

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

Beaded Wheels

No. 273 April/May 2005

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AUSTIN'S AT ARDS TT

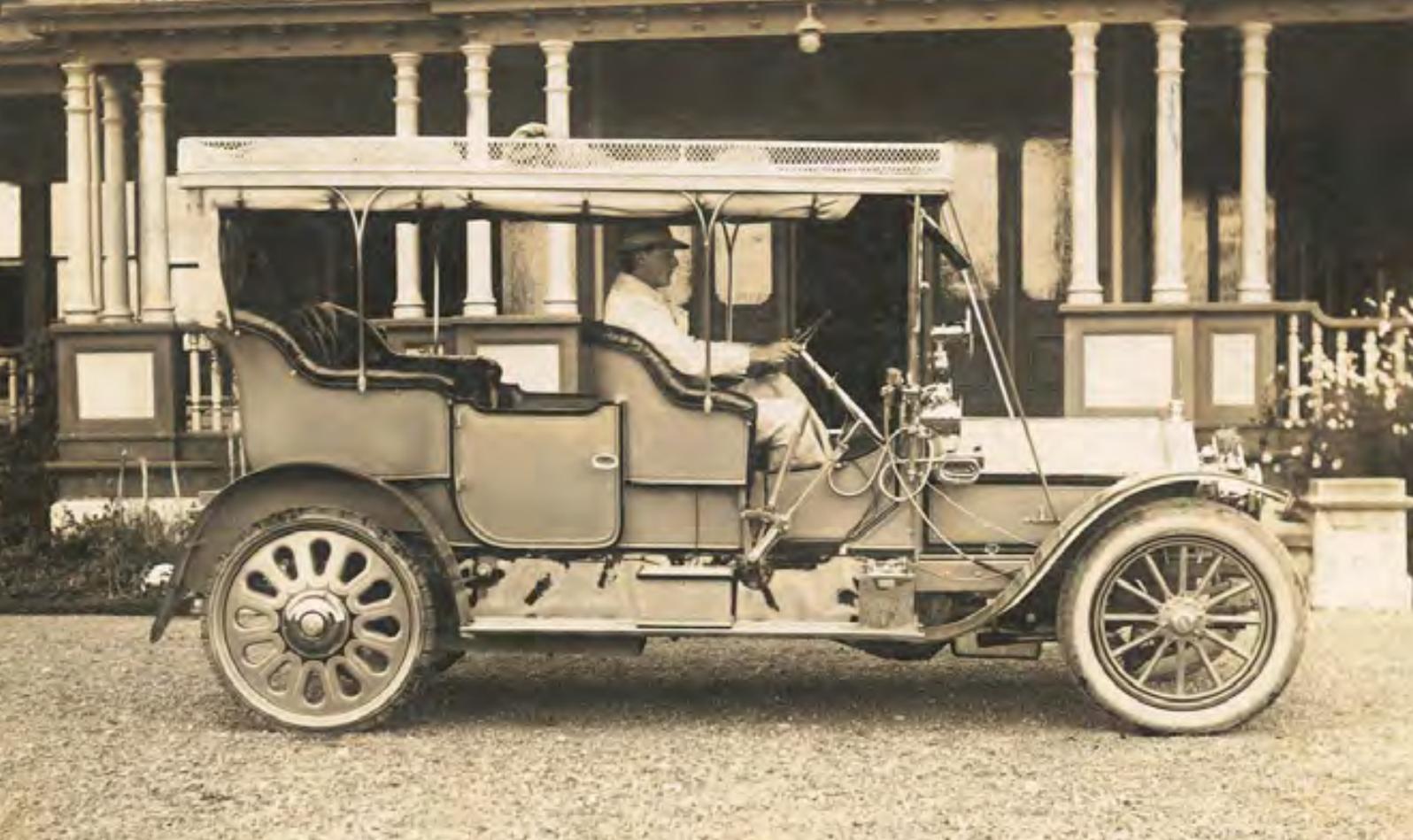
Was this really what Herbert Austin had in mind for his baby...



