. Europe did not escape. The world was changed and with it the world's cars.

Both cars were build for a market where speed was not only one of life's respectable pleasures but also a utility in shortening journey times. Both cars came from highly respected companies.

Superficially the E type and 350SL are similar - in size, intent and date of manufacture. The Jaguar is in fact a much earlier

concept, a fifties flowering launched in 1961. The fifties had seen Jaguar emerge from the ranks of small volume middle class British makers to be a world leader on price and performance. Five Le Mans wins certainly helped and the E type is in many respects a Le Mans D type derivative. The leaping cat leaped into the sixties as a clear front runner in the British motor industry, which was bounding with excellent innovative designs and dominating motor-sport in depth in a way never seen before. A true Golden Age.

The Mercedes 350SL is by contrast a sixties concept, introduced in 1969 for the uncertain seventies. Not that they looked uncertain just then. By the late sixties the German Auto industry was exporting 62% of its product. Mercedes in particular were going about their job with what DS Jenkinson so well described as an ominous air of satisfaction, spreading alarm and despondency that created a vast inferiority complex. Mercedes' industrial psychology was well founded in feet-on-the ground concepts and honest quality control.

On the psychological front the designation 350 SL was somewhat misleading. The title traded on the 300SL and 300 SLR racing cars but was in fact a 'soft' option developed not from the 'Gull Wing' but its ladylike 190 SL running mate.

## Jaguar

I tried the stunning red Jaguar fixed head first, squeezing into the bucket seat behind the wood rimmed steering wheel. Somewhere ahead over the horizon the sea-monster mouth was ready to suck air. It pays to allow for that unseen. snout when parking in confined places.

The entire front hinges up and forward with great access to the clean classic engine and suspension, sitting in their spaceframe which replaces the D type monocoque. For even better access the whole nose can be removed.

The 2+2 coupe has a slightly higher windscreen than the 2 seater coupe, which gives the larger car a mildly 'eyebrows raised' look from the front. From inside all round visibility is excellent.

On the move the clutch was light, gearbox better than adequate and ride at town speeds very good. As I reached highway speeds Ewen apologised that the tyres were rather a job lot and this may have contributed to a certain looseness of feel. Wind noise was fair, though I seem to remember one slack seal.

The plus two bit is really for the legless but comes in useful in what is essentially a two seat hatch that has good capacity for the shape, specially for longer objects.

## Mercedes

Access behind the plastic wheel is easier than on the Jaguar. The crisper lines of the body reflect a padded shoulders businesslike power dressing approach rather than the Jaguar's form fitting tracksuit. Access to Mercedes mechanicals is nothing like as good, the under bonnet having that random parts bin look that V8 engines generate so easily. There is a shelf cum slit trench in place of Jaguar's apology for a back seat.

Printed tests complain of the effort required to raise the hood or position the heavy hardtop. I experienced this 350SL only with hood down but memories of a 230SL confirm this reported inconvenience. The contemporary Sunbeam Alpine was a much more convenient convertible in this regard.

Moving off I found the power steering excellent of its kind and the automatic transmission did the job. Then I selected a lower range manually and got real growl and grunt that somehow surprised. In contrast with the Jaguar, the ride round town was jiggly but at speed became first class. I recalled how deceptively effortless these cars are. I have also noticed that some low speed harshness persists on sporting suspension options even in the current Mercedes range. In the 350SL it gave me great confidence.

Hood down and with windows wound down, wind noise and buffet were quite acceptable, but for some reason both increased when I wound the windows up.

## Road Holding

Serious performance tests are not the province of the series, but opportunity to drive both cars over the same roads within minutes enabled a couple of comparisons.

For the first, the cars were run at a steady moderate speed and then accelerated in top towards a selected object. The Mercedes proved substantially more accelerative.

For the second comparison each car was run through an open S bend where it was possible to hold a steady throttle at 100 km/h. Both cars dealt with the turn in and first part of the corner comfortably. The Mercedes treated the slightly tighter second half with the same equanimity. Here the Jaguar had a slight understeer that when corrected with steering rather than throttle translated into a degree of body roll and a feeling that the rear suspension was working to cope with the changed attitude.

The Mercedes is both quieter and a more mature package.

## How Fast?

Every sixties school boy knew the E type would do 150 mph. That makes a 1969 road test of the Mercedes at only 126 seem pretty slow. We now know that the celebrated ton and a half was scary stuff with a gauges off the clock, the whole about to melt down. It was a special engine that claimed 265 hp (actually 245 DIN) whereas according to Autocar folk, a 200 bhp standard E type would be 'one of the better ones'. The Mercedes lays claim to 200 DIN.

Other E type tests gave 141 mph best on a 1966 2+2, with an anti emission example making only a bit over 123 mph.

## Your Choice?

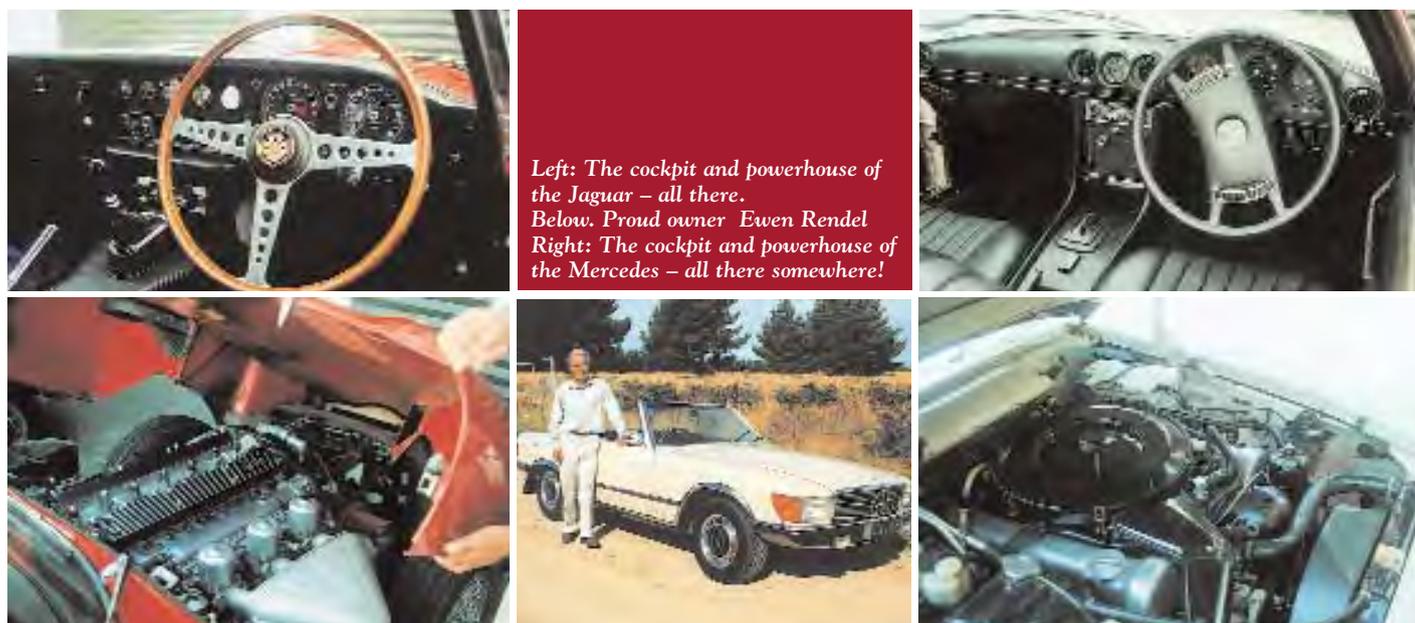
The Mercedes is heavier - perhaps 300 kg - and the owner feels safer in it.

In several discussions with friends I suggested the Jaguar was the girl you dream of dating while the Mercedes is the woman you marry - if you are lucky. Ladies in the party resisted this comparison forcefully but I noticed that nearly all of them stated a preference for the Merc! Whether this has anything to do with access I do not know but in those days of mini skirts it used to be difficult for girls of the better sort to make a dignified exit from an E. The trick was to slide the seat right back before she opened the door.

A few days after I drove Ewen's lovely cars, Edgar Ridgen loaned me his E type roadster at a Banks Peninsula Branch gymkhana - of all things. I must admit that I do not naturally drive sideways, leaving that to Flying Finns. I have to say that on grass the roadster was superb, the throttle belting the tail round markers, and a little steering catching things in a tidy and most satisfactory manner.

Yes. We could have danced all night.

bw



*Left: The cockpit and powerhouse of the Jaguar – all there.  
Below. Proud owner Ewen Rendel  
Right: The cockpit and powerhouse of the Mercedes – all there somewhere!*

# SURF, SAND & SEALS



David & Margaret Banks Plymouth on a coastal road.

The heading in the *Beaded Wheels* advertisement for North Island Club Captain, Rob Knight's tour carried this intriguing title. The brief route outline looked interesting even although a first read of the map failed to locate several of the proposed overnight spots. More thorough research indicated a challenging route into country where this scribe, and his wife Margaret, had never been and were unlikely to go except in an organised group. The prospect of an overseas tour added that little extra spice.

The calendar rolled around and the start date got closer and our anxiety increased as the drought broke. The floods dominated the news every night and reports of cancelled inter-island ferries became a regular feature. With the start scheduled for Fielding and participation in the Ruahine Ramble planned for the first day we followed the news very closely. However the flood damage meant that the Ramble was cancelled but the tour was still on.

The trip north was uneventful but an overnight in Picton proved that possum urine strips polish and permanently stains the 12/4's paint. The Inter-Island ferry was late as usual so a later than planned run

north followed. As we got closer to Fielding the flood damage became worse, the fences filled with debris and huge areas of farmland were still under silt and water. Our motel had been dry only by inches and we were somewhat embarrassed to discover that "refugees" had been again displaced while our bookings were honoured. The tour party began to arrive and there were plenty of cheerful reunions. A quick trip to the Manawatu parts shed proved worthwhile. First tour briefing was at Rob and Pat's home where about 40 people squeezed inside to escape the deluge. This was a first get-together for some and the communal meal was the first of many enjoyed over the next twelve days.

Away into the mist and overcast and over the Pahiatua Track. The Track is now handling 10,000 vehicles a day rather than the usual 1,000. Into the Wairarapa and still the storm devastation continued but the road authorities had done a great job and we had no more serious detours for the rest of the trip. Stopped at Tinui long enough to put the hood down and check out some historic photos at the local shop and pub, then on to Castlepoint for two nights. If you have never been blown away



Ken Forster checks his legs!

"A couple called Knight who's from Feilding  
They thought that a tour was appealing  
They took us through flood  
And plenty of mud  
Tomorrow we are surf sand and sealing"

(Anon tourist)

Text John Wallis

Photos David and Margaret Banks

by westerly wind try this spot. A lovely place with interesting side trips, but the wind...! Here we experienced the first of Rob and Pat's "daily competitions". Given the topic in the day's route sheet we had to compose a "posy of wild flowers". Some very creative arrangements and clearly a lot of the flowers would have been wild about being collected. Castlepoint also saw the first proper awarding of the cowbell for the "silly cow of the day", an award that moved on each day usually accompanied by much hilarity.

We were privileged to be given access to the Castlepoint Station and to be led across the private roads by the manager. There were some wonderful coastal views and the road conditions surpassed the public roads.

Five nights were spent at Carterton where accommodation proved to be a problem as there was a lot else on. We toured out each day to interesting places on interesting and mainly challenging roads. The weight of mud on the car started to exceed the normal kerb weight. One outstanding and memorable trip was to Honeycomb Rock. The last five miles were across stones and bog on an unformed



Waiting for the gate to open at Castlepoint Station. Mark & Suzanne Dunne from Gisborne lead the charge.

Turakirae Bay lineup.



farm track and included ten or more fords and mud galore. The farmer had the temerity to charge us to use his "road"!

Wairarapa Branch hosted us for the weekend at the Rex Porter Rally. A great drive through interesting country but don't go there to lose weight. We were fed constantly on delectable home cooking and you just couldn't see it go to waste. A very competitive bunch of rallyists up there and the timing was measured in seconds. Tourists Ron and Maureen Finucane carried off the big trophy in the Model A.

If you look closely at a good map of the South Wairarapa coast you may find Ngawi, and you may not. This delightful remote fishing village boasts a bulldozer graveyard. All the old bulldozers go there to launch and recover fishing boats as they come and go from the beach. Every make and most models are represented. We were hosted by the local community in hired

holiday homes. David Banks from Amberley managed to secure some quality fresh fish from a neighbour within minutes of arriving. Just as that was finished his wife, Margaret, thanked the neighbour who promptly passed over several crayfish. A few hours later eight of us went out on a cray boat to see how it was done and came home with more. By the time we headed to Lower Hutt we had more than had our fill of fresh fish and crayfish.

While in Lower Hutt we were privileged to be taken on a tour through the Southward Engineering works. Roy Southward and some of the senior staff hosted us. What an eye-opener, huge rolls of flat steel being manufactured into tube and then made into thousands of exhaust systems. Unfortunately they don't do "one offs" any more.

From Lower Hutt we again visited the coast via Wainuiomata but were driven off by the wind. Our last day comprised a drive from Lower Hutt to follow the water around Wellington Harbour. Along the Hutt motorway, around Oriental Bay, Evans Bay, Shelly Bay and Point Halswell. Then on to Worser Bay, Point Dorset, Breaker Bay, Lyall Bay, Island Bay and finishing at Owhiro Bay. From here up to

the heights of Karori to be taken through the historic Wrights Hill Fortress. Built during the Second World War but never used in anger. A trial firing of the 9.2 inch guns broke windows for miles around.

Sadly all good things have to end. The Wellington Branch hosted a first class final dinner in their newly renovated clubrooms. Unfortunately these had been flooded during the recent storms with some of the renovation work and part of their library material being destroyed.

Thanks to Rob and Pat for a great tour to some very interesting places, and thanks also to all our fellow tourists for such a wonderful and happy time. See you next time. dw

"There was a young man named Rob  
Who took his Buick on tour with a mob  
When it's vacuum tank broke  
He said buggar this for a joke  
As I may have to spend a few bob"  
(Anon tourist)

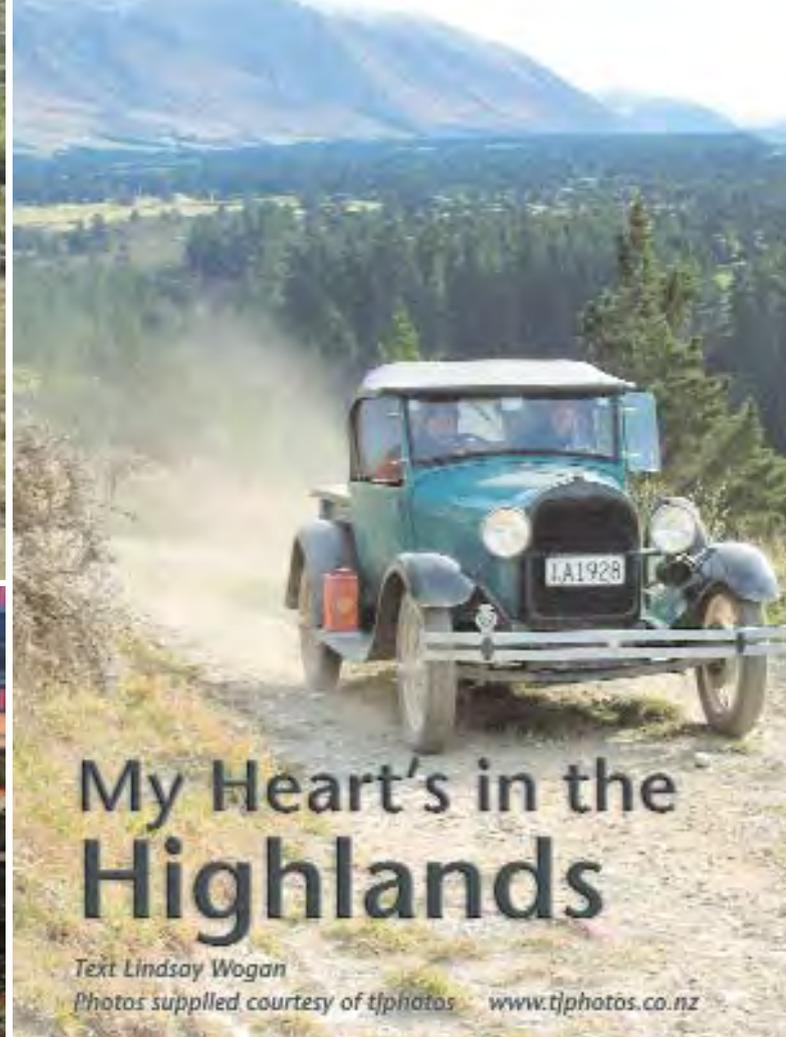
Glyn Clement's winning entry for "something constructed from driftwood".



Ron and Maureen Finucane, 1929 Model A, with trophies from Rex Porter Memorial Rally. Photo Margaret Banks.



Tour leaders Rob and Pat Knight in their 1926 Buick.



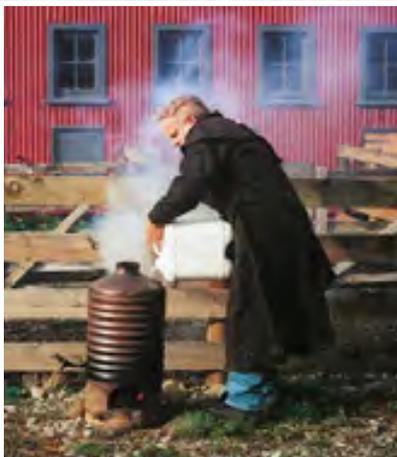
## My Heart's in the Highlands

Text Lindsay Wogan

Photos supplied courtesy of tjphotos [www.tjphotos.co.nz](http://www.tjphotos.co.nz)

Ken Forrester from Hamilton (Model A).