CLUB ACTION

Round ups from Gore, Southland, Wanganui and more





The photo above has been supplied for publication by Duncan Rutherford. The vehicle featured is a 1910 Wolseley-Siddeley and is photographed outside his family home on their North Canterbury station, Leslie Hills.

Of special interest are the back wheels which were special rubber blocks between two alloys used to clamp them. Duncan says "You tightened them together to spread the rubber," he still has one of these wheels in his possession.

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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management committee

A full list of branch addresses and contact details can be found on the VCCNZ website at www.vcc.org.nz

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 2005

PRESIDENT
Leigh Craythorne
03 342 9110
craythornes@actrix.co.nz

CLUB CAPTAIN NORTHERN REGION
Rob Knight
06 323 3104

CLUB CAPTAIN SOUTHERN REGION
Diane Ross
03 308 2356
randross@xtra.co.nz

SECRETARY/ TREASURER
John Coomber
03 348 0062
coomber@xtra.co.nz

MANAGEMENT COMMITTEE
Bob Ballantyne
09 444 4066
deb.rob@xtra.co.nz

Gary Beaumont
03 415 9169
gjsmbeau@es.co.nz

Greg Terrill
07 846 4355
terrill@xtra.co.nz

REGISTRAR
Rod Brayshaw
07 549 4250
registrar@vcc.org.nz

BEADED WHEELS CHAIRMAN
Kevin Clarkson
03 385 9821
kevinc@vcc.org.nz

ACTING SPEED STEWARD
Don Broome
03 332 6452
frdbroome@paradise.net.nz

ARCHIVIST
Betty Wallace
03 332 4261
llamanz@ihug.co.nz

Beaded Wheels

Publisher

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Editorial Committee

Kevin Clarkson (Chairman), Judith Bain,
Rosalie Brown, John Coomber, Mark Dawber,
Marilyn McKinlay, Chris Stevens, Robin Wells,
Lindsay Wogan.

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E-mail

beadedwheels@vcc.org.nz

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The Vintage Car Club of New Zealand (Inc.)

National Office

Phone 64 3 366 4461 Fax 64 3 366 0273
Email admin@vcc.org.nz

Postal Address

P O Box 2546, Christchurch, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

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 273 April/May 2005



Colin Rae recounts his prize winning
Buick restoration, page 22.



Basil McCoy takes a look at the impact
of Austins during Ards TT races in the
late 1920s and early '30s, page 32.



We get behind the wheel of a 1934
Vauxhall ASX with Trevor Stanley,
page 16.



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COVER

Johanna Mathis (oldest member of the South Waikato Branch) was invited for a jaunt in Mr J H Troughton's 1906 Ford Model N. The vehicle is part of Mr Troughton's collection in Matamata that was visited by South Waikato members together with Hamilton Sunbeam Talbot Club members in October 2004.

Photo Neville Beale

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president's message

Camaraderie and friendship are certainly alive and well in our Club. My fellow branch members and I have had first hand experience of both over the last few weeks. Tony and I were part of a Canterbury Branch contingent that motorcycled from Christchurch to Cambridge to take part in the 19th National Motorcycle Rally. On the way we passed through other branch areas and were appreciative of the opportunities of meeting fellow Club members. At Dannevirke, Ken Mills (Manawatu Branch member) took the time to seek us out and ferry us in his car to that night's eating-place. He spent a convivial evening with us and returned some of us to our motel. As there were 22 of us, it meant several trips! Another day, South Waikato Branch provided us with a delicious morning tea at their historic clubrooms at Lichfield and Chuck Hausman escorted us on our journey north for some time via the back roads away from the main highway so we could see some of the wonderful countryside in their neck of the woods. We all enjoyed the Rally and the After Rally Tour, meeting more friendly folk from all around the country, and overseas, at each overnight stop.