You all know the scene in the western movie where the steely-eyed stranger bluffs the gambler out of the pot with a useless hand and so wins the deeds to the ranch and the hand of the rancher's daughter. I know how that gambler must have felt!



Top: Garry Moore's 1928 Chrysler. Above: Don Muller boiling the billy at Lake Coleridge Station.

A few days before the Irishman Rally organiser Marilyn McKinlay rang me. "How would you like to write the report on the 50th Irishman?" "Oh, well Marilyn, I'm pretty busy and don't think I would have time," "Let me put it in another way, how would you like to win the rally?" "Gee Marilyn, I would love to write the report". Never play poker with Marilyn McKinlay!

I always look forward to Irishmans, having first gone in 1961 and having only missed about four years since. This year was the 50th rally and included an Extraordinary Day on the Friday. This consisted of a ramble, in the form of a mini-Irishman, ably organised by Andrew McClintock, in the morning. The run covered a representative selection of stop-banks, grass tracks and shingle roads around the northern fringes of Christchurch and was greatly enjoyed by some 90 participating crews. Back to Cutler Park for a boxed lunch followed by a series of driving and judgement tests. How many got all the mystery objects on the display table? Not all had a trouble-free day. Rae Fairweather and Don Broome spent the day rebuilding the starter motor on Rae's 1930 Hotchkiss, I recall someone rattling through the parts shed for a Dodge half shaft and Earl Preston searching for a suitable bolt for a self-dismantling shock-absorber on his borrowed FIAT 501S Roadster (ex the late Merv Butler.)

In the hall there were display boards of early Irishman photographs to pore over and, on the stage was a diorama of a woolshed scene of ex-army camp bed, hay bales and hurricane lantern to represent the good old tough old days. After some speeches, Warner Mauger, Garry Cockram, Geoff Owen and Dave Barker were called forward as participants in the very first Irishman Creek Rally, to cut the cake. Andy McClintock pointed out the need to ensure that the 100th Rally would run smoothly and suggested that the four originals should take it in hand plus some help from younger blood in the shape of Norm Sisson and Waterpump Wayne. He then handed out 2054 calendars as an aid to memory! There followed a light barbecue meal and a noggin and natter.

Next morning early (but by no means bright) over 140 vehicles gathered, pre-dawn in dry but overcast conditions for the off. A marvellous array of club vehicles met the eye from 15 branches from North and South Island. Exotica included Danny Ryan's 1919 Lancia Kappa, Keith and Di Humprey's 1922 Vauxhall 30-98(ish), Ron Jacob's 1928 Lancia Lambda – all upper North Island. Five Bentleys, five Delages, two Rolls-Royce, an Anslado, an O.M., a 14/40 Sunbeam, and three other Vauxhalls (23/60, 14/40, and Cadet). As well there were representatives of virtually all other British and American manufacturers from small to enormous. Brand new was the 'Mayoral limousine', Garry Moore's 1928 Chrysler resplendent with very Bentleyish fabric tourer body and with outside gear and handbrake levers.

Instructions collected, ace navigator Alan Welbeloved aboard the 14/40 Vauxhall, and we were away travelling south to the West Melton area where we veered westward via a muddy ford and grass tracks. Vintage cars as far as the eye could see, both ahead and astern. We passed rally stalwart Ray Shearman whose 1927 Austin 12/4 tourer was at the roadside bonnet raised. It was a blown head gasket, but a quick call to Christchurch saw a replacement dispatched and Ray and Austin were back in the rally at the lunch stop.

Ever westward via sealed roads, shingle roads, grass tracks and across virgin paddocks, we came up behind an Essex sedan with number plate reading MYRTEL, how quaint! We pressed on into the hills travelling via the Pig Saddle road to Springfield where we refuelled ready for the long slog up Porters Pass. Amazing how the modern 4WDs all rush past on the flat and then crawl up hills and baulk you when you need to keep your revs up? Grrrr!

As we climbed higher the temperature dropped and when we swung left round Lake Lynden we were treated to a flurry of sleet. Onwards over shingle roads to the morning tea stop at a shearing shed near Coleridge – a welcome stretch and hot tea and scones plus a commemorative enamel mug. Keith Humphreys was swapping plugs on his Vauxhall and muttering about sooting up.



Top left: Roy and Maureen Finucane, Te Aroha, 1929 Model A. Top right: Overall winner Barry Browning 1930 Chrysler 8. Above from left: Royce & Jan Baker 1930 Austin 7; Alan Paris 1929 Plymouth; Kevin Straw 1930 Model A.

Down to the Rakaia Gorge Bridge, and across the grass paddocks with a sharp rise up a rough track. More loops of shingle and down to Montalto and the lunch stop at Mayfield Hall for the usual huge country meal. Outside cars came and went as the local school children asked questions about the old bombs. We learned that Dr Crawford's 14/40 Sunbeam had damaged two cam-followers and had limped back to Christchurch. Bad luck. While warm in the hall, outside a drizzle had set in. We collected a route sheet and headed for Geraldine and fuel. At the service station Adrian Cook had trouble with his three litre Bentley. "Are you chaps mechanically minded" – what a double edged question. Starter button not working so up with the bonnet, where a lucky stab at the solenoid button had the engine springing to life. Phew, how lucky can you get.

As we exited Geraldine we passed dear old Myrtel again and pressed on into the hills passing through several fords until we reached Hanging Rock Bridge. We managed to 'wrong-slot' at this point and ploughed a lonely furrow until we came out on the main Geraldine-Fairlie highway and turned left to head for our destination. Our joy was completed by a brief, brisk shower of hail. What fun! At the hilltop we picked up the instructions and swung right to travel via the Opuha Reservoir to Monument corner and across the valley to the last ford of the day. No marshals so we were obviously well ahead of the field. Left onto the Burkes Pass highway and into the final control at the Silverstream pub at Kimbell, not a Vintage car to be seen. Solid first home! Gradually the rest of the troops straggled in, including Myrtel, we were getting quite worried about her. The noise level rose in the bar as tales of daring were recounted, savloys and bread appeared and went down a treat and soon it was time to brave the cold and trundle down to Fairlie and our motel. That evening we enjoyed a pleasant meal at the Old Library restaurant, a few "Oh be Joyfuls" and much reminiscence.

A brilliant sunny Sunday morning saw us all motor of to Cave and then turn into the hills over superb shingle roads to eventually climb the MacKenzie Pass into the MacKenzie Basin and on to Tekapo where we climbed Mount John to the observatory to enjoy

the superb panoramic views of the Southern Alps before returning to Fairlie where the Volunteer Fire Brigade laid on another vast country lunch.

In the afternoon we headed to Strathconan for Pete's Patch the driving tests consisting of a trial hill (my 14/40 only reached marker 7 whereas the Austin Sevens seemed to crest the rise with monotonous regularity) and a garaging test. This was also the best opportunity to view all the vehicles in one place. I was intrigued with Keith Hopping's Buick raceabout which seemed of a very heroic era until its straight-eight engine burst into life.

As the sun disappeared the cold increased and it was high time to adjourn to our accommodation to prepare for the evening do.

At the Fairlie Community Hall the bars were doing brisk trade and the yarns were flowing freely. After a bracket of stirring tunes from the Fairlie Pipe Band, Marilyn McKinlay began the presentations. Avon Hyde, Malcolm Cameron, Paul Cameron, Frank Renwick, Clynt Inns and Garry Moore were singled out for their marathon effort in getting Garry's Chrysler finished in time for the Rally. Garry (1928 Chrysler) also won the award for Pete's Patch. The Tailender Award went to Wayne Henderson, Otago, in his 1925 Morris. Then as a light sweat of anticipation broke on every brow came the two biggies – runner up was Colin Heald, and finally the Winner of the 50th Irishman Rally and the coveted Spigot Trophy, the organiser of the 51st Irishman was Barry Browning, Canterbury, 1930 Chrysler 8. You lucky, lucky devil you!!

Supper followed and the Irishman Band consisting of Don Suckling on banjo, Paul Cameron on guitar and pianist Steve Aldersley, swung into action and had the crowd singing along to the old favourites. A great night ensued. Next morning it was with the usual feelings of anticlimax that we packed our gear back into *Lady Luton* the trusty 14/40 and pointed the bonnet northeast for the run home to Christchurch reflecting on the joys of the 50th and anticipating the challenges of the 51st. The Saga continues....

bw

# MOOLOO, OLAY, OLAY, MOOLOO, OLAY!!!



Text and photos Snow van den Broek

Peter Alderdice, 1928 Harley-Davidson.

You've all heard it before and you will continue to hear it in the future! It's not just the Waikato rugby that people are singing about but appreciation of another MOOLOO MEANDER motorcycle rally.

The first weekend in each April is the chance for the organisers to endeavour to route riders down new and interesting Waikato roads and as usual for this event it always works out just fine (including the weather in this case). Fifty-seven entered this year's event and by all accounts all had a great return on their investment of the entry fee, even if Mark Little got to see most of the course from the backup vehicle.

Friday evening is the foundation of the Mooloo with friends made and remade over tales of rides and repairs and past events that always get better every time they are recounted. Saturday morning presented itself with a magnificent clear sky and warming sunbeams that bade well for the day ahead. After this year's organiser Geoff Long had verbally indicated any areas that could cause concern it was up to riders and pillioners or passengers in combinations to see themselves out of the gate at their allocated times.

The first part of the sojourn that Geoff had laid out was through an area of small lifestyle properties and thoroughbred stables. The landscape altered as he guided everyone into the hills through Te Miro and on spectacular roads to Whitehall. Down out of the hills into a valley that then leads back up to the Taotaotaroa area where views right down to the Mamaku Ranges could be taken in as they wandered along. The smell of the lunch could possibly be noticed by those with a keen sense of smell as people were taken tantalisingly close to the Okoroire Hot Springs Hotel (the "Oko") but then led away to circumnavigate a large area of farmland to arrive at the hotel from the opposite side. This served a double purpose in that it took in more desirable riding and avoided a risky turn into the lunch setting.

As there were no concerns about timed segments in the event after lunch, most were very lackadaisical about getting going and an indication of the casual nature of a Mooloo Meander can be garnered from Steve Payne, who when asked where his instructions were, replied "That guy in front of me has them."

The return to the Waikato clubrooms was straightforward and enjoyable allowing the motorcyclists to travel through Matamata and on to the Walton and Kiwitahi areas. Scotsman's Valley channelled all to the start of Pukemoremore Road, another of those roads so enjoyed by vintage owners, and then on to another chance to socialise at the finish.

As was the case last year, dinner was prepared by Jillian Hayton and Shirley Foote and just like last year it was immensely appreciated. Of course no Mooloo dinner is complete unless

Alan Jones, 1965 Lambretta.



Paul and Jodi Tomlin, 1925 Harley-Davidson.



Dave Mayhew, 1956 Douglas Dragonfly.



Enjoying lunch at the Okoroire Hot Springs Hotel.



Neville Olsen, 1924 BSA Model L.

there is Mooloo Ice Cream and even though most made a real effort there was still some left after all were done.

Prize winners were ascertained or should that be "selected" and all recipients benefited from the goods generously sponsored. Peter and Ann Spiller were part of the large contingent of Auckland members who had crossed the Great Divide (The Bombay Hills) to play a part in the success of the event, and succeed they did, achieving the overall winner's laurel. Waikato club's newest member, Alan Jones (he had joined just the week prior), had guided his Lambretta L150 to be first Waikato Branch member and the opportunity to be involved in the planning of the next Mooloo.

The announcement that next year's Mooloo would still be presented even though the Waikato branch are hosting the National Motorcycle rally in February drew loud approval, once again an indication of its popularity. No doubt Waikato have got the recipe right and they will be "cooking it up" again next April. **BW**

## RESULTS

### Veteran/Vintage

- 1 Gary Bright 1930 Douglas
- 2 Bob Hayton 1929 Norton
- 3 Neville Olsen 1924 BSA

### Post Vintage

- 1 Gail Menzies 1938 Velocette
- 2 John Caulfield 1937 Velocette
- 3 Roseanne Bright 1932 Royal Enfield

### Post War

- 1 Peter & Ann Spiller 1952 BSA B33
- 2 Alan Grout 1955 Ariel VH 500
- 3 Don Green 1948 Velocette MAC

### Post 60

- 1 Alan Jones 1965 Lambretta L150
- 2 Peter & Robyn Levet 1972 Honda CB750
- 3 Geoff & Sue Long 1961 Norton Dominator

### Combinations

- 1 Wally & Rosalene Hunt BSA Empire Star
- 2 Peter Alderdice 1928 Harley-Davidson J
- 3 Paul & Jodi Tomlin 1925 Harley-Davidson J

### 1st Waikato Branch Member

Alan Jones

### Hard Luck

Mike Little

### 1st Lady Rider

Gail Menzies

### 1st Overall

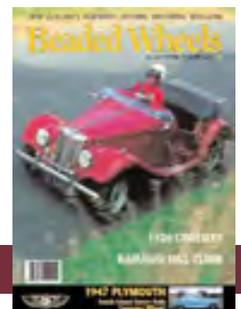
Peter & Ann Spiller

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Peter Fletcher's Model T with alert security team in charge.



Diane Ross waves away the first car to leave Takaro Park.

# WINDSOR RALLY

## North Otago Branch

Text Tony Aker Photos Beryl Aker

In an attempt to avoid conflict with the activities of other branches, the timing of the Windsor Rally reverted to early December in 2003 and this was reasonably successful with entries being up 20% on last year's event.

Fifty vehicles started the event and all completed the course. The rally route, plotted by Merv Aitcheson, saw the vehicles leave from Takaro Park and travel

some urban streets before heading northward onto the Waitaki Plains. A mouth-watering scent from the freezing works was detected when passing Pukeuri, probably enjoyed all the more by those in open cars who could not escape. Following a brief tour of some of the plains roads we headed into the hills to the west of SH 83 for about six miles of gravel road motoring. While the unsealed roads were generally in

good condition, some patches of corrugation on the steeper sections of Ridge and McLeod's Roads made one appreciate the improvements in suspension and steering design which have taken place in the 60 odd years since my Chevrolet was new. Also included in the route was the Coalpit Hill, scene of numerous hill climb events in years gone by.

Back out onto SH 83 via Horse Gully and then off the Highway again at Awamoko for a loop up on the hill to rejoin the Highway again at Georgetown and travel to the Awamoko Domain for a picnic lunch and field tests, which were both challenging and entertaining. The breeze had died away by lunchtime and conditions at the lunch venue were ideal.

The entrants then made their way by various routes back to the clubrooms for a barbecue tea and prize giving. The scheduled happy hour became slightly less so for a while due to the unfortunate misplacement of the key to the booze cupboard. However further supplies were obtained and the event proceeded happily.

Thanks to all who participated either as contestants, as rally officials or in other capacities.

bw

### Results

#### Veteran Time Trial

- |   |                |              |
|---|----------------|--------------|
| 1 | P & E Fletcher | 1913 Ford T  |
| 2 | K & K Perry    | 1911 De Dion |
| 3 | C & J Pearce   | 1912 Sunbeam |

#### Veteran Field Tests

- |   |                |              |
|---|----------------|--------------|
| 1 | P & E Fletcher | 1913 Ford T  |
| 2 | K & K Perry    | 1911 De Dion |

#### Vintage Time Trial

- |   |              |                |
|---|--------------|----------------|
| 1 | D & A Warlow | 1928 Hupmobile |
| 2 | R & D Ross   | 1930 Chrysler  |
| 3 | D Thomas     | 1925 Essex     |

#### Vintage Field Tests

- |   |            |                        |
|---|------------|------------------------|
| 1 | D Wardell  | 1923 Lorraine-Dietrich |
| 2 | R & D Ross | 1930 Chrysler          |
| 3 | B Perkins  | 1925 Dodge             |

#### PV Time Trial

- |   |               |               |
|---|---------------|---------------|
| 1 | J Adamson     | 1932 Hillman  |
| 2 | M Chamberlain | 1938 Pontiac  |
| 3 | B Ryan        | 1939 Vauxhall |

#### PV Field Tests

- |   |               |                |
|---|---------------|----------------|
| 1 | M Chamberlain | 1938 Pontiac   |
| 2 | L Bennett     | 1937 Chrysler  |
| 3 | R Shirreffs   | 1939 Chevrolet |

#### PWV Time Trial

- |   |           |               |
|---|-----------|---------------|
| 1 | J Perry   | 1948 Mercury  |
| 2 | K Haywood | 1952 Vauxhall |
| 3 | G Dodd    | 1948 Citroen  |

#### PWV field Tests

- |    |                |                   |
|----|----------------|-------------------|
| 1  | B George       | 1958 Morris Minor |
| 2  | G Dodd         | 1948 Citroen      |
| 3= | M Houston      | 1957 Austin       |
|    | J & J McIntosh | 1952 Chevrolet    |

#### P60v Time Trial

- |   |              |                |
|---|--------------|----------------|
| 1 | H D Browett  | 1968 Triumph   |
| 2 | B & N Webber | 1963 Hillman   |
| 3 | J Shirley    | 1962 MG Midget |

#### P60 Field Tests

- |    |           |                      |
|----|-----------|----------------------|
| 1  | B Aker    | 1965 Triumph Vitesse |
| 2= | C Walsh   | 1969 Ford Mustang    |
|    | H Browett | 1968 Triumph         |
|    | K Fowler  | 1973 Jensen Healey   |

#### Commercial Time Trial

- |   |               |             |
|---|---------------|-------------|
| 1 | J Geddes      | 1972 Holden |
| 2 | J Welsh       | 1971 Holden |
| 3 | K & D Priston | 1930 Ford A |

#### Commercial Field Tests

- |   |               |             |
|---|---------------|-------------|
| 1 | J Welsh       | 1971 Holden |
| 2 | K & D Priston | 1930 Ford A |
| 3 | J Geddes      | 1972 Holden |

#### Motorcycle Time Trial

- |   |           |              |
|---|-----------|--------------|
| 1 | T Appleby | 1950 Triumph |
| 2 | B Murray  | 1962 BMW     |
| 3 | S Adamson | 1954 BSA     |

#### Motorcycle Field Tests

- |   |           |                |
|---|-----------|----------------|
| 1 | B Murray  | 1962 BMW       |
| 2 | R Gilbert | 1950 Velocette |

## UNFINISHED BUSINESS

Continued from page 11.

- 1 When working on a motor, vehicle or in a work area there is no greater priority than cleanliness.
- 2 A successful workshop/garage business is to a large extent reliant on the efforts of DIY home mechanics.
- 3 Much has been said about the propensity of the Austin 7 to break crankshafts. In the 58 years Ross has been driving these cars he has never fractured one of these components but then he always drives an Austin seven as if it is an Austin seven, not a modern car.

Ross is likeable and knowledgeable and laughter comes easily during conversation. His technical knowledge is also not confined to the motor car. To the Banks Peninsula Branch Ross Haynes is accepted as being the Austin Seven guru for New Zealand. After spending time with him I can now understand the reasoning.

bw



# PUGS DO THE REDEX 50TH

Celebrating the Peugeot 203s historic victory in 1953

*Text and photos Dave Duirs*

In 1953, the first Redex reliability trial was run, over 6,500 miles in two weeks, from Sydney north to Townsville, across to Darwin, down to Port Augusta, then back to Sydney via Adelaide and Melbourne. Eleven Peugeot 203s were entered, the third largest representation (after Ford and Holden), and the crews' optimism was rewarded: Ken Tubman and John Marshall, driving a Peugeot 203, won outright, and all eleven 203s finished.

The first Redex trial was a stunning success, attracting enormous media and public interest, and in 1954 the trial was run again, this time going right around the continent, but allowing only four extra days for the trip. This event was won by a six year old Ford and the driver, "Gelignite" Jack Murray became a household name. Peugeot however, was still up there, with Bill Patterson placed second outright in a 203, one of many that competed.

In the 1955 Redex, Peugeot was again credited with the victory, and had the largest percentage of undamaged cars at the finish, but was relegated to fifth after a successful protest applied to its cars due to cracks in the bodies. This was to be the last Redex.

The following year Wilf Murrell and Alan Taylor won the incredibly tough Ampol Trial in the newly released 403, a model that carried on the 203 tradition of rugged reliability.

## 2003 PEUGEOT REDEX 50TH ANNIVERSARY RERUN

About three years ago Graham Wallis of the Peugeot Car Club of Victoria, Australia dreamed up the idea of celebrating the 50th anniversary of the historic victory of the little Peugeot 203. My wife Dorothy and I reckoned we would enjoy a weekend in Melbourne so committed ourselves to a little break from work!

Well, the whole thing grew and eventually Graham presented his plan to Peugeot Australia who, by accepting, went a long way to underwriting (together with Hols /Redex, Omega and others) an 11,000 km rerun from Sydney-Townsville-Tennant Creek-Darwin down to Alice Springs-Port Augusta via the Oodnadatta Track back to Sydney by way of Adelaide, Melbourne and Canberra, taking 29 days for nearly 90 old cars. Eligible cars were all Peugeots sold in Australia prior to 1964, any type of car from any person who competed in Round Australia events from '53 to 64 or any actual car which competed at this time. Ultimately there were 30 x 203s, 11 x 403s, 35 x 404s, 1 Chrysler Airflow, 1 A90

Atlantic, 2 Holdens (FJ & EH), 1 XK Jag 120, 1 Citroen Light 15, 1 1800 Land crab, a Falcon ute and a Mustang. We were the sole car from NZ, along with two from France, one from UK and one crew from Peugeot France in a loaned 403. Basically the rerun was classified as a tour with competitive elements on the way such as navigation, economy runs, hill climbs, khana-crosses, skills events, timed sections with some "official" functions and public displays. Our shortest run was about 80 kms and the longest 730 and most days we were very busy indeed. Points were allocated for participation (clocking in and out each day) and performance in competitive events.

While the mountain of paper work to organise the shipping by RORO ferry, and arrange accommodation in the outback, vehicle importation (Carnet) etc went on at night. Every spare moment on the weekends was spent giving 203 a thorough going over – brakes relined and sleeved, suspension bushes renewed, diff. removed and torque tube seal replaced, engine removed (a last minute decision ten days before shipping) to replace leaking seals, new plugs & points, new Michelin XZX tyres, total scrape down, degrease and water blasting. With the boot full of tools, two spare tyres, critical spares and oils she was as ready as we were going to get her.

We flew to Sydney and with invaluable help from ex-pat Kiwi Peter Wilson of NSW Peugeot Car Club and David MacNevin (customs broker), 203 was collected from Sydney wharf and spirited through back streets to meet Peter Tsavidaridis of I Fixem Car Repairs for our mandatory "blue slip"(WOF) check before confronting the RTA for official certification to drive on Australian roads with NZ registration backed by the Carnet, something the guy had not seen before!

We then visited Ralph Moore Autoglass at Mascot to have our original toughened glass windscreen replaced with a laminated one as the organisers assured us that the first road train to pass us would smash it. (How true for some!) Our battery was replaced with a





heavier duty one and the paper element air filter renewed with a new washable Unifilter courtesy of Hayden Gouch.

The finishing touches completed we presented ourselves to Peter's Portapug for pre-rally scrutineering as per the CAMS regulations.

### THE REDEX BEGINS!

We all congregated at the Peugeot Automobiles Australia HQ at Homebush for final briefing and collection of CAMS competition licences. It was worth going all the way just to see all the entrants' cars. We had never seen so many 203 and 403s and some of the 404s were capable of some pretty hot performances.

On a beautiful, sunny 22 June, all the competitors assembled at FOX studios oval which used to be the Sydney A&P show ring of yesteryear and the starting point for Redex 1953. A brief resume of each vehicle and crew was read out to the large crowd as we went under the starting arch, made our way around the arena waving to the crowd and onto the highway on our start north on the great adventure!

Our first break was inland to Maitland for a concours event (before we dirtied and dented the old girls), and dinner in memory of Ken Tubman, winner in 1953. This was a short run to give us all a shake down before we settled in to the real stuff!

Into the country and over some dirt road navigation brought us to our first khana-cross where we had the first chance to throw our cars around the paddock apprehensively at first as they are 50 years old and we still had 11,000 kms to go. Some of the cars, 203 included, were playing up with uneven running, so many a bonnet was full of heads giving untold advice which, fortunately we ignored, as eventually 203 cleared her cobwebs and was on her way! Our next stop in Armadale was a late affair as we had stayed with an ex-Kiwi couple who had put their fan through their radiator in the khana-cross.

After a freezing night we were up early to a heavy frost to compete on the skid pan event before gassing up for an economy run to Grafton and the inevitable visit to Repco or Super cheap Autos for those "essentials" to make the old girls perform better. Lining up for early starts, gassing up at short staffed roadhouses, stops at little pubs for lunch, queuing at destinations to confirm a bed soon became routine! Many of us were religiously adding the free REDEX lead replacement additive at each stop and

radiator temperatures were beginning to be higher than normal as the runs became longer. Tweed Heads on the Gold Coast was our resting place with an early start (we soon learned to be early birds in order to get on our way before the pack). To the Southport Peugeot agency for a "restart" in the main street as a publicity event.

The run to Nambour was our first true navigation run where we had the option of choosing the route, the easy run or the difficult route. Apprehensively, we opted for the easy run through the beautiful Blue Glass House mountains and really started to get the feel of what we were up to and 203 was now running sweetly too. Our cabin at Noosa Heads was neat and rested us ready for the next day's activities of a paddock khana-cross (the boy in me starting to come out!) and hillclimb which, for safety, necessitated emptying the cars before screaming them up an official course which cost some cars dearly in the engine and rear axle departments!

Further up the coast to Bundaberg we stopped for a publicity display. This was very popular with the locals who freely chatted about old Redex events. The day concluded with a khana-cross and complementary meal with the locals. The climate was also different with pineapples and sugar cane appearing beside the road. This led to some concern about the rising radiator temperatures and many a bonnet was up before bed dealing with "adjustments" and some evidence of valve recession. We now decided that as 203 was sweet, but running hotter than at home, we would not fiddle, forget the premium fuels being recommended, feed her the Redex and not flog her too hard and wear shorts!

The run to Mackay (506 km) was our first long run and we were third away and cruised at over 60mph all day to finish the day with a great civic reception displaying our cars in the mall with a band and dining on the pavement.

The run to Townsville was hot, (no air conditioning in 203s) through sugar cane, mango and cattle country with some cars having wheel bearing and heating problems. This was our first rest day and we did enjoy the break and the tropical feel of the waterfront area which has been beautifully redesigned in recent years after a hurricane. Our cars were displayed under spot light in the domain while we wine and dined on the water front. I was persuaded to install an electric fan which wasted some dollars and a lot of time as it made no difference to the cooling. A

number of the Aussie cars had replaced the conventional fan with thermostatically controlled fans to save power, but by now quite a few radiators were being flushed and the niggly problems sorted. Our 203 was behaving well and a quick check of tappets confirmed the Redex was doing its job of preventing valve recession.



### HEADING WEST

Our first really long run of 661 kms through hot, termite country to Julia Creek had us out early for the economy run to Charters Towers on the Flinders highway. Ambient temperatures were in the mid thirties and the radiator at 100+ (with coolant) but 203 was holding her own with the others at 65mph, and a CO2 radiator emission check was made to confirm no head gasket leaks which made us a bit happier. The roads were long, hot and dry and we encountered our first roadtrains. The pressure wave if they came up from behind or the slipstream if we snuck in behind was quite something!





Our nonexistent accommodation that night was restored by simply standing over the bar and threatening to stay there! The small local community did us proud with a spit roast meal under the amazingly clear skies with loud country music backing.

The equally hot run to Mt Isa with even bigger termite nests in the bright red dirt, scattered brahman cattle on the barren pastures, and large groups of Peugeots descending en masse on the small road houses were becoming the order of the day in this huge part of the outback. We had our first puncture, a failed tube, which was remedied by putting in a tubeless valve to match the rest of the Michelin Xs. We actually saw our first hills in ages on approaching the Isa where we toured the huge mineral mine in sweltering heat. The English 203 van (ex Paris to Peking rally) had an engine transplant courtesy of the spare on the back up truck and was ready for action during the night!

Early sunrise saw us ready for the long 665 km haul to Tennant Creek along the Barkley Highway which is a

narrow sealed strip through pretty dismal grazing country. We soon learned to vacate the highway when a road train approached. Consequently there was plenty of dust and many a stone chipped bonnet or windscreen. With a tail wind 203 fair hummed along and we were

getting pretty confident now that we were well into the routine of the rally and these long hot runs were proving surmountable without too much drama and we had now formed friendships with some crews who were running a similar "plan" to ours. Peugeots were for forever passing each other as breaks were taken along the way, and any mechanical problems were smartly attended to by following crews. Great stuff and certainly part of the spirit of the whole experience.

As we crossed the Northern Territory border the roads instantly improved and of course we gained the bonus of half an hour which enabled a bit of leisurely street walking in Tennant Creek before enjoying another spit roast of lean beef at the local show grounds. Some cars needed surgery to exhaust systems and the local Auto pro had the usual Peugeot queue seeking shims, radiator caps etc. The price of gas had also rocketed out here and some of it smelt pretty dodgy too. Probably it had been been sitting in the tanks for ages until our big mob arrived!

The next challenge was the 670 kms to Katherine up the Stuart highway – dry, boring, hot (32°) and thirsty work through Renner Springs, historic Daly Waters Homestead (a fascinating place in a God-forsaken area), Mataranka (dismal looking locals) finishing late for a meal under the stars at very dodgy accommodation which we promptly changed for our return trip

Our digs in Darwin were most welcome with a tropical theme and big swimming pool for our 'halfway' break. Next morning The Hidden Valley Raceway gave the lads a chance to show their muscle with the V6 404 proving very quick. The Kenworth dealership very kindly gave us free use of their large facility to enable full servicing. A welcome opportunity for oil changes, inspections, fixing that faulty radiator nipple etc before a great spit roast evening function at the Car Enthusiasts Club under the stars at the old QANTAS hangar which displayed an incredible assortment of memorabilia.

#### SOUTH NOW

About halfway and sad as we are heading for the end even though the best was yet to come!

With a publicity start from Mindil Beach on the Arafura Sea it wasn't long before we were on a very dusty, corrugated section through the tropical Litchfield National Park (203s were designed for these conditions and we loved it, but there were some suspension problems experi-

enced by others), with a stop at Wangi Falls, a huge water hole giving a cool dip for some. We concluded with a navigational run over the old Stuart highway back to Katherine for a boat cruise up the Katherine Gorge next morning and then on to the oasis of Mataranka for a dip in the hot springs and barramundi dinner with the pub band to conclude our "leisure days."

The 713 kms to Wycliffe Well with a stop at the Devil's Marbles, was long and hot. We were first off the block as the check-in was by our cabin, but soon were on the side of the road with a split top hose (legacy of back flushing in Darwin). A new one was quickly in plus hot thermos water and we were away again. In spite of the outfit knowing nothing about our booking, the night amongst the UFO alien theme with a great sing along went well. One 203 died and was shipped out for repairs and the 404 that died in Darwin caught up again with a new heart! A competitor suffered a heart fright, was ambulated out but was back with us at the end such was the spirit of this event!

With the sun behind us it was cooler and the gallop to Alice Springs over the Tropic of Capricorn and crossing the new Alice to Darwin railway was uneventful. A freezing night was followed by a khana-cross in the morning and an afternoon at the Transport Hall of Fame. The entrants then divided into those who went to Uluru and down the highway to Port Augusta and those of us who opted to spend the next few days on the rough, dusty, desert roads known as the Oodnadatta track which followed the remains of the old Ghan railway.

This was a fascinating and very challenging run for vehicles, drivers and navigators as we pushed our old cars flat out through sand and waterways in dismal country which supports cattle (eating nothing) on the largest ranch on the globe, stopping for ruined tyres, holed petrol tanks, shock absorbers and broken windscreens, to be rewarded in Oodnadatta, William Creek and Copley with great local hospitality including a local branding day (rodeo) and horse races (the Redex Cup at sunset no less) and the red dirt which crept into everything. Our, unnamed, French 403 crew went for a gallop onto what looked like hard salt at Lake Eyre and bogged to the axles. The price of safe extraction was a shout at Copley! From here we headed into the Flinders Ranges through gorges, dry and wet river crossings through almost deserted



towns to Wilpena Pound and back into civilization and Port Augusta where we could compare notes with those who had done the Uluru–Coober Pedy route. We all made it safely albeit with a few new scratches and dents. (This section would have to be one of the highlights and deserves a separate article some day).

### THE FINAL LEG

This involved some intense competitor events to sort out a winner! We had a navigation run to Nurioopta, no longer desert, pasture and vineyards as we headed into the Barossa valley. The next day saw some pressure put on the cars at the picturesque hill climb at Collingrove (some of the modified Pugs were moving very quickly!) and pressure on the crews at lunch at Lehmanns Winery. Before concluding with a barbecue dinner at the Adelaide Peugeot agents we ducked down to Birdwood to enjoy the excellent National Motor museum which featured an 1897 Peugeot chassis dug up in the 60s.

Our longest drag of the run (to Melbourne 770 kms!) had cars waiting in the frost with a beautiful sunrise. Our 203 was still running beautifully until we were pulled up with smoke from the steering column. We disconnected the offending wire and the navigator now had to be the left hand trafficator as well! Some cars had made various tappet and head adjustments to compensate for valve seat recession but the Redex seemed to be doing the trick for us. The long drag was pleasantly interrupted with a gallop around the muddy speedway at Bordertown and “compulsory” stop at the Peugeot agents in Ballarat all of which made us very late and lost into Melbourne in the dark with the petrol gauge on zero!

The run to Canberra concluded at the Transport Industries Skills Centre where the cars were thrown all over the place in the five courses on water, seal and gravel with much roaring, squealing and dust to capture those vital points, not to satisfy our boy racer instincts as the ladies insinuated! A group dinner, guest speaker and “awards” was followed next morning with an amazing assembly of all the entrants in model groups in front of the old Parliament buildings. So many old Pugs will probably never assemble like this again! And then we headed off on the last leg taking in the final dirt section at Marulan, the “horror section” of 1953, before joining the congested, city bitumen to Paramatta and the finish where Dorothy and I unashamedly and spontaneously jumped on 203’s bonnet, Marcus Gronholm style to give a victory wave! An emotional time after we had all achieved a fantastic goal of covering a huge hunk of Australia (11,500 kms) in 50 year old

vehicles without any major accidents inspite of having collectively covered a million kilometers!

That night we wine and dined at the Penrith Panthers Holiday Inn where the jubilant gathering was entertained by presentation of trophies, words of thanks and praise to the sponsors and organisers especially Graham Wallis and his crew, before bidding farewell to our new found friends and wending our various ways home.

Next morning we spent hours pressure cleaning and vacuuming 203 before delivering her to the shipping agents so that she was waiting for us in Auckland ready to drive back home again when we flew back in from visiting two of our lads in Perth.