Unfortunately while travelling back home from the After Rally Tour, one of our members, Andrew McClintock (our Club's representative to the Federation of Motoring Clubs), suffered an accident and was airlifted to Wanganui Hospital. This was where I was especially proud to be a member of the Club. One call to Stephen Voss (Wanganui Branch Chairman) and he was down to our camping ground with offers of assistance. Words can't explain the relief I felt—we were very grateful for a friendly face on the spot. As Stephen said when we tried to thank him – “This is what the Club is all about”. We all wish you a speedy recovery Andrew.

Commemorations abound on our Branch calendars – Southland celebrated their 50th Anniversary as a club during January; the 40th reunion for entrants on the Club's Haast International Rally was held during March and South Canterbury celebrated 50 years of Vintage motoring when they hosted the National South Island Easter Rally. Congratulations to you all on these significant milestones.

I know all entrants in the South and North Island National Easter Rallies

will have had an enjoyable Easter break, meeting up with old and new friends, while those taking part in the South Island Club Captain's Tour will be looking forward to that event during April.

Waikato Branch hosted the 19th National Motorcycle Rally during February, an extremely well organised rally. Thank you Waikato Branch (especially Rally Chairman Bob Hayton and the organising committee) for hosting this successful event on behalf of the Club.

During the prize-giving dinner at Cambridge, when thanking the Branch for hosting the event, I alluded to the reasons why a section in the Branch Manual has been set aside for National Rallies. It was felt by the Executive (the governing body of the Club consisting of each Branch Chairman, Branch Delegate and the Management Committee) that as National Rallies are prestigious occasions, there should be some consistency and standard throughout the country when hosting such events. Those of you who have organised a branch event will know the work and planning that is involved, but a National event has particular additional responsibilities. Just like families, we in our branches all have our own way of doing things. When branches place a bid for hosting a National event, they must be aware of what is expected by the Club as a whole. It is all set out in the Branch Manual – how to apply to host the event, branch responsibilities, rally plaques, logos and designs etc. Remember too that the Southern and Northern Region Club Captains are charged to oversee and assist on National events. Please do not hesitate to contact them if you need any advice when you are considering placing a bid to host a National event. Diane Ross and Rob Knight are only too happy to help and guide branches in not only National events, but in all the other aspects of branch and individual historic motoring.

It is getting near that time of year when nominations are being called for Branch and National Offices. Please give these your consideration.

Leigh Craythorne



vintage viewpoint

Beaded Wheels is a club magazine. We think it is a very good one and we usually get very positive feedback from readers all over the world. We see a lot of the other Vintage car club magazines from throughout the world and ours would certainly be well up there in presentation and content.

As well as a copy going to each member we also sell a reasonable amount through bookstand sales where our magazine goes head to head with commercial magazines (catering for classic cars, usually).

However, we are not the same as the commercial magazines out there. Some of the differences are: we have a lot of club relevant content; we have fewer general interest articles, we have fewer advertisements (and we charge much less than others), and probably most importantly – we are unable to pay for contributions by our members and others to the magazine. We do, though, have content that is directly relevant to our members and we hope we provide a good read.

The quality of the content is dependent upon the contributions we receive and we are very fortunate that the material presented to us is of a good to excellent quality. We thank past contributors and exhort them to continue to provide us with copy and we encourage anybody who hasn't yet done so to consider putting something together for readers to enjoy. Rally reports usually come in regularly so we don't have a problem there. We would, however, like to see more slightly technical articles as many members enjoy these and good restoration articles can also make a good read.

We look forward to your contributions and with your help we can make a great magazine even better (and you may win a *Beaded Wheels* cap!).

Kevin Clarkson
Chairman, *Beaded Wheels*



VCCNZ Inc
National Office,
PO Box 2546, Christchurch
ph 03 366 4461 fax 03 366 0273
email admin@vcc.org.nz
www.vcc.org.nz

national office news

VCC SUBSCRIPTIONS

VCC membership subscription invoices were forwarded in February and payment was due by 31 March 2005. A reminder notice will be sent to members who have not paid. If you have not paid your account, please note that this will be the last *Beaded Wheels* you receive until your payment has been received. You will also not receive your Branch Newsletters.

MEMBERSHIP CARDS

For those members who have paid their annual subscription by 31 March 2005, you will receive your membership card in early April. This years colour is Red.

NOTICE OF AGM

On page 8 of this magazine you will find a Notice of AGM and a request for nominations for the Management Committee positions. There is one Notice of Motion to vote on this year. This will feature in the next issue of *Beaded Wheels*, in accordance with the Club's By-laws.

BRANCH MANUALS

Did you know that every branch of the Vintage Car Club of NZ (Inc.) has two copies of a branch manual that covers most topics within the Club and answers most questions? One copy is for the use of the Branch Secretary as they are the first people members normally approach. The other copy is normally kept handy for members to browse through. Please ask your branch where this copy is if you are unsure.

Job descriptions for Management Committee positions are available in the Branch Manual, through the Branch Secretaries or National Office

COURTEOUS DRIVERS

Once again we have been advised that some Vintage 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 by not pulling aside.

Julie Cairns

VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 May, 2005 or email us at beadedwheels@vcc.org.nz

APRIL

9	Canterbury	PW/PWW/P60v Rally
9-10	Easter Bay of Plenty	East Coast Rally
9-10	Wanganui	Annual Autumn Motorcycle Trial
13-19	Manawatu	Veteran Thermal Triangle Tour
16	Canterbury	Scooter & Under 250cc Motorcycle Run
23	Otago	Motorcycle Rally
23-25	Taranaki	Maunga Moana Rally
23-25	Wellington	Club Captain's Safari
23-25	Southland	Autumn Rally
24	North Shore	Northern Raid Rally
24	Nelson	Veteran Rally
24	Canterbury	Autumn Run
24	South Canterbury	All American Run

MAY

1	Waikato	Hill Climb
7	Ashburton	Annual Swap Meet

7-8	North Otago	All British Weekend
8	Manawatu	PV, PWW, P60v Rally
14	Wellsford	Swap Meet & Display
14-15	Northland	Northland Motorcycle Rally
14	Southland	PW/P60v rally
15	South Canterbury	PV, PWW, P60v Rally
20	Otago	PV, PWW Rally
21	Banks Peninsula	Pomeroy Trophy

JUNE

4-6	Canterbury	Irishman Rally
4-6	Waikato	Double Fifty Rally
5	South Canterbury	All British Day
14	Southland	PW/P60 Rally
18	Manawatu	Brass Monkey Trophy
19	South Canterbury	End of Season Run
25	Far North	Molloy Trophy

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.

A MESSAGE FROM THE

SPEED STEWARD

As most of you will know at the request of the Management Committee, I agreed to take over the position of National Speed Steward on the untimely death of Frank DeLatour. I had been National Speed Steward from 1995 to 2000 prior to Frank's appointment so was able to relatively easily pick up the reins again.

It was and still is, my intention that I would "hold the fort" only until the next postal ballot for officers prior to the August AGM.

It is therefore timely that I urge members to consider nominations for the position of Speed Steward for the future.

I have been asked to explain exactly what is expected of the position and I will endeavour to make this as simple as possible.

Firstly and most importantly you would be an elected member of the Management Committee and expected to contribute to all discussions and decisions with a special responsibility for speed events. This is no different to other positions on the committee such as the Club Captains or *Beaded Wheels* Chairman.

As a committee member you would be expected to attend approximately four management meetings and two executive meetings a year and present written reports to those meetings on the activities of speed section.

The Speed Steward receives applications for permits from Branches planning an event and checks the paper work to ensure that the requirements of the VCC are being observed and that any safety issues are being addressed. The National Steward then issues a permit and if he/she is not able to attend, appoints an acting Steward to attend, basically in an auditing capacity.

This sometimes involves co-operation with Motor Sport Clubs where it is a combined event.

The Steward on the day completes a standard form reviewing the safety aspects of the event which the National Speed Steward files and informs the Branch concerned if there are any issues which require attention at future events.