### WELL WE DID IT

From traffic jams of the cities to the long freeway runs of endless, straight hot tar, to the tropical, radiator challenging north, the freezing, clear nights of the centre, the beautiful, rough, dusty outback with its unpretentious, casual people and accommodation; a taste of some spectacular scenery interspersed by challenges on the khana-crosses, hill climbs, economy runs, track sprints, navigation (naviguessing?) sessions and high jinks from the clowns amongst us.

Special thanks to organiser Graham Wallis and his Peugeot Car Club of Victoria team, Peugeot Australia, Redex (Holts), Auspine (back up vehicles and crew who gave invaluable time and assistance), Omega and others. In our case, support from Dynea NZ (lap top computer), Auckland Peugeot Car Club, Spanhake Engineering Kaitaia, was much appreciated. Thanks also to Peter Wilson of Peugeot CCNSW and David MacNevin (customs/shipping Sydney) for going out of their way to assist with smooth delivery of 203 in Sydney, special thanks to the Golding family for hosting us in Auckland and assisting with collection of 203 on return.

Thanks to participants who by their friendship, humour and spirit made this such a memorable milestone in our lives. We hope to see many of you again one day. A special thanks to little 203 for hanging in there and coming home ready for some more! Vive le peugeot. We feel privileged to have been part of this historic event with some motoring legends and others who by the end of the trip had moulded us into a bunch of adventurers with a mission to cover the distance and enjoy the experience. We certainly found the challenge both testing and rewarding!”

bw



*Cars call at Cosy Nook.*



*Saturday evening dinner - a happy occasion.*

## South Otago Weekender

*Text Text Bill Cross, Photos Gaynor Falconer*

The annual Weekender, as it has become known, is now a well established outing on the South Otago calendar. Wally Ollerenshaw, who first envisaged this rally continues to be the organiser, ably assisted by Alison. Sixteen branch vehicles and four moderns left on Friday 27 February and met at the Coachman's Motel complex in Invercargill. The route on Saturday was to Oreti Beach, through Otatara and Ferry Roads to Waimatuku Bush Road to Riverton where during a break at the Riverton Rocks the rain began to fall.

En-route to Tuatapere a call was made to Cosy Nook a quaint place with four or five cribs (note the local vernacular). During lunch at Tuatapere a group photo was taken. The afternoon run back to Invercargill was ad lib some preferring to travel via Otautau and Thornbury while others traveled via Gemstone Bay and Monkey

Island. The Kings and Budes called into Orepuki, on the shoreline at the eastern extremity of Te Waewae Bay on Foveaux Strait.

In the 1860s the sands and shingle of the Orepuki Beach were sluiced for gold. There were also considerable deposits of coal and shale, but the works established in the late 1800s were abandoned in 1902.

During the fun evening dinner Graeme Jarvie (1937 Pontiac) received the Two Plant trophy, while Jim Beeby received the Back Scratcher.

Cars on the trip, Don and Jean Jenks 1928 Chevrolet National, Barry and Lorraine Delaney 1930 Model A, Graeme Jarvie and Rona Miller 1937 Pontiac, Wally and Alison Ollerenshaw 1954 MG, Neville and Judy King 1954 Citroen, Angus and Margaret Katon 1954 TR2, Malcolm and Denise McIver 1955 Singer, Ian and Wilma McDonald 1955 Zephyr, Mel Tapp 1958 Vauxhall, Keith and Gloria Collier 1960 Zephyr, Paul and Kaye McNabb 1964 Vauxhall, Leon and Diane Maguire 1965 Hillman, Stuart and Noeline Milne 1967 Wolseley, Wayne and Jan Batt 1973 Datsun, Bill and Gaynor Falconer 1970 Rover, Ian and Eleanor Clark Mini Minor. bww



*Left: Elaine & Bill Skeggs, 1929 De Soto Coupe, best mechanical and best overall restoration Southland Vintage Car Club 2004.*

## Southland Restoration Rally

*Text Glenys McKenzie  
Photos Michael Weusten*

The Southland Vintage Car Club is privileged to have two restoration trophies to present each year, the Henderson Trophy for best mechanical restoration and the Hogg Cup for best overall restoration. To encourage members to put their vehicles forward for consideration the club began holding an annual restoration rally which takes place on a Sunday afternoon and involves anyone who is interested in taking part in an hour or so long run.

The 2004 Restoration Rally was held on Sunday 21 March attracting three entrants for the competitive restoration section. A dozen or so members also enjoyed the casual hour long run out around Kennington, Grove Bush, Tussock Creek and Branxholme. Judges Jack Johnstone and Ferg McDowall, inspected the three entries.

Congratulations to Bill and Elaine Skeggs on winning both best mechanical restoration and best overall trophy for their 1929 De Soto Coup.

### Post War/Post 1960s Rally

In an effort to attract more entries the Southland Vintage Car Club has begun organising a combined Post War – Post 1960s Rally which allows for greater distances and a higher average speeds than when the Post Vintage class was also included. The Post Vintage and Vintage classes were combined in a very successful Vintage Venture earlier in the year.

Twenty-three members set off on 15 May from the clubrooms in fine weather on an approximately 115 mile tour over tarsealed roads throughout Western Southland.

Prior to departure the participants were quizzed on their recall of various recent VCC events, specifically those featured in the recent edition of *Beaded Wheels*. A number claimed that their "advancing years" interfered with their recall!

The rally concluded at the clubrooms for a superb potluck tea.

Our congratulations to Owen Davies who, in his 1947 Buick Super, was the overall rally winner. bww

*... last but by no means least, organiser Ewen Hilston's 1960 Morris Minor, SVCC Post War/Post 1960v Rally*



Eighty years on. Chenard & Walker won the first Le Mans for France.



Triple Crown: Chinetti's Ferrari won Le Mans in 1949 on both speed and handicap. It also won the historic Rudge Whitworth Cup thanks to entrant Lord Selsdon having qualified a Lagonda ten years earlier. Selsdon drove the Ferrari for only two hours but it was the only time all three awards went to the same car – thanks to the Lord!



A child's toy bugatti leads Gordini's toy like Simca Fiat from the thirties in the Le Mans museum.



Limited finance did not stop Gordini's 1952 car leading one of the most fiercely contested Le Mans races for many hours. Displayed at Mulhouse. Another 26 years passed before Renault won with Gordini input in their programme.

# LETTER FROM LE MANS

Text and photos Scott Thomson

I'm driving at Le Mans.  
I'm going round in circles somewhere  
between the famous track and the old town  
I vaguely remember. This dreary modern suburb doesn't  
appear on my 'Let's Go' map. Le Mans is about circles.  
A legend inside a tradition inside a car race.

## LEGEND

Eighty years ago the Le Mans 24 Hour race and Bentley started to grow up together. Without those five Bentley wins in the Vintage era, an insignificant small volume British car would never have become a world icon. Without Bentley and the British teams that followed them, this provincial French race would hardly have become an international classic.

Three years ago the Volkswagen group committed themselves to add a new layer to the Bentley legend – and in 2003 Bentley won again. This has important implications for the Vintage movement, and for public toleration of the cars we like to drive. Nostalgia is big. People really do want to share the adventure, the memories and the tradition.

## TRADITION

Tradition needs nurture and gets it at Le Mans. The trackside Museum – open all year – recreates great moments in 1/43rd scale. The collection of almost a dozen Bollee vehicles takes us further back to 1880 when this Le Mans firm were building and selling steam vehicles. This was an industrial base for the Le Mans love affair with transport, expressed by hosting the first ever Grand Prix, by inviting the Wright brothers Flyer, and in the founding of the Automobile Club de l'Ouest.

Advertised as the 'Defence of the Automobilst', this Club also provides a full range of AA type services in French and English. They nourish tradition with Vintage car parades and a one hour race for cars of the fifties/seventies decades. I saw Willie Green win in a Ford GT 40 after a good scrap with Nick Mason's Ferrari. And the future is encouraged with

a parade of children and teenagers from the driving school in Karts all decked out as 24 hour racers. It needs 1,000 volunteers to run next year's race!

## CAR RACE

David Brabham was in his tenth Le Mans. He told me he has never encountered a budget like the current Team Bentley one. In the Vintage years WO did the job for around £3,000.

If the modern marketing exercise seems over the top, the old days are still comfortably close. I rode the media shuttle through partying crowds, past rows of silent tents where thousands spend the night and suddenly there is a narrow dusty country road, close to the dreaded White House Corner. The occasional gendarme or official loomed up under pines, dark against the rising moon. At the S bend on the old part of the course people sit for serious eating at little tables outside their homes. The gravel traps are less obvious, the road closer. Car lights leap through the dusk and into the S bend at frightening speed. Flame spouts from exhausts, brakes glow red. You feel the sense of adventure and terror of those earlier races.

The British 1-2 victory was a matter for general rejoicing: 'cette Europe -la' according to our local paper. Rambling on through France, more than one local asked us where we had been. I told them Le Mans.

'Ah, the Bentleys!'

bw

PS: We came too late. I've discovered that up till 1953 the winning 'co-driver' sometimes did very little driving. As little as just two laps in 24 hours.

Now you or I could have done that!

# Frank de Latour

29 May 1937 - 17 July 2004  
 Waitemata Branch  
 VCCNZ National Speed Steward



Above. Fifty years on. Adrian Hamilton driving the actual Jaguar his father and Tony Rolt used to put the winning average over 100 mph for the first time.



Team Bentley drivers ride to the start on Tim Birkin's old supercharged 4 1/2. The car made fastest lap in 1930. Messers Kristensen, Capello and Smith won in 2003



Model Stop! Mercedes did it right in 1952. Model detail includes the small set of steps (by the Action Automobile ad) to enable crews to get up into the pit. A Ferrari laps the Peugeot as the Gullwing is serviced.



Beginning of the End. Chassagne adds water to the leading Aries while Benjafield's Bentley goes past. Bentley buffs can have fun working out who is in the pit. WO seems to be on the left with his wife, Moir on the pit counter and possibly Nobby Clark in shirtsleeves.

The respect and affection felt for him, and his family, by all who had associated with Frank throughout his all too-short life, was evidenced by the huge number attending his funeral service, a most significant tribute in itself.

I first became acquainted with Frank during his "Berliet" phase when he was a fairly newly married man, regaling me with tales of his ownership of exotic motor cars and motoring experiences in England. Over the many years since, I came to think of Frank as a sort of de facto younger brother, upon whom I could always rely for accurate information and sound advice regarding absolutely any sort of query, on not only motoring matters. And I am aware that hundreds of others had with him a similar experience and regard, though more perhaps might have thought of him as an elder brother! His truly encyclopaedic - knowledge of all motoring matters was openly available freely to any who sought advice.

The Frank of our affections was so dear to us on account of his Gentility, Geniality, and Gracious manner, (three "G"s as opposed to the three "B"s mentioned in her eulogy by daughter Andree, used by a tyre repairer who did not understand the surname when Frank left a tyre for repair. He got over this by marking the tyre "BBB", The tyre could not be located and when eventually found, on being asked to explain, he said the letters stood for his description of Frank - Big Bugger with Beard!).

Sincere and deep commiserations are felt for all of his family, as he so often described her, Lady Wife Lois, children and their families. Frank's passing has been a matter of great sorrow to them, spreading widely undiluted throughout his exceptionally extensive circle of friends.

Keith Humphreys  
 Waitemata

Frank joined the Club 37 years ago on 11 May 1967 becoming a member of Auckland Branch. He later became part of the steering committee to establish the North Shore Branch in 1973.

Holding the position of first Chairman of the North Shore Branch for the first two years, Frank was elected again as Chairman in 1981-82. He held the position of North Shore Branch Club Captain in 1976-77.

When the first Northern Raid Rally was held in 1983 he donated the Northern Raid

Trophy for first place overall. This Rally has become a much-anticipated event in the Branch's history.

Frank transferred to Waitemata Branch when it was formed in 1983 where he was a valued and respected member.

He had a history of knowledge in speed events, both as an organiser and competitor and in 2000 Frank was appointed the Club's National Speed Steward.

This important position holds a great amount of responsibility. In this day of strict regulations he had to ensure that the VCC rules for speed events were adequate for the type of events being run and reflect the requirements of bodies such as ACC and Occupational Health and Safety etc.

Of course this was just a small part of what Frank undertook in this demanding role and he worked extremely hard to ensure that these events were run smoothly and safely.

During the many months of dialogue, meetings and draft agreements with MotorSport NZ before a workable agreement was signed, Frank's contribution was invaluable. MotorSport NZ too were appreciative of his input, both at these meetings and subsequent ones.

Thanks to Frank, the process of implementing the New Zealand Historic Racing Licence was a smooth one.

His unstinting efforts ensured that our members are able to use their vehicles to their full potential in these speed events and it is pleasing to see that branches have held several major events this year.

When the position became an elected one this year, Frank became the first elected National Speed Steward of the Club.

Frank was a valued member of the Management Committee where he could always be counted upon to give down to earth, common sense discussion points - with a humour that was appreciated by us all.

He was a natural PR man for the Club - able to put things in a way that was easily grasped by all, while still giving the broad over-view of matters.

Although Frank gave his all to the Club and in spite of his one-liners to the contrary, we all knew that his wife Lois and family were the "light of his life."

The degree of esteem with which the Club held Frank was evident by the turnout of members at Frank's funeral. To Lois and family, we extend our sympathy - please know that we too are mourning the passing of a much-loved friend and colleague.

Leigh Craythorne  
 VCCNZ National President

The South Otago Branch 30th Annual Motorcycle Rally on 13 March 2004 started from the Balclutha Branch rooms in glorious sunshine. After a welcome and riding instructions from Neville King we embarked on a great ride through some of the Catlins area.

Wally and Alison Ollerenshaw had planned an appropriate route for the 27 entrants. Leaving Balclutha, the motorcyclists travelled to Owaka, over Settlement Hill and the Hinahina Bridge round the Catlins Lake and on to the first checkpoint at Purakanui Falls. After the checkpoint it was through the Waikoata Valley Road, which brings the traveller back onto the tarseal of the Catlins Scenic



## South Otago Branch Motorcycle Rally



Bill Veitch receiving the Overall trophy from Deputy Chairman John Cook & Club Captain Wally Ollerenshaw.

Road. The Clutha District Council is debating the feasibility of putting tollgates on this road. The Waikoata Valley Road is still a metalled surface and not part of the scenic route. Many sawmills were located in this valley up until the 1920s. The following poem would sum up the Waikoata Valley Road,  
*We crossed the Purakanui just above the falls,  
 Where the birch trees on each side stood like lofty walls,  
 We drew a cork at Furse' place, an' our hearts were light and gay,  
 As we left Waikoata Valley on the old bullock dray,  
 Just before we reached Bill Langmuir's we found the mail coach bogged,  
 The front wheels they had sunken and struck against a log,  
 The horses pulled and twisted 'til the pole they tore away –*

Then those tourists were all transferred to the old bullock dray.

“Kangaroo” Bill Wells

Lunch was a welcome stop at the Catlins Inn and then a leisurely ride through the Owaka Valley to Clinton and SH 1 back to Balclutha for tea and the prize giving.

Deputy Chairman John Cook was on hand to present the following trophies;

Rally winner	Bill Veitch	1954 BSA
Runner up	Robin Benington	1941 Indian
Vintage	Peter Cornelius	1927 Triumph
Post vintage	Robin Benington	1941 Indian
Post War	Bill Veitch	1954 BSA
Post 60	Hec Browett	1961 Ariel Arrow
Lady winner	Janet Cornelius	1928 Triumph N Delux
Riders choice	Phil Sell	1951 Norton Dominator
Best American	Robin Benington	1941 Indian
Long distance	Peter & Janet Cornelius,	Chch

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The South Otago Branch senior member Doug Hayman with his 1954 Sun. Doug purchased the Sun unsighted in 1995 as a project for his 'old age'.

**SOUTH OTAGO BRANCH MEMBER PROFILE  
ALLAN BUDGE**

**Allan Budge has not missed a rally on his motorcycle over the past 30 with the South Otago Branch.**

Allan grew up in the small South Otago township of Benhar, the home of McSkimming & Son Ltd, whose claim to fame in the 1930s was as "The only factory manufacturing white sanitary ware in New Zealand." In fact the whole town belonged to the McSkimmings. Allan's parents left the Orkney Islands the day after their wedding and sailed to New Zealand. It is little wonder that Allan settled on BSA motorcycles with his ancestral connections with the United Kingdom.

King William III drew up a contract in 1692 with five Birmingham gunsmiths, a tradition which continued for the next 150 years. It was during the Crimean War that fourteen gunsmiths formed the Birmingham Small Arms Trade Association and in 1861 the Birmingham Small Arms Company was formed.

The market for guns declined in the 1880s and the company began making bicycles and tricycles and by 1903 a 233cc motorcycle was produced.

Allan learnt to ride on his brother's 1938 250cc BSA at the age of fourteen. But was not allowed to own a motorcycle until twenty-one years of age. Not wanting to wait that long Allan in 1952 purchased a 1930 Model A Ford. In 1951 Allan started as a motor mechanic apprentice with wages at £1.18s a week, earning more than he would do thinning turnips.

Then, years later, the first motorcycle was purchased, a 1923 Douglas, which had been family owned since new. After a complete restoration a 1930 BSA Sloper joined the stable followed by a 1951 BSA B31, and waiting in the wings is a 1950 Ariel Red Hunter still to be restored. Having more room in the shed Allan could not resist the purchase of two 1958 Puch Mopeds.

Allan retired in the year 2000. Along with family, bikes and rallies, and of course the



garden, when would anyone get time to go to work!



then stand under the car to carry out repairs. When not in use these pits were covered with boards, and on more than one occasion an enthusiastic customer would come in looking for the car and without looking down would fall into the pit.