The National Speed Steward also oversees the issuing of Historic Racing Licences but the majority of this operation is carried out by the National Office.

It has been customary but not compulsory that the National Speed Steward is involved in the processing of VICs for Historic Racing Vehicles.

There is sometimes a lot of information to absorb and reports to read so it does require some of your spare time.

Ideally the nominee would have an interest in sporting events and some previous participation, although not essential, would make the job easier.

It is mainly about common sense and understanding the rules, so if you think this is where you would like to make a contribution, can work on a committee and have an interest in competition events, or know somebody who would fit, start twisting their arm. The Branches running speed events have become quite sophisticated with their adaptation to the increasing safety requirements and also I would be available for advice.

Don Broome.

Acting National Speed Steward.

Dear Sir

I have been pursuing the possibility of the existence of a 1922-3 Belsize Bradshaw Cyclecar in New Zealand on behalf of a fellow Heritage Trust member and car restoration enthusiast in the UK. He suspects one may exist in New Zealand and would like to make contact with any owner.

The Administration Manager of the VCC has advised that they do not have one registered but this does not rule out the possibility of an unlisted vehicle existing, and I should write to you to ask if you would publish such a query.

I would be most grateful if you could publish the question – or furnish any other relevant advice.

Bruce Astridge
201a Annesbrook Drive
Nelson
e-mail: astridge@xtra.co.nz

Dear Sir

I am trying to find a brother or friend for my 1933 Continental Flyer. Apparently they were only made for three years and so far I have been unable to track down any others. If any readers have suggestions of where to try I would appreciate the information. I have contacted a couple of American Car Clubs on the internet to no avail.

Gordon Handy
PO Box 2009
Washdyke 8630
email: gordon@gordon-handy.com
Phone 03 686 2110

Dear Sir

Having enjoyed reading in *Beaded Wheels* (No 272) Grant Hitchings, interview with Alastair McIntosh (The Way We Were), I would like to expand on Alastair's reference to "the sharp Aussie" who made a killing in Central Otago by collecting an illegal deposit from one keen cocky after another on a new Chevrolet.

In fact said sharp Aussie, who was at the time living in Oamaru, let it be known throughout Otago and Southland that he could supply new 1952/53 Chevrolets for £2,000 each (list price £1,080), with each buyer required to pay a deposit of £1,000 up front, with the balance of £1,000 payable on delivery. With many newly rich South Island farmers and townies anxious to get their hands on such cars, which were so attractively styled but as scarce as hens teeth, the market was, to say the least, very willing indeed. Just like the share market, when they go up everybody wants

one! Although he did somehow manage to supply a few such new cars, presumably by paying a premium to some obliging agents, most of his prospective customers who had paid their deposits so willingly were soon to find themselves each £1,000 out of pocket with no new Chevrolet in the garage. Easy come, easy go. Thus did "the sharp Aussie" so easily take to the cleaners a car-starved group of well-heeled people, who were all too eager to part with some surplus cash in exchange for the chance to own the most desirable car on the market at the time. If it seems too good to be true it probably is!

In spite of their best endeavours the authorities were unable to establish the whereabouts of the estimated £90,000 profit from the scam, and after serving two years in prison "the sharp Aussie" seemed to disappear over the horizon, presumably to enjoy his ill-gotten gains elsewhere. Nice work if you can get it. Although the many prospective purchasers were most aggrieved to have lost their deposits, they were even more aggrieved to see their names published in the newspapers a day later. Just to add to their embarrassment, the IRD took particular interest in such people, who were so flush with cash that they could afford to pay double price for a new Chevrolet.

No doubt many younger readers will find it hard to believe that such a story could be true, but such was the strictly limited supply of new cars to the market at the time, that it was not uncommon for one year old popular cars such as Vauxhall, Ford, Morris and Austin to be sold for 50% more than their original list price, with

popular American cars such as Chevrolets and Fords doubling their value and more. Because the agents for such popular cars were obliged by law to sell them at list price, it was perhaps understandable that the privileged buyers of such cars were well soaked for their trade-ins.