These pits were greasy and smelly with oil and water-soaked sawdust on the bottom. A real fire hazard, especially in the days when most people smoked.

The next innovation was the air operated single post hoists with no safety devices. Garage jacks and a variety of safety stands were the norm around the workshop. Large lathes and drill presses were driven by an overhead motor via large unprotected flat belts. Spare parts were not readily available, so parts had to be repaired or time spent hunting around for a better second-hand part.

Today there is a good supply of rebuilt exchange parts, ordered in the morning and available in the workshop that same afternoon.

The pits of the past have gone (thank goodness), to be replaced with two-post hoists, which are certified every 12 months, making life much more comfortable for the mechanic or technician.

All belts and pulleys have screens, eye protection goggles and ear muffs are now mandatory and provided. Each mechanic or technician is still responsible for their own fully kitted tool box, something that has not changed over the years.

**bw**

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1930 MODEL A 4 door. Rolling chassis driven around section until approximately 5 years ago. Body been started, floor done, some new parts and some spares. Got to go. Too many projects. Video available \$3,500. Phone 03 488 1867 or 027 451 2933.

1934 PLYMOUTH PE DE LUXE SEDAN, restoration project, panel work done, includes 98% of parts needed plus a large quantity of spares. \$8,500 ono. Michael Stuart Ph/fax 06 844 4265 or e-mail easports @actrix.co.nz.

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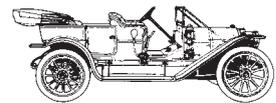
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**1939 BRITISH BEDFORD BXC VAN.** NZ body ex Govt 25 hp motor 3 speed, wire wheels, side mount spare. Easy restoration. Reg on hold. Been stored for 40 years. Very rare. Eddy Gould 03 693 9913, evenings. \$1,000 ono. Mem.



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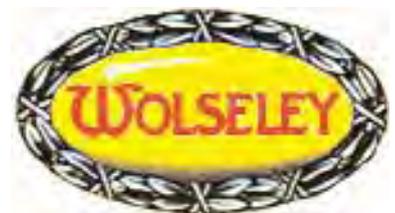
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**1971 TRIUMPH 2.5 P.I. MARK 2.** Brigade Red. Manual OD, 132 bhp model, large bore exhaust 183,000 miles. Immaculate original order, leather upholstery in fine condition, many spares including 2.5 P.I. motor, instrument panel. Reg No FY875. Quality Classic Rally car \$5,000. Gordon Vogtherr Phone 06 878 2448



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Email: [uobwood@tristram.com](mailto:uobwood@tristram.com) Phone: 03 684 7393



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**1967 VAUXHALL VICTOR 101.** One lady owner then purchased by us. 33,386 original miles. VIC Card No P60V0348. Owners handbook. Excellent paint, original upholstery and carpet in perfect order. Current Reg & WOF. Require space for new restoration project. \$4,100. Phone 06 368 7160. Mem

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Recently completed restoration required. Professional restoration preferred. Must be in immaculate condition interior and exterior with reliable engine. Email: charnbill@hotmail.com

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1933 DAIMLER 15 FHC Would gentleman in Wellington with engine/gearbox please phone. Any parts or correspondence with owners of similar vehicles. Phone Graeme 07 549 2152. Mem.

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1939-49 CHRYSLER STRAIGHT 8, oil pump required or parts for the above. Casting number on body 863720 or aftermarket body no 1125169. It is a right hand spiral – 10 tooth drive. Phone 06 357 3883 home or 06 357 1182 business or fax 06 356 722. Mem

40 SPOKE VETERAN HUBS. One rear with free wheel sprocket to fit 5<sup>1</sup>/<sub>2</sub>" frame width. One front for 4" fork width. Mike Little. 06 838 8543. Email littlemenz@quicksilver.net.nz mem

AJS SWAPS Have 1955 frame, swing arm and shockies, oil and petrol tank to swap. Also rigid 16M rear wheel spare. Need 1952 front forks complete with fork yokes and 500cc cylinder and head to fit 1952 cases. Also need back mudguard assy complete and seat for 1954 model. Phil Ford e-mail powerplusindian@xtra.co.nz or phone 03 464 3135

AMERICAN TWO DOOR or Coupe in need of restoration or older restoration 1928 to 1948. Phone 04 236 7378.

AMERICAN VINTAGE CAR 6 cylinder Dodge, Chrysler, De Soto or similar in restored condition. Must be reconditioned mechanically and capable of long distance rallies. Phone Ian McCulloch 04 472 8348 Mem.

HEDSTROM INDIAN CARBURETTOR or any internal parts for same, any condition. Also any part whatsoever for Hedstrom cycle or mechanical appreciated. Phone Roley 09 846 9743. Mem.

**WANTED FOR 1957 MERCEDES BENZ,** models 180-220S, and for 1929 Whippet 6, model 98A, copies or originals of workshop manuals, drawings, pictures, sales brochures etc. Phone or fax: 04 971 8285, or email: smits.family@paradise.co.nz

BSA 1936 350 OHV Twin Port Model R20. Any parts at all to help with restoration. I can supply copies of appropriate pages from the BSA Parts Manual all models 1936. E-mail lhurrell@globe.net.nz phone 06 751 2965 ask for Les. Mem

*BUICK The Golden Era, 1903-1915* by Prof F Therou published in 1971. *Buick Boyce Moto-meters,* for late veteran and mid-vintage vehicles. Past copies of the *Horseless Carriage Gazette.* Rear luggage rack, McLaughlin-Buick type for 1925 Master. Phone Neil 03 434 9470 Mem.

FORD MODEL A COUPE or Roadster. Anything considered. Phone 03 217 5551 e-mail charliek@ihug.co.nz

HELP PLEASE, I urgently require a speedometer 0-80mph Smiths 2<sup>7</sup>/<sub>8</sub>-3" across the glass. Winder on rim at 4 o'clock or up from below. Also clock, Smiths 2<sup>7</sup>/<sub>8</sub>-3" winder on rim at 8 o'clock or up from below. I have swaps if required. Earl Preston. Phone 03 577 7839

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LUCAS EQUIPMENT FOR MG VA TOURER, single or pair Lucas 140 headlights or U shaped lens for same, wire guards to suit 140s, pair Lucas 1130 sidelights or frosted glass lenses with chrome rims for same, Lucas FT57 driving light or rim and U lens for same, 2 x Lucas D-shaped ST 51 chrome plated tail lights, Lucas Altette horn. Phone John Gray 03 476 7773. Mem

MG VA 1938 TOURER parts for restoration, Lucas 160 Mirror with raised medallion, fits onto side of screen, two sets of front seat runner mechanisms, same as Morris 12 series 3 or similar, wiper arms and link bar mechanism, crank handle, Shelley jack and folding handle, any Shelley brand tools, complete jackall jacking system, any other parts to suit VA. Phone John Gray 03 476 7773. Mem

RILEY 1930s kitset or partially finished project 12/4 preferred saloon or open car. Phone Alan Wills 03 332 7225. Mem.

ROVER 10 or 12 Gearbox 1934 four speed, any condition, or information as to whereabouts. Alternatively early 30s gearbox from Rover 2 litre model. Also 2 tyres 4.50 x 19 suitable to retread. Phone Ron Elton 04 476 6890 or e-mail kerryandron@xtra.co.nz Mem



# WIN

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## Beaded Wheels cap!

Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions. To encourage you to put pen to paper two lucky authors per issue will win a coveted limited edition Beaded Wheels cap.

We can accept articles in handwriting, typed or done on a computer (any common word-processing program is okay) and they can be posted to:

Beaded Wheels, P O Box 13140, Christchurch or e-mail beadedwheels@vcc.org.nz .

High resolution digital photos are acceptable if taken using a four mega pixel digital camera set at a high resolution. Please contact me if you wish to discuss an idea for an article.

Kevin Clarkson  
Chairman Beaded Wheels Editorial Committee  
hm 03 385 9821, wk 029 236 3796  
(leave your name/number if engaged)  
email kevin.clarkson@ihug.co.nz

The lucky winners of the Beaded Wheels caps for this issue are Rodney Clague (Gisborne) and John Wallace (Canterbury) Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

ROYAL ENFIELD MODEL G rear wheel wanted (rubber cush drive and brake on same side). Tappet cover mudguards and correct seat frame would be useful also. G/J motor parts as swaps or would buy. Also need Enfield made rear wheel, New Imperial 1930s type (rubber cush drive one side and brake other side). Phil Ford e-mail powerplusindian@xtra.co.nz or phone 03 464 3135

VELOCETTE GTP Parts wanted. Anything including unfinished projects, nonrunners. Mike Little ph 06 838 8543, e-mail littlemenz@quicksilver.net.nz. Mem.

VESPA SCOOTER or parts wanted. Currently restoring SS50 and SS180. interested in any other scooters or parts. Please phone Ant 06 835 9124 or e-mail freemo@iprohome.co.nz Mem

WOODEN FRAMED BUS BODY for 1920s period or earlier. Fittings and plans otherwise needed. Also 24 and 20" detachable rims for Leyland and Republic trucks. Phone 07 315 5032 Mem.

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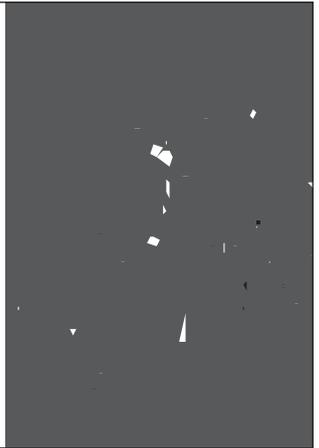
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# NINETEENTH NATIONAL MOTORCYCLE RALLY

## Cambridge Feb 11-13 2005

*Planning is well in hand and entries are coming in! Have we got yours yet?  
Places on the After Rally Tour are filling fast. For an entry form, contact your  
Branch secretary or write to  
The National Rally Secretary PO Box 924, Hamilton.*



## CANTERBURY BRANCH VCC ANNUAL SWAP MEET

Cutler Park McLeans Island



Hits of the 70's, 80's, 90's and Today

### 8\*, 9, 10 OCTOBER 2004

Join us on this fun weekend and visit the Mecca of Vintage Motoring of New Zealand  
For information phone Kay 03 352-5217. **Please note:** sites not paid for by due date will be reallocated.  
No ATM or EFTPOS facilities available. No Dogs. ROAR.  
PUBLIC DAYS 9, 10 OCTOBER: 9am - 4:30pm. Adults \$5, all accompanied school children free.

**\* 8 OCTOBER  
Member's Day**

Admission to the swapmeet on Members Day is by  
current VCC Membership card or site holders ticket only.  
*Admission for those people accompanying a VCC member is \$10 per person.*

The Horowhenua Branch of The Vintage Car Club of NZ Inc



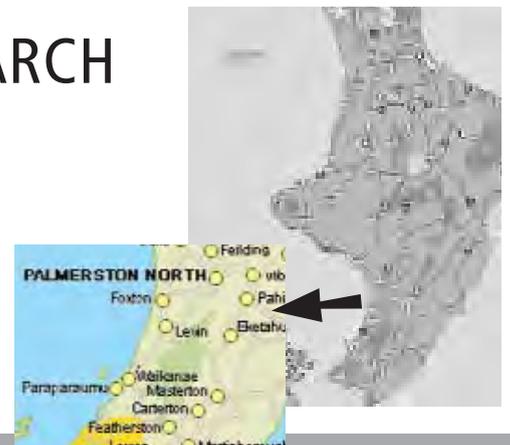
# 2005 National North Island EASTER RALLY

## EASTER 2005 • 26 – 28 MARCH

### Contact

Rally Chairman, Alton Harrison 06 368 3065

Rally Secretary, Hec Newton 06 368 8758



Entry forms available from your branch secretary or from  
The Horowhenua Branch, PO Box 458, Levin

THE AUCKLAND VETERAN & VINTAGE CAR CLUB (INC)  
*invites you to*

# 2005 National Commercial Rally

29, 30, 31 January 2005

**PROGRAMME**  
 Friday 28 Noggin 'n' Natter  
 Saturday 29 display of Trucks & Tour  
 Sunday 30 giving dinner  
 Sunday 31

22 ACRE VENUE

Co-ordinator John Campbell 09 828 7850 email mighem@xtra.co.nz  
 Secretary Shaaran Price 09 833 8575 email asprice@xtra.co.nz

The Auckland Branch's 50th Anniversary Year

**EVENT CANCELLED**



## 50 YEAR CELEBRATION

### The Auckland Veteran & Vintage Car Club Inc

(Branch of the Vintage Car Club of NZ Inc.)

Invites all members, ex members and friends to help our branch celebrate its 50th Anniversary over Labour Weekend 2004.

#### PROGRAMME

- SATURDAY** Noggin & Natter – meal at clubrooms, display of memorabilia
- SUNDAY** Hunua Rally. entry forms available mid August.
- SUNDAY EVENING** Celebration dinner and prize giving at Sorrento, One Tree Hill.

Join in all or part of our weekend. Look forward to seeing you.  
 Contact: Rally Secretary, Shaaran Price, phone 09 833 8575, email: asprice@xtra.co.nz

## 10th National Classic Motorcycle Rally

8th - 10th October, 2004

### Lake Karapiro Domain

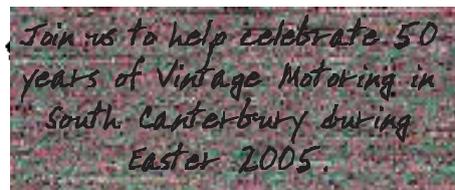
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## 2005 NATIONAL SOUTH ISLAND EASTER RALLY



#### Rally Routes

- PIONEER** 50 miles return overall sealed roads. Suitable for fragile and slower vehicles.
- COUNTRY RAMBLE** Approximately 70 miles over sealed roads. Suitable for later Veterans, slower Vintage cars and motorcycles
- TOURING** 100 miles return over fully sealed roads covering South and Mid Canterbury. Suitable for cars and motorcycles capable of sustaining medium speeds over these distances.
- ADVENTURE** Approximately 100 miles return involving limited off road and unsealed distances. Majority of journey over sealed roads. Suitable for cars, motorcycles and drivers willing and capable of exploring.
- CRUISING** 170 miles over fully sealed roads. Suitable for those vehicles capable of sustaining road cruising speeds.

**CONTACT** Mrs Nola Day: 88 Acacia Drive, RD3, Timaru 8621.  
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#### TIME TABLE

##### FRIDAY

Registration, Briefing and Social gathering.

##### SATURDAY

Rally and Social evening and meal

##### SUNDAY

Public display, Concours, Field Trials Penzoil Trophy. Evening: Awards Dinner.

##### MONDAY

Farewell from Clubrooms. Parts shed open.

## Ashburton

Roger Hart.

Following the recent AGM, I am glad to report that Vern Ellis carries on as Chairman for a further term. Vern, complete with new hip, is all revved up and ready to go. So look out for additions to the calendar. Maybe even a Chairman's Run in August. Gary Hawke and Peter Lambie take over the roles of Club Captain and Vice Club Captain respectively.

It is said club membership reflects the enthusiasm of those in charge. This is clearly shown in our case, with recent new members boosting the branch membership to over 230. A very warm welcome to Marion Oakley, Jan Jacob, Alan and Winona Galletly, Ivan and Dulcie Lyttle, Geoff Taylor, George and Geraldine Paisley, Steve Wise, Neil and Ngaire Mackenzie, Maurice Ward, Peter and Lorraine McQuarters, Maxine and Alisdair Urquhart, Peter Datlen and Barry and Natalie Quantock.

During Wheels Week a real touch of nostalgia and a buzz for train enthusiasts took place at the adjoining Plains Museum. There, working together for the first time in a 100 years, were Locos K88 and K92.

The Club Captain's Night Trial, saw the unlikely combination of Straight Line navigation and Dutch logic (Steve Gielingh version) in a Poker Run. No surprises then, to learn that when Steve arranged a special showing of the film Sea-Biscuit for a large gathering of club members in the town's new movie complex, to find the high tech sound system deciding that such an enthusiastic vintage audience, deserved a silent movie!

Branch members attended the Wallaby, Scenicland and National South Island Rallies. The latter with 16 local vehicles where Ian and Doreen Nicholson won the Commercial section and Colin and Ina Divers, the P60's.

Locally, Dot Rapsey was responsible for being mother during the "Girls Big Day Out". This saw sixteen cars head south on a 240 mile return journey. Peter Lambie and Owen Wilson organised a well supported to visit John McLachlan's car collection at Leeston.

Val and Peter Knight's Solstice Run on 20 June saw over 50 cars end up at the Rangitata Mouth. Val and Peter had cunningly said there would be a prize for the most original mid winter decorated hat. This prize won by Colin Diver, being the privilege of being responsible for next year's run.

## Auckland

John Stokes

Branch Chairman Alan Price, and Librarian Barry Robert hosted Branch Founder members, Peter Maxwell, Jim Francis and Warren and Hugh Johansen to

a lunch at the clubrooms. The information gleaned from these founders will assist with our forthcoming fiftieth anniversary celebrations.

New members include Clive Butler with three 1936-'38 BSA Scouts, a '58 Daimler Conquest and a '71 Triumph GT6. Murray Atkinson and Garry Bax who have a collection that includes a 1951 Triumph Renown '52 Triumph Mayflower, several '50s-'60s Morris and Austin vehicles plus a Riley Elf, '72 Rover P6B and '73 Toyota Corolla SL Coupe. Rick and Corrina Dennison with a 1926 Buick Master Six sedan, 1930 Dodge DD sedan and a '51 Bedford K truck. Neale Faulkner has a 1935 Ford V8 five-window coupe. John and Louise Ross with a 1929 Ford A Roadster a '52 Bedford K truck and a '55 Standard 8. Roly Ganderton has transferred from Waitemata branch and Eric Welch joins us with a collection of cars and motorcycles.

Bryan Belcher has knowledge of a 1936 3 ton Studebaker, 1934 Dodge and 1962 Hayes trucks in the Auckland district.

Keith Trillo has completed a 1954 MG TF and won the top team car award at the Ellerslie concours. Bob Gibb has restored a 1961 Triumph Bonneville to a superb standard. Don Johnson has painted and completed the upholstery on his 1939 Ford V8 coupe.

Paul and Carol Fussey won the Waikato Double Fifty Rally overall in their 1929 Whippet 96A tourer.

Our library now boasts twelve hundred books and an almost complete set of branch bulletins back to 1955.

David Allbon, Alan Allbon, Colin Tomkins, Morrie Pendergrast, Trevor Larsen, Ian Thompson and David and Margaret Willis all received their twenty-five year awards at our AGM. Terry Boyle, Owen Hayward and David Adams received their thirty-five year awards. We have Royce Hanna as our new Club Captain.

Some of our main trophies went to Alan and Christine Allbon, 1931 Austin 7, Husband and Wife. Rodger and Val Ball '30 Ford A, Rally Points. Pride of Ownership to David Hutson '29 Star Eclipse, the car has over 50 years family ownership. Triers Trophy to Ken Carley '34 Chev. Night Trial Jim Welch, Riley Special. Experts Rally Russell and Jocelyn McAlpine '30 Ford A.

## Bay of Plenty Jim Webb & Jo Marsden

Our mid-week run on April 21 took 20 vehicles over Pye's Pa Road almost to Rotorua to visit Surico Alpaca farm where they have a large number of delightful animals. They are very shy but most people including the children were able to pat them and feel the texture of their very fine wool.

Thirteen vehicles from our Branch attended the N.I.Easter Rally and had a most enjoyable time.

In May Rod Brayshaw was our guest speaker and covered the club's position with LTSA and government regulations for us. Our mid-week run on the 12th.

Our May monthly run was in the form of a gymkhana organized by Joe and Jill Scott. This was a great success with a lovely autumn day helping the fun day for the 20 or so vehicles, drivers, grandchildren and spectators.

Only three of our members attended the Double Fifty this year, no winners but they say it was the best ever. An interesting run with no off course traps and not really a wintery day.

With our AGM behind us and our President Ray Singleton being able to gently persuade enough reluctant members into important positions on the committee, our club is now all set for the coming year. Arnold and Dulcie Mortensen our respective Club Captain and Secretary have stepped down after many years painstaking service. They are both to be commended for their untiring efforts to all our 250 members. Every request asked of them was given top priority and they gave explicit answers to all concerned. A mighty reign!

Local rallies are continuing in an active and busy way, even with the winter months encroaching on us. The attendance to both monthly and midweek outings has been first rate, all in the cause of the avocation of preserving older vehicles. It is noted that many of the older members of long standing are seen driving post-war and post 60s cars to the rallies which no doubt offer more comfort. We would sure like to see younger folk joining our ranks but this does not seem to be happening.

There is general talk about the 2006 Rally with plans and preparation all round. Ivan Allen is well advanced with his 1907 Cadillac single cylinder. He says its piston is 5 inches across and it also has a 5 inch stroke and carries two people. It will be at the Diamond Jubilee. Eric Kristensen has purchased a 1928 Model A Tudor which he says is almost a copy of his very first car but that was a 28 coupe. Lindsay Mackereth is motoring majestically in his 33 Plymouth Coupe, recently acquired, with some initial diff problems but these are all ironed out now. Alan and Jill Hunt's 30 Model A Sedan is looking very smart after panel, paint, upholstery and engine completely worked over all by their own efforts.

Our midweek outing on June 16, organised by Peter and Loretta Ash (their last run) proved to be a great success. Twenty-six cars arrived at 'T. G. Restorations' at 9 am just north of Kati

Kati, where our hosts Trevor and Nicky Gordon opened their workshop and over a cuppa fifty vintagents were amazed at what they saw. Cars we observed in various stages included: a massive 48 Buick Convertible and a 54 Chrysler of the same style: A 28 Chev. 2 door sedan and a 65 Zodiac saloon: then a 47 Packard sedan, not to mention others patiently sitting at rest. Next stop was the Waihi Mine's Museum where 60 rallyists viewed a 1949 film of the working conditions more than 600 metres below ground. This film has been fully restored and a voice makeover added. It runs for half an hour and gives a really true feeling of how things were in those days. The whole group had lunch in perfect sunny conditions beside Lake Gilmour. Our thanks to organisers Peter and Loretta Ash for an interesting and informative day – 'Cool' as they say!

We welcome these new members since the last report. Trevor and Nicky Gordon, rejoining with 5 cars, Graeme Blackstock and Mike Quayle (1964 MGB roadster)

### Canterbury

Tony Becker

Winter branch activity is supposed to be quieter during this part of the year, however, this seems questionable when reviewing recent weeks' activities.

Many keen members continued to beaver away at the weekly activities surrounding the parts complex, the grounds, the Barn and the library together with organised events.

These include Irishman Rally, Restoration of the Year Rally, Quiz night, Rural run, Annual AGM and Annual Ball plus monthly 9-90's outings in the winter programme.

The Irishman rally celebrating its 50th popular repeat, was a huge success for organiser Marilyn McKinley and her small team. One hundred and forty vehicles were entered and some 300 participants threw themselves on the mercy of back country roads with wild conditions forecast. The reality was good weather and great driving conditions for the large attendance of Vintage motoring enthusiasts.

Likewise, the Rural Run again proved highly enjoyable back road fun under the guidance of Nick Harrison whose 200 mile day out brought off a trip enjoyed by all those made the effort in the 34 vehicles participating. Don Le Compte took out the winning prize trophy.

Restorations this year were disappointingly thin with just two Veterans and one Vintage entry. No motorcycles, Post Vintage, Post War vehicle or post 1960 vehicles appear to have been restored in 2004?

Vehicle ID certificates appear to be flowing better with VIC issues from the

branch on the rise at last. Some concern though for the windscreen exterior stickers which apparently do not like the wet. Perhaps these should have been made for inside screens?

Membership is again on the rise and this surely reflects well on Branch management and members facilities at Cutler Park.

AGM in June certainly reflects confidence in our present senior officers with the return of Chairman Lyndsey Saunders, Secretary Ted Hockley, and Treasurer Gay Goodman together with most other members. New Club Captain is Graham Sword who replaces retiring Club Captain Rod Burbery. Newly elected to committee is Rhonda Genet.

The Des Fowler Trophy went to Barry Stevens, Past Chairman, for continuous Committee service from 1970 to 2004.

Other trophies presented were:

**Becroft Trophy**-Veteran Restoration of the Year

Colin Rae 1918 Buick

**Colin Ray Trophy**-Vintage Restoration of the Year

Peter Rowe 1928 Chrysler

**John McLaughlin Trophy**- age/mileage

Joseph McClintock

**Max Smith Memorial Trophy**

Graham Sword 1910 Hubmobile

**Tolhurst Memorial Trophy**

Gary Pritchard 1914 BSA

**Ian McGregor Trophy**

Ian McKinlay 1955 BSA

### Eastern Bay of Plenty Sue Moore

On the weekend of 8 May our branch hosted members of the Motor Caravan Club and there was a line-up of 48 motor caravans of all shapes and sizes. The pre-arranged idea for the Saturday afternoon was that we would take the Movan members for a straight-line navigation run in our vintage cars. Unfortunately not many of our vintage cars turned up so the run had to be done several times! However, it was a well thought out course and everyone enjoyed the experience very much. Later that evening the two clubs shared a lovely meal together at the Watchorn Museum complex.

The end of May was time for our Annual General Meeting, which this year saw few changes to our committee. Peter Worrall retired from Club Captain and David Romer took over this position. Thanks Peter for a job well done and we look forward to what Dave has in store for us this year! Thanks also go to Lorolei Pollard who has stepped down from the position of Almoner, which she has ably done for many years and is being replaced by Nobby Clarke.

Our June run was our annual Night Owl Trophy and this year the themes for dress were The Belles of St Trinians, Tom

Brown's School Days and No- Hoppers. Not many ventured into dressing-up but those who did provided a laugh for everyone and set the mood for the evening. The night run was fairly straight-forward, although only one couple found all four silent checks and answered all questions correctly – the winners of the trophy being Coral and Peter Worrell. A pot luck meal was enjoyed by everyone and rounded off a fun evening.

### Far North

Dave Duirs

A well-attended AGM was positive in that those retiring by rotation were replaced by able and eager candidates so the Branch should continue to prosper. We wish new Chairman Ross Pennell and Secretary Lyn Matthews and their team well and thank those who held the reins before. We especially wish Richard Clark well in his new venture as branch magazine editor.

Our return to a monthly noggin'n'atter produced the customary feast and relaxed yarn to put the world and motoring to rights! The first meeting under the new leaders had the business side of things shortened by issuing copies of the previous months business and concluding with a presentation by Lyn Matthews on her new extra service for the Matthews Vintage museum in the form of offering to procure model vehicles. It is the intention that each monthly meeting will conclude with a similar theme.

Our Mothers' Day run, very capably organised by first timers Bruce and Christine Cooper, saw 21 vehicles assemble at Kaeo. Plenty of clues kept us busy as we wended our way south and over metal roads through the Puketū Forest and then over beautiful dairying land to meet at the Redwoods Centre where some dined at the café and others picnicked under the trees and admired the vehicles. Mike and Lyn Pooley in their new, red MGB GT were the trophy winners, followed by Lyn and Win Matthews and Warren and Robin Mackay. The day concluded with a look in at the Voigt's Studebaker and motorcycle collection followed by visits to some of the local craft shops – both a challenging and relaxing day! We look forward to some fun events over the coming months.

Some of the 21 entrants FNVCC Mothers Day run





Mike Pooley's new MGB GT getting a grilling!



FNVCC Mothers Day trophy winners Mike & Lyn Pooley with organisers Christine & Bruce Cooper.

**Gisborne** Rodney Clague

There was a last minute rush in April to get three trophy events completed in time for the prize giving in May. The first was the Neil Peterson Trophy Run which we like to hold in the Wairoa area in accordance with the wishes of the donor of the trophy, but this year the run consisted of a toddle round the outskirts of the city and back to the clubrooms for afternoon tea. The second trophy event, the ABJ Motors Trophy Gymkhana was to have been held in the afternoon but rain prevented this and caused a postponement.

The third event was the Chairman's Trophy Run, again a short drive around the outskirts followed by afternoon tea and gymkhana. The rain held off this time until the event was over.

Our April club night was addressed by one of our members, Bob Scott, on early oil exploration on the East Coast. Members were surprised at the number of wells that had been drilled in our area over many years, and Bob included a map of the locations of the wells and showed us photos of the remains of some of them as they are today.

Our AGM in May saw a few changes on our committee, with this writer relinquishing the chairmanship to Tony Bartlett and taking over Tony's role as Club Captain. Ray Squires rejoined the committee in place of Bevan Moore. Nominations were received for a Rally committee to run the 2007 Easter Rally.

The May run took the form of a drive to 12 given locations around the city, with each location bearing a letter stencil which navigators had to draw on their instruction sheets, and which when completed had to be

unscrambled to spell out part of a vehicle. A very enjoyable run.

The Hawke's Bay boys have been into town sussing out several possibilities for the Hawke's Bay Safari in October, and I believe there are at least 30 bookings already at the motor camp for the weekend.

Tony Notting has sold his 1926 Pontiac after nearly 35 years to a local person who is going to join the club, and Ray Squires has bought a very nice one owner 60,000 mile 1969 Chrysler Valiant, which means that Buttercup, a 1928 Model A Tudor must leave the nest. Terry Wood is about to commence working on his 1956 Austin A40 Pickup with the intention of attending the National Commercial Rally in Auckland in January, and Ron Hopps has just completed an overhaul of wife Dorothy's 1966 Morris 1100. I cannot tell what else he has been up to because Dorothy reads these notes!

**Gore** Ron Osborne

Our Annual Festival Rally attracted a good turnout in late February and this year the Sunbeam Car Club held their AGM in our area so joined us on the day. Thanks to Peter and Debbie Ackroyd for all their work as organisers again this year and also to Russell and Marlene Newland and team on the catering side making for a great day out.

Some members attended the Mandeville Fly-In Weekend at the Vintage Aircraft Museum but the weather was poor, with no flying on the Saturday. This was a disappointment for the organisers as after all it was February!

The Frank Robson Memorial Run was held on 14 March along with the Clearwater Capers Run, starting from the Clubrooms and ending at the Waikaka Hotel for afternoon tea. The Frank Robson Trophy was won by Ian Chittock in his 1917 Ford T Truck and Russell Newland won the Clearwater Capers in a Morris 8 Sports. There were 17 cars in total competing.

On 28 March we held our Bi-annual Swap Meet at the Clubrooms and once again we were plagued by the weather with very cold conditions consisting of heavy rain showers with fine spells in between. Approximately 25 stalls, and a good turnout from other branches and the public made the day worthwhile. One of the most popular places was the hot food venue with Gerry Kennedy and his team doing a roaring trade. Still a worthy event with elusive parts able to be found.

Our Safari Weekend took in Anzac Day with destination Mount Linton and Rock Hut in the Ohai area. A good muster of some 28 people enjoyed the weekend. At Mount Linton Station the manager gave a conducted tour of the woolshed and a talk on development and the new water scheme.

Fencing work had involved putting in 10,000 new posts since the previous August. From there to Rock Hut, a replacement hut built in 1979 after the previous one had burned down. This is used about 6 days a year for tailing and mustering. We travelled back to Ohai for the overnight stop in the old miners' quarters, now being used as shearers' quarters. Next morning a visit to a steam sawmill at Nightcaps with a traction engine driving a sawmill was followed by a visit to a mining cottage. After lunch at Wairio we looked through the Railway Museum. The trip home completed a most enjoyable weekend.

The AGM in June saw a few changes at the top of our committee. Our new Chairman is Bill Sheddan and new Treasurer Lynda Miller. Club Captain is Jim McFadzien and our new Bulletin editor and assistant are Raewyn Dodds and Marilyn Proctor respectively.

Events coming up are the End of Season run on 4 July and the Annual Dinner on 17 July.

**Hawke's Bay** Rod McKenzie

The AGM was held in mid-May with most of the committee and others who contribute to the running of the branch being retained in their positions by the membership. Some thought needs to be given by our branch membership to who might be willing to stand for election next year, because some of those folk in the hot-seat have been giving of their time and energies for some years. Although things are going along swimmingly at present, it is not much use flogging a tired horse (as an old drover once said).

We have a number of new members joining. Their vehicles vary in age from vintage-type machinery right through to the latest eligible style of P60v vehicles.

In June about 20 cars lined up at the Matariki winery to help celebrate the Maori New Year which is Matariki. Cars assembled at 7.00 am with some pretty sleepy looking passengers to each chase a hot-air balloon across the Heretaunga plains from west of Hastings to what turned out to be a landing point near Clive. The entrants rushed back to the winery with a completed card, once they had found their balloon, for a sumptuous brunch of bacon and eggs. Some winners were announced and were issued with product from the winery. We were fortunate enough to secure a bottle of Cabernet Sauvignon which only managed to last a week in the cupboard before we had an opportunity to see what it was like.

Each year it is customary to have a Lady Driver's Run in our branch with the men-folk putting on the afternoon tea. This year 14 cars ventured forth on the run organised by Lyn and Trevor Charman. The trophy

was won by Carolyn Anderson in the family Model A Ford with navigator Paul Wilson guiding things along. They made a good team as Paul also won the best cake in the baking contest. Deco Decanted is another Hawke's Bay event that involves our Vintage vehicles for a weekend in July. I guess it is to keep our hands in for the main event in February and to shake the moths out of the clothing. It is also a good opportunity to assist with raising some funds for a well-known local hospice which our members are pleased to support, as you never know when one of our friends or family may be in need of their care.

Coming events include the Hill-climb in September, the Annual Safari in October going this year to Gisborne, and the Annual Veteran Rally and Homestead Run in November.

### Horowhenua The Nightingales

At the May meeting we were addressed by North Island club Captain Rob Knight on the inside running of the National Office and the club structure. This brought members up to date with what happens in Christchurch and at executive meetings. At our AGM in early June Peter Hull was elected as the new Chairman and a vote of thanks was given Alton Harrison for his chairmanship over the past six years. The Tillson trophy was presented to Neil Whittaker and Shirley Knapp for their untiring work in producing and printing of *Spark*.

It was decided some time ago that a parts shed would be built in the future and a committee set up to investigate the best options for the future of the branch with an ever increasing membership. Identified was that a future plan would be to relocate away from the main road traffic and incorporate the shed on a new location. This has resulted in some proposed changes and positive progress is being made in this direction.

The 2005 National Easter Rally committee is making great progress and Rob Knight and Ed Boyd have assisted with this planning.

The Night Owl Rally saw the Foxes and Ransoms in Margaret's De Soto Roadster, purchased from Tom Janes, with the hood down followed by the McDonalds in their Dodge Tourer also topless. They were proving they were hardy souls. The event was won by the Eteveneaux team.

Also held this month was our annual midwinter dinner in Foxton. The star guest for the evening was Ray Ivin in a 'Ford A Wheel chair' driven by our new chairman and his wife Margaret. He is making a good recovery.