Perhaps the most blessed of all prospective new car buyers over those years were the fortunate few who owned overseas investments, which could easily be cashed up to supply eager agents with "bonus" cars which were additional to their normal meagre ration. No wonder such customers were given the "red carpet" treatment and received remarkably generous allowances on their trade-ins. In fact it was not uncommon for agents to actually lose money on such trade-ins for the sake of procuring and selling those extra bonus cars. Just to really sweeten the deal to the maximum, some such buyers were able to screw from the agents a written guarantee to supply another new car without a trade-in at a later date. But all good things must come to an end, and ultimately what was known as the Non Remittance Scheme was canned.

During the same era large numbers of Belgium assembled Plymouth Cranbrooks (all steel grey) and De Soto Diplomats (all light blue) were imported to alleviate the extreme shortage of American cars, and sold readily enough for £2,000 apiece. However, after a while some North Island dealers, who were embarrassed with surplus unsold stock, were much relieved to ship such cars to Southland dealers where they sold like hot cakes to the well heeled farming fraternity. In fact Tapanui

letters to Mailbag about the VIC system.

We continue to receive letters on the above subject, both for and against the VIC system in equal amounts. The letters for are fulsome in their praise of the VIC system and we appreciate the time taken by members to let the wider readership know of their views. The letters against do not throw any more light on the subject and most contain indications that the writers are taking the opportunity to air personal issues, rather than being focussed on the value or otherwise of the VIC system.

We continue to value reasoned debate on any subject but personal attacks and airing personal issues fall outside the scope of this publication.

We strongly recommend that members read and digest the statement on pages 10 & 11 of the February/March issue of *Beaded Wheels* Number 272. If after reading and digesting this information a member still has a problem then they should raise their particular concern with their branch Chairman and branch Delegate who are able to take the matter further. At the Executive meeting held in Auckland on 12 March 2005 the decision to have the VIC as a requirement for National events was again ratified (unanimously, by show of hands) by the Executive of the VCC.

We thank all contributors for their efforts. This correspondence is now closed.

Kevin Clarkson,
Chairman *Beaded Wheels*

was at the time regarded as "the promised land" for the sale of such cars, which were commonly seen on Southland roads for many years.

In that era new popular family sedans, such as Ford Zephyrs and Vauxhall Veloxes cost up to about £800, which at a glance may seem cheap by today's standards. However, with current wage levels being approximately 40 times those of 1953 it is interesting to see just how cheap new cars are today, as £800 then equates with approximately \$64,000 today.

So much for the good old days which provided our "sharp Aussie" friend with such easy pickings.

Jim Sawers

Dear Sir

re Mailbag *Beaded Wheels 270 & 272*: "The Dodge that wandered" and "yours in motoring," signed Major Kochupp.

To answer Major Kochupp firstly. No shame on the members as the response to my "cry for help" was overwhelming!

The solution:

1) The Gearbox - seems that fitting a Nissan gearbox may have been just a rumour unless as the Major suggest you fit Nissan engine and differential also.

The gearboxes used are Toyota Dyna with handbrake assembly mounted on rear of box or if this set-up is not required use Toyota Celica, Grande, Cressida or MkII Corona (thanks Alan). At this stage I am staying with the three speed as I now have enough good bits to rebuild.

2) Wandering - everyone except two of you who contacted me said fit radials. I

have, yes you were all correct, it fixed the problem.

Anyone who wishes to contact me as to what tyres I fitted, please call 06 385 0661
 Roger Ffewkes
 5102 Mangaone Rd
 RD 3, Taihape

Dear Sir

This photo of my father's 1926 Chevrolet 4 cyl tourer might be of interest to readers. The picture was taken somewhere out back of Gisborne 1948-49.

It looks as if the ford was deeper than he thought so the "bird" had to stretch its



wings to dry out.
 Bruce Leask

Dear Sir,

I have a brand new pre-war English crownwheel and pinion set still in its original tin, but