### Manawatu Robyn Corpe

Better weather, busy time! Several of our members went to Wanganui Easter Rally and Lachlan Scott 1924 Buick, Rob Knight, 1906 Alldays and Bob Pettigrew 1930 Ford Model A won the Maxwell Challenge

Trophy. Bruce Leask received the People's Choice with his 1918 Essex and Brian James won Entrant's Choice (1941 Chevrolet). Well done Manawatu!

### Results from May 2nd, PV, PWV and P60 Rally.

- 1 Len & Gladys Haycock with Bob Clark  
1951 Peugeot 203
- 2 John & Ann Ireland Morris 8
- 3 Dallas Denby Morris 1000
- 4 Doug Dickson 1955 Alvis Grey Lady

### Concours Trophy

Brian James 1941 Chevrolet

Steve Bright and Allan Hardacre set an interesting course, no silent checks and no timed section, just a pleasant drive with enough questions to keep the navigators and drivers very busy. The run ended at the Tokomaru Steam Museum for lunch and afternoon tea. The Museum is privately owned and full of history. The 1929 Marshall and Sons steam roller is one of only two known to exist in the world

We welcome Dennis Milne as our Club Captain. No doubt he will be thinking up some tricky instructions for us.

Gerald White and Dave Livingston ran a Garage Raid on 22 May. First call was to John Callesen's to view the progress on his Cadillac, next on to Dennis and Judy Milne's home to look at two little Austin 7 Specials under restoration.

This was followed by a visit to Jim Spall's garage, his pristine shed contained a 1952 Singer Roadster, a 1922 Fitch 4WD tractor and an array of stationary Vintage engines. A pot luck dinner at Gerald and Diane White's ended a well organised, interesting run.

Guest speaker at the April club meeting was Colin Wheeler from Two Wheels Engineering ("We Manufacture, Repair and Modify *almost anything*") and May Club night John Callesen gave an excellent talk on his trip to the UK and France en route to the Alpine 2003 with his 1918 Cadillac. Sadly a horrific accident put John and Judy in hospital. The car is now partly stripped for a second restoration and we hope to see it fully restored - again - in Invercargill.

Our Parts shed is open on the first Sunday of the month, free cars and hundreds of parts for sale. Robyn Corpe 06 328974

### Nelson June Campbell

What a funny year. The week before our National South Island Rally was so cold it was as if winter had arrived early, with many members from the southern branches ploughing through snow to get here. Then it was fine for the Rally and quite warm (but wet) for weeks and now it's finally winter. But the good thing about winter is that spring will soon be here and the road beckons.

There is starting to be some activity towards preparation for the 2006 Vero Rally at Invercargill, restorations are gaining momentum and even new purchases are in the air. A recent addition to the Nelson Branch stable is Jim and Kyra Wareing's

1929 Rugby M4 Coupe to keep sister Fordy company. Denis LeCren and Des Plummery's Austins are now sporting new paint jobs. Tim and Debbie McKowell's Austin Big 7 is now finally ready for woodwork and painting.

On the social front was another lunch outing to Riwaka via the Moutere and Motueka Valley highway, this was a route on the Easter Rally and we never get tired of travelling through the area whether it be summer or winter. About seventy people sat down to a roast dinner and found their own way home.

The AGM was held, funny how it never attracts a lot of people. We always blame the rugby for the poor attendances each year, got to blame something. Geoff Morris again leads the Branch and he has a brand new Committee to work alongside him, all new blood. We were pleased to welcome Kevin Clarkson, *Beaded Wheels* Chairman from the Management Committee to the meeting. He gave a very informative talk on the structure of our organisation from members at Branch level to Management level.

### Northland An Austineer

Local club members will save money on WOFs thanks to retiring Club Captain with a bulk purchase deal from a local testing station.

Visiting Dargaville members gave the Whangarei members a training on Scatter Rallying on our End of Registration Rally recently. Thanks Ted and Margaret. A lot of social fun was had!

The day ended with a meal at the RSA and our Annual Prize Giving. Retiring Chairman and wife received the Club person of the Year award, Retiring Club Captain Bulldog award (most determined effort)

Ladies Rally	Iris Tier
End of Rego Run, Over 50s Cup & Black Beauty Torso	Terry and Alison Lambess
Clark Cup	Sue & Martin Salter
Kompi Khana Kup	Elmer & April Music (founder members)
Birthday Rally	Paddy & Eleanor Holt
Pis-n-broke	Bruce & Claudia Jefferies
Spence Trophy	
Car	George Tier
Motorcycle	Cameron Francis
Nite Rally	Brian & Linda Clancy
Young Persons under 18	Elliot Judkins
Elmer Music M/C	Peter Coulden

Our National Rally the Far North Tour will have the National Club Captain's Tour join in at Whangarei and this should add to the fun and frolics of this social trip.

At our last Club meeting guest speaker Bob Ballantyne gave a run down on the structure of the National Office. I had not realised the club was formed as early as 1946 as Vintage Vehicle Association and the VCC of NZ in 1948. We have had a lot of changes since then especially to our roads. Even if some are just tar sealed gravel roads! Food for thought.

**North Otago**

Tony Aker

For the first time in many years, 12 in fact the North Otago Motorcycle Rally was held.

The event on 17 April attracted a field of 26 riders coming from as far afield as Christchurch, Balclutha and Cromwell.

Gerald Lynch-Blosse arranged the route which covered the back roads of North Otago with a lunch stop at Duntroon before heading to Maheno via the inland route and thence back to Oamaru along the coast road.

All riders appeared to have enjoyed the ride and the weather. Afternoon tea and dinner were held at the clubrooms and the Club is grateful for the help of those who arranged and assisted with the catering.

Prize giving followed dinner and those successful were:

<b>Veteran</b>	Russell Dale	1911 King Dick
<b>Vintage</b>	Alan Budge	1930 BSA Sloper
<b>PWV</b>	Nelson Turner	NSU
<b>P60V</b>	Stuart McElrae	Triumph

**Most Distance Travelled**

Tony & Leigh Craythorne Panther Combination

**Riders Choice**

Brian Ledgerwood 1953 BSA

**Hard luck prize**

Stu Adamson 1954 BSA/1957 Triumph

Our ANZAC Day run was again held in fine conditions with a field of nine cars leaving from the Clubrooms and touring part of the Oamaru urban area, including a detour through the grounds of Sandringham House, an elderly persons home. The residents enjoyed the detour.

We then travelled the country roads through the Ardgowan-Enfield-Weston areas to arrive back at the clubrooms where field tests were held in the adjoining park.

One member, who shall remain nameless, failed to record any points at all for these tests. I just couldn't seem to get anything right! .

Results for the day were

**Time Trial**

1	John Adamson	Hillman
2	Brenda George	Morris Minor
3	Trevor Appleby	Pontiac

**Questionnaire**

1	Bert Bennett	18 points
2	Beryl and Tony Aker	15 points
3	Len Withers	13 points

All British Day, held as usual in the Oamaru Historic Precinct, was favoured with fine weather this year after the rain and cold of the preceding two years. There seemed to more vehicles than usual as the display overflowed from Harbour Street into the old railway yards. The feature car this year was the Vauxhall and there were some beautifully presented vehicles, particularly of the 1956-57 era. Well done again organiser Gerald Lynch-Blosse and his loyal band of helpers.

Saturday 15 May Pot Luck tea had Southern Region Club Captain Diane Ross as our guest. After the meal Diane gave a comprehensive rundown on the history and

structure of the club nationally and answered questions. Predictably, the notice of motion relating to the amendment of the thirty year rule received a good airing and there were other questions relating to vehicle identity cards and public liability. Diane also presented 25 year membership badges to Bert Bennett and Len Withers.

A couple of weeks ago 22 members enjoyed a Friday evening visit to Dunedin as guests of the Otago Vintage Car Club at their most impressive clubrooms. We were made very welcome and enjoyed supper as well as the bar which must be amongst the most functional and comfortable possessed by any club. Travelling in Merv Aitchieson's bus we were entertained on the way down by a video featuring the history of the Vintage Car Club from its inception to the 1965 Pan Pacific Rally and on the return trip by a further video of historic motor racing in New Zealand.

The AGM has been and gone with the following elected for the next year: Chairman Jerry Wing, Secretary Kathleen Perry, Treasurer Charlie Walsh, Club Captain Ernest George, *Beaded Wheels* Tony Aker, Librarian Neil Rooney, Newsletter Editor Graeme Simpson, committee John Miller, Merv Aitchieson, Cyril Bringans, Graeme Dodd, Beryl Aker, Jim Welsh. Thanks to those who have offered and re-offered their services.

**Otago**

Arthur Bennett

Welcome visitors to our branch were a busload of North Otago members, socialising and checking out our spares department. An average attendance of members were at the AGM and most positions were filled. President Travis Michele, Secretary Marion McConachie, Treasurer Denis Johnson and Alistair Drummond House Manager.

**Trophy Awards 2003-04**

**Speed Trophy** Best Performance at all Speed Events  
Cliff Bennett

**Harvey Wilson Cup** Best Attendance at Rallies

Chris and Mary Whelan

**Non Speed Event** Best Attendance at all Events  
Gary and Leonie Young

**Clubmans Trophy** Best Attendance at all Local Events  
Dave and Moira Cunningham

**Fletcher Heaps Trophy** Most Meritorius Performance of a Veteran Vehicle  
Colin and Judy Winter

**Graham Dalton Cup** Motor Cycle Restoration  
Hec Browett

**Restoration Cup Car Restoration**  
Bill and Sue Partel

**Douglas Rod Hard Luck on Motor Cycle**  
Ross Matthews

**Trevor Dunning Trophy** Greatest Effort in Vintage Motoring  
Colin and Joan Pearce

It is not too early to start preparing your bike for the Dunvegan Rally 2-3 October

Time slips by. Hec Browett produced a quality restoration of his 1970 Suzuki Stinger 125cc Twin Stroke to win the Motor Cycle restoration of the year.

**Rotorua**

Doug Green

Winter is upon us and short days requires earlier morning starts on winter rallies to try to get home in daylight as the old lights are not much good these days. Twelve cars set out on our Club captain's run and headed for Glenview Country Club in Hamilton, where we were to meet up with Waikato Vintage and Clasic Car Club for a gymkhana. Over 40 cars competed in several types of events. Rotorua gained two placings. Three o'clock and it was time to head home to Rotorua before dark. A great



Hec Browett's 1970 Suzuki Stinger 125cc twin.

group and a great day out enjoyed by all who attended.

In June our Annual Dinner and Prize giving was attended by 25 couples. Prize giving was – what a surprise, a box of chocolates and a bottle of wine.

For the June run we went to Tirau to visit the castle and the shops. It was a Follow the Leader with eight cars attending.

Guest speaker Greg Terrill from Management Committee gave us a run down on where the club was going and new ideas etc., the 2006 Rally and a general look into main branch ideas and the future of the Vintage Car movement. During July our Swap Meet will be held, and should follow the last 25 years of successful events. When this event began it was organised by one person, and now we have a committee of eight, a Swapmeet co-ordinator and a traffic management controller. This is because of the size and the amount of traffic about these days with our swap meet in the heart of Rotorua. The organisation takes some hard work to make sure it runs well but it always turns out for the best and most people get their little piece of treasure.

**Southland**

Dave Harris

The May midweek run was held on the first Wednesday of the month. The weather was overcast with showers as 37 people and 15 cars left Tweed Street for the run but the weather improved the further out of town we went.

The route took us out through Gorge Road, Fortrose and on to Tokanui where we had a compulsory stop for toilets and to regroup. From there it was on towards

Waikawa where we turned left and headed up the Waikawa Valley Road to where it meet the Wyndham-Tahakopa Road. We turned and headed to Wyndham and the Three Rivers Hotel for lunch. Lunch was roast beef and five vegetables for only \$10 a head. Very nice it was too.

The following Saturday saw the running of the annual Waimea Motorcycle Run. There were 13 motorcycles and one pillion passenger who set off from The Crescent in cool but dry conditions for Gore. The Indian and pillion turned back at Dacre after an oil leak filled the brake with oil. At Gore we engaged in the usual Gore hospitality.

The wind became quite strong on the Gore to Balfour stage. Peter Jones's Dunelt lost power when the cush drive in the rear hub came out and the chain was rubbing on the frame.

As is usual the grader driver knew the bikes were coming and had graded the road over the Glenure Hill especially for them. Colin Fleet was seen rubbing the dust from his Matchless by riding along both sides of the road in and out of the long grass.

Dominic Jones had the use of the spare petrol from the back up car after his father Peter checked the petrol tank at Benmore and sent him on his way with "plenty of gas for this stage".

The rest of the run was completed without incident. The overall winner was Donald Ward on his AJS with John Patterson's BSA winning the best presented motorcycle.

The Post War/Post 60s Rally was held mid May. This saw 23 members set off from the clubrooms in fine weather on an approximately 115 mile tour over tarsealed roads throughout western Southland. Only one member was known to have had a slight mishap. Prior to departure the participants were quizzed on their recall of various recent VCC events, specifically those featured in the recent edition of *Beaded Wheels*. The rally concluded at the clubrooms for a potluck tea and proved very popular with an excellent turnout. Owen Davies was the overall rally winner

The June Midweek run started at the old Makarewa Store with 29 people setting out for the run. The route took them through Lochiel, Drummond, Wreys Bush to Nightcaps where we visited the Miner's Cottage and the Museum. The Museum was the original Winton Court House, shifted to Nightcaps for use as an Anglican Church. Owing to lack of support it was converted to a private museum. From Nightcaps on to Tuatapere and over the Waiiau River and back to see the Clifden Suspension bridge. From Clifden they went on to Otautau for a very nice meal and then on home.

The new extensions to the Clubrooms were opened by the Branch Patron, Ray Lindsay, on 12 June. There was a good turnout of members to this event.

The evening gathering also saw Life Membership of the Branch awarded to Ray Lindsay. Ray was one of the foundation members when the Branch was formed almost 50 years ago. He has continued to be an active member and has held most positions within the Branch. He is still seen out regularly in his 1916 Ford T.

The Annual General Meeting was held at the end of June and saw most of the office bearers returned for another year, with Ron Irwin staying on as Chairman and Janet McCulloch continuing as Secretary.

### South Canterbury

Bill Weir

There was an excellent entry for the Mid Island rally, over 60 cars, including great support from neighbouring clubs. An English couple Maurice and Rhoda Luscott-Evans here on holiday made a special effort to meet us at this rally and were taken by Barry and Carla Barnes in their Peugeot Tourer. A surprise entrant was a superb 1956 Ford Thunderbird entered by Trevor and Marion Love from Ashburton.

On April 25 our all American Day showed the usual diverse range of American Iron. After meeting at the Northtown Car Park, we travelled south to Jack's Point Lighthouse via Andrew Gray's paddocks. The day and the view of the Lighthouse were awesome. As often happens, I have lived in this area all my life but never been right to the Lighthouse. We travelled on down the main highway passed the new Normanby realignment and turned up to Otipua Village, up the Fairview zigzag and out through Taiko across into Totara Valley around Hanging Rock and on to the Fairlie-Geraldine highway for a photo stop.

The PVV, PWV and P60 Rally on 16 May had 39 entries and, after briefing, all headed out on two different routes which joined up on Coonor Road. After twisting round the back of Gleniti, the route took all cars over Kellands Hill and on less commonly used roads out towards Pleasant Point where Trish Walkinshaw and Ngairie Webber were at the time check. The long route then took cars round part of Kakahu Forest where there was still some autumn colour on the trees. Another bonus was the lack of dust on the short section of gravel road. The short route took cars over Gays Pass and around some more sealed roads to meet up with the long route participants at the lunch venue. Entrants competed in two field tests before sitting back to enjoy their lunch.

### South Otago

Bill Cross

Five of the branch motorcyclists left on a fine Saturday morning in April to take part in the North Otago Motorcycle Rally, the first for a number of years. The five left Balclutha at 8 am and managed to cover the 123 miles by 4 pm. No they did not walk up all the hills but visited every second hand



A surprise entrant in the Mid Island Rally, a superb 1956 Ford Thunderbird (the classic model) entered by Trevor & Marion Love from Ashburton.



South Canterbury Branch – Mid Island Rally Field Tests, Orari lunchstop. Les Wenlock in his Holden after placing the golf balls, Bill our correspondent was intrigued as to what Malcolm Kirkwood wanted some milking claw liners for, now he knows!

shop on the route. They must have more room in their hobby rooms than I have! The famous five were Allan Budge 1930 BSA, Neville King 1954 Sunbeam, Ian McDonald 1950 Triumph Thunderbird, Phil Sell 1951 Norton, Stuart McElrea 1970 Triumph Bonneville.

April 27 was the combined auction night with the South Otago Machinery Club. All sorts of things were on display. The machinery lads from Kaitangata arrived with a dozen sacks of Stirling spuds, while the popular belief that hand knitting is now dead was proved to be incorrect as the Branch ladies present were knitting faster than the chairman could read the correspondence.

Neville King, the Branch's first Club Captain in 1972, along with Judy arranged the Branch Autumn Run to the whale fossil lookout at Milburn. The route was an interesting one covering Benhar, Stirling and the back roads of Lovells Flat. The event started at 3.30 pm and returned to the Club rooms for a fish and chip tea. This was followed by a quiz contest attended by 37 members and organised by Milne and Eleanor Clark.

Some members opted to take their modern vehicles on the afternoon run, while the following Vintage cars took part, Graeme Jarvie and Rona Miller 1937 Pontiac, Ian and Wilma McDonald 1955 Zephyr, Bill Cross 1957 International AS110, John Cook 1964 Singer Gazelle, Peter Umfreville 1964 Wolsely, David and Kathy Renton 1966 Daimler, Stuart and Noeline Milne 1967 Wolsely, Wayne and Jan Batt 1973 Datsun, Joe and Glenice Smith 1974 Rover 2200 TC, Ross and Trish Campbell 1974 Corolla, Mel Tapp 1974 Renault.

The branch Vauxhall enthusiasts, Paul McNab 1965, and Peter Umfreville 1970 Victor Station Wagon, attended the Oamaru All British Car Day which celebrated the centenary of the Vauxhall.

### South Waikato

John Lee

Our run on 22 February was a very enjoyable day organised by Mike and Linley Mathis, from Tokoroa to Kinlock via Whakamaru over various side roads mixed with a stretch of metal. We passed a geothermal plant at Mokai. The Terapaki station owns the land and in conjunction with Mighty River Power, they have the steam bore drilling rig which weighs 300 tons and took 118 trucks to transport it from Taranaki, plus three caterpillars for power generation, four caterpillars run the hoists and a Cummins motor to run the top drive unit. Down the road from the bore is the Mokai Glass House. Here they have five hectares under cover, soon to be doubled in size. Heated with water from the power station, tomatoes and capsicums are grown by 60 workers. The run ended at Mike and Linley's bach with a very enjoyable barbecue.

During March, Alice and I in the Rover, Reg and Poko Blomfield and Dolf and Jo Mathis arrived at Hastings for the Hawke's Bay British Car Club Day. Being a Rover enthusiast I was really taken with the line up of 103 Rovers dating from 1909 to 2004. We saw a 1901 single cylinder model at the Faraday Centre along with many interesting historical technology pieces. The whole weekend was one to be remembered fondly.

Another excursion on 21 March saw five members meet up with 30 members from

BOP at the Rapurapu Reserve before venturing on the rally route that was organised by Harold and Mary Smith and helpers. We travelled round the South Waikato areas, Okoroire, Tirau, Putaruru and finished for a well deserved lunch at the Arapuni Dam.

During April the South Waikato Club participated in a number of events with members travelling mainly southwards. On 7 April Neville and son John Beale joined the 100 Daimler cars in Dunedin for their annual Get-To-Gether Meeting and enjoyed their run which included the War Birds over Wanaka.

On 16 April 11 hot air balloons from the Hamilton Hot Air Balloons Over Waikato arrived on trailers and were soon lifting skyward with tethered rides available. One balloon arrived well above the 9 vintage cars on display and landed with great skill shown by the pilot.

Nine cars from the club took part in the British and European Car Show on the 18 April at Te Awamutu, hosted by the Triumph Car Club. Reg and Poko Blomfield with their Sunbeam Talbot Convertible receiving the Best British and the Peoples Choice. Fred and Eileen Mathis were awarded the Best Daimler Car.

Alice and John Lee with Rover travelled to Hawera for the Maunga Moana Rally and enjoyed the run back to Taranaki.

Mike and Joy Adams took part in the Wanganui Easter Rally. One of our newer members Ian Stewart had his first outing in his Jaguar at Te Awamutu.

Sadly during April our member Jim Carter passed away from injuries caused in an accident. We will miss his humour and advice on the older vehicles.

Our AGM on 4 May had a good turn out of members. The only change in office holders was the Club Captain Office moves from Mike Mathis to Dad Fred.

On 30 May our Ladies Day Run, organised by Chuck, was attended by three ladies teams and four cross dressers (wives and husbands). The run was enjoyed by all entrants in very changeable conditions. The winners were The Mathis team of Eileen, daughter-in-law Linley and her two spotters and counters of railway line

crossings, bridges, under and over passes for cows etc; Tonia and Lauren Mathis.

### Taranaki

Colin Johnston

Our branch has had our AGM and the new President is Des Cornwall with Wally Hunt as the Club Captain. Veronica Oliver continues as Club Secretary.

Beryl and Jim Watson organised a straight-line navigation run which started at Stratford and ended at our clubrooms. It was an excellent opportunity to learn how to do straight line navigation as a number of branch organisers have used this type at recent rallies.

Greg Terrill from the Management Committee visited our branch and talked of some of the major achievements of the club including the reduced fees for over forty year old vehicles, recognition of the historic vehicle authority of NZ, Vehicle Identity Cards, major events and into the future including the Vero 2006 rally in Invercargill. He was able to bring us up to date with the running of the National Office and answered members questions ending a very informative night's meeting. Greg is a past member of our branch and always enjoys returning here to take part in our rallies. He also complimented the branch on the way in which our clubrooms and newly laid out parts shed is presented for members to enjoy.

The Rubber Duckie Motor Cycle rally is being organised again and will be held on 18/19 September in New Plymouth. A large entry is expected so entry forms are now available for this popular event for the motorcyclists.

### Taupo

Jack Hindess

During April we had about 30 visitors from the Far North Branch who were on their way home from the North Island Easter Rally held in Wanganui. We had a meal in the clubrooms on the Saturday night and the following day enjoyed a look around some of the local attractions before finishing up at the clubrooms for lunch.

In the latter part of the month we took some of the Blind Foundation members out on the run that has become an annual event. This year we took them to Lilliput Animal Farm where small birds and animals are on display. This farm is primarily set up for children, but is equally popular with adults who can take a short walk around the paddocks and enclosures and feed the animals. In return for our hospitality the Foundation members gave us a very nice afternoon tea.

Early in May, the NZ Federation of Motoring clubs held their AGM in our



South Canterbury members positioned in front of parts department.

clubrooms, which has proved to be a central location for the numerous motoring organisations that make up the federation. As a prelude to the meeting, Leigh Craythorne our President, George Fairburn spokesman for the A.A. and Jim Scott President of the Australian Historic Motoring Federation, took part in a panel discussion on the future of Historic Motoring in NZ. While this was not a branch event, a number of our members who represent one make clubs were present and took part in the panel discussion and AGM.

Our own AGM followed in mid May and many of the present officers retained their positions for a further year. The office holders are Frank Maxwell Chairman, Val Moore Secretary, Harold Watkins Treasurer, and Ray Harwood Club Captain. A committee of seven, will collectively publish the monthly newsletter.

Our May run saw us go over to Te Puke and visit the Autobarn, where the display of cars, trucks, buses, motorcycles and memorabilia was enjoyed by all. On the way home we stopped off at Paengaroa to visit Comvita with their honey and nature products as well as the antique shop over the road which has a comprehensive display of all sorts of things to take you down memory lane.

## Waikato

Cazna Payne

The AGM has been, and Waikato Branch has a new President - Les Webster, and a new Vice President - Joe Bruntlett. Outgoing President Bob Hayton has done a great job over the past two years with the Committees to ensure the Waikato Branch is a successful and thriving organisation. The parts shed is going from strength to strength thanks to Barrie Grant assisted by David Billing and Ray Jackson - it is amazing how organised these guys are (only wish our garage could be that tidy!).

Dave Sell and his team ensured the Kairangi Hillclimb went off very well despite a wintery start to the day. A great range of vehicles (20 entries) participated, from Danny Ryan's 1912 Lancia Kappa, to the SS100 Replica Jaguar of Chris Empson. The Rowe V12 Lincoln was driven very briskly all day and sounded very impressive. Other results -

### Fastest PV

Lawrence Poolman MG C Type

### Fastest PW

Roy Rowe Lincoln Zephyr

### Fastest P60

John Phillips Triumph 2000

### Fastest Time of Day

Steve Sharp Buckler 90

### Fastest Waikato

Greg Terrill Ford 10 Special

### Most improved

Harold Booth Riley Nine

## Most Consistent

Danny Ryan Lancia Kappa

The Double Fifty Rally, superbly organised by Les and Lesley Webster had 112 entries completing a scenic rally of 115 miles. Many of the roads used really made you feel like you had gone back in time. We had four seasons in one day - but everyone still had big smiles on their faces (even the cold and wet marshals!). The prize giving and after rally Rock n'Roll Sock Hop was a very glamorous affair in the Cambridge Town Hall with lot's of slicked back hairstyles, poodle skirts and bobby socks. Overall winners of the Rally were Paul and Carol Fussey in their 1929 Whippet, with Claus Moller and Margaret Lovegrove being first placed of the Waikato members in a 1927 Essex.

A warm Waikato welcome to new members: Dennis Lovegrove (Sunbeam Rapier), Daniel O'Rorke (Datsun Bluebird), and Tony Stubbins and Lynn Sutherland (Riley 1.5 Saloon).

Coming Branch events are our White Owl Night Rally, a Trivia Quiz Night, a run to Te Aroha and in August the Ladies Rally.

## Wairarapa

Frances Elwin

It is with sadness that I start this report with the passing of fellow club member Margaret Gee. Margaret passed away on Tuesday 15 June 2004. Margaret and Bill Gee joined the branch in May 1993 and she was a member at the time of her passing. Margaret served on the branch committee and was the first lady chairperson 1995-98. She was involved in many organisations and will be missed by all who knew her. At the time of her death she was involved in our branch Casual run for July. Our sympathies go to Bill and family.

Our branch AGM was held on 14 June with the following results: Roy Elwin new Branch Chairman, Ruby Holmes Secretary, Peter Chisholm Treasurer, Frances Elwin Branch Club Captain. Willis St Clair was presented with his 25 year badge. Willis enjoys both car and motorcycle sections of the club. He has also served on the branch committee for a number of years. Will Holmes was presented with the Hudson cup for the Most Consistent member of the year.

Masterton celebrated their 150 anniversary in April with a good turn out of members and their vehicles, again, like Greytown the month before, the rain fell but did not dampen any of the VCC members.

Rallies and club nights have been well attended over the last two months.

## Waitemata

Keith Humphreys

Congratulations to Canterbury Branch for putting on a truly excellent three day event for the 50th Anniversary of the Irishman Creek Rally, now apparently known as Irishman Rally.



Wanganui Branch. Left to right: Stephen Voss (35 year badge), Club Captain NI Rob Knight, John Kendrick (25 year badge) Ross Glenny (35 year badge). Absent Ernie Thomas (25 year badge).

A pity about the weather however, as it was near perfect for that time of the year. We hairy chested Waitemata-ites and Friends of the Branch were hyped up to expect some real motoring challenges, what with chains and tow ropes being a requisite for entry.

Half our contingent put their cars on the train to get them to Christchurch and the rest did the real he-man/woman thing and drove there and back in the shortest possible time. All the cars proved reliable with the exception of the Ron Jacob Lancia Lambda losing its camshaft timing near Nelson, and water being discovered in the oil of the Danny Ryan Lancia Kappa upon its return. (what is it with these Lancia?) All in all, a great weekend and really good to catch up with old friends.

Mike and Fiona Woods put on an excellent Drive and Dine Run taking us over some very interesting and rugged roads surprisingly close to home and ending at the Albany Pub for a classic pub meal i.e. large plates and large helpings

A good entry enjoyed the late afternoon run in mildly unpleasant weather and Ian and Ali Cranfield (proud owners of the ex Clint Inns 20/60 Sunbeam, but not out for this run) were the winners and organisers of the next Drive and Dine.

Our Whatipu Mid-Winter Christmas Dinner suffered from a mix up of dates, and numbers were slightly down, but to my mind, it was one of the more enjoyable Whatipu Weekends The road was in excellent condition. Mike Greig continues in his inimitable way to entertain as Santa Claus in his many and various guises

As usual, the AGM was well attended with the attraction of a free meal an incentive to attend. There was only minor shuffling of the hierarchy with long serving sec/treasurer Gerald Watson standing down, only to replace retiring Branch Chairman, Allan Booth. Graeme Banks was welcomed on board to replace Gerald, and Max Jamieson and Martin Cooper also volunteered their services.

It looks like a very capable team to guide this rag tag mob for the next year.

The next event is the R'Oil Can Rally, always challenging, this year organised by Max and Shirley Belcher in the Far North, and sure to be really adventurous.

**Wanganui** Fay Chamberlain

What a great success the North Island Easter Rally was! The organising committee are now taking a well deserved break after all their efforts and things are returning to normal size once again. However, the June annual rally Trafalgar to London has been well supported with 57 entries which is very encouraging.

Club nights continue to be well attended. In May Dave and Betty Arthur showed us all more of their collection of old movies which went down well, and last week the branch had its AGM preceded by a great potluck dinner. Result, 15 more members than last year at the AGM. Rob Knight, North Island Club Captain also attended, giving his talk on VCC structures, past present and future on behalf of the National body of managers.

Most positions at the AGM were filled, with the exception of the Club Captain.

Chairman Stephen Voss thanked the old committee and welcomed the new. Also this evening, badges were presented to John Kendrick and Ernie Thomas (25 years) with Ross Glenny and Stephen Voss receiving their 35 year badges.

The ladies in the kitchen have been very busy with the Annual Rally, plus the Potluck Dinner, and plans for an Old Crocks Mid Winter Christmas Dinner too ... all in June, thank you Lee and Noeline. It has been rumoured that our 50th birthday year could also end with another party celebration towards the end of the year?

Two more members have joined. Well done Wanganui!

**Wellington** Elisabeth Smits-Brouwer

The winter is here, but in spite of the wind and rain we have many activities. The Ladies rally was held on 23 May in which six lady drivers participated, with Fiona Bixley the successful winner.

Our annual senior citizens trip took place on Saturday 22 May, during which ten drivers and their cars entertained 29 guests. It is now called our annual senior citizens trip, because we did it last year, and we will be doing this again next year. It is definitely a highlight for our senior folk. The mystery tour started at the Wellington clubrooms, after a warm welcome by our chairman Don Hawkes. The first stop was Wellington Overseas Terminal, where passengers changed cars. The next stop was Seatoun Bowling Club for afternoon tea and a muffin. Following this break, the passengers changed cars again and we moved on



Wellington vehicle at overseas terminal building as part of fundraising event for the Cancer Society. Photo Des Culling.

heading for Brooklyn to continue our coastal drive. The last change for our passengers was at the Tennis Centre at Brooklyn, and from there it was back to the clubrooms in Petone. This is one of our community service projects that give a lot of pleasure to a group of people with different interests, who get to see the attractions of our region in our historic cars. Thanks to the drivers this year.

On Saturday evening, 29 May, six cars of the Wellington Vintage Car Branch were engaged in driving "VIPs" around the Overseas Terminal building as part of a fundraising event for the New Zealand Cancer Society. The "VIP'S" arrived by taxi, bus or walked to the entrance of the overseas terminal pier, where they were escorted into our vintage cars. After a "run-around-the-block" the guests were helped out of their cars onto the red carpet by officers in uniforms, and stormed by the Paparazzi, who turned out to be Wellington students engaged for this event as "instant reporters and television interviewers". Obviously the guests had been unaware of this very special treatment and were all thrilled. It added a very special note to their dinner-and-dance and it was great that the VCC was involved in this charitable event.

Our guest speaker for the June meeting was the North Island Club Captain, Rob Knight, talking about what the Vintage Car Club of New Zealand is all about and his talk was an eye opener for many of us.

Late June we will have the Colonial Cup rally, and this time the participants will travel 'around the world'. The Colonial Cup event is also the day for judging the restorations of Wellington Branch members competing for the Most Meritorious Restoration of the Year; the Southward Salver for the best first time restoration, and the Munro Trophy for the best motorcycle restoration.

In July we will have the night trial this will be a Star Gazer and will be ending up in the Wellington Carter Observatory. Also in July we will have our Pot Luck Dinner in the clubrooms.

I like to wish all readers of the *Beaded Wheels* safe drives and lots of fun.

**Wellsford**

Rita Jorgensen

At our AGM on 29 April, held as usual at the Kowhai Craftrooms at the Warkworth Showgrounds the following officers were elected. James Lawrie Chairman, John Downie Secretary, Vivienne Guest Treasurer, Wilbur Brown Club Captain and Delegate, Gloria Lawrie Editor.

Wilbur Brown put his stamp on the job straightaway by asking that each member organise an outing, so that each month we can look forward to varied and interesting events.

Our annual Swapmeet was the big event for May. The weather was fine and our ever intrepid Wilbur Brown arrived at the showgrounds at 5.10 am to find several sellers already setting up. Unfortunately unknown to them the venue had been shifted, so they had to be moved to the front paddock by torchlight. Covered stalls have been erected on two sides of the field for livestock for future A and P Shows and this turned out to be very suitable. Luckily the weather remained fine and the ground firm. The day was very successful with plenty of bargains and treasures. The barbeque boys and refreshment girls were kept busy supplying the inner needs.

Rupert, from the Matakana museum arrived in his vintage truck with an upright piano on the back. He had a percussion unit beating out a rhythm while he played honky tonk to entertain the crowd.

After general business at our May Club Night we watched a video of the 2002 Bay to Birdwood Vintage Car Rally. Lots of very fine vehicles took part. Most making the 70 odd mile trip from Adelaide to the Birdwood museum without any breakdowns and were much appreciated by the crowds lining the streets.

Martin and Margaret Howson set up our June outing. Again the weather was kind and 17 people in seven vehicles enjoyed a pleasant drive from Warkworth through back roads to Bill Worsfold's eco farm at Kaiwaka north of Wellsford. He opted out of dairying in favour of growing native trees to best suit the environment. He has planted shelter belts and decorative varieties which he hopes will provide an income in a few years time. There were also orchard trees of tamarillo, mandarins, limes, peaches, pears and exotic fruits. He is also doing soil experiments with mulch imported from Taupo.

From his farm we travelled through Ryan Road, Hakaru with a stop at the Mangawhai Hotel for a refreshing lemonade and a stroll onto the old wharf and waterfront.

My next report will cover our annual Winter Woollies Wander Weekend. We can get our vehicles fine tuned, but we can not control the weather on the day. It is winter after all.

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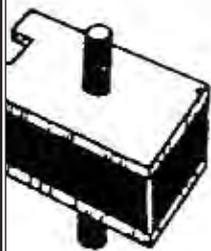
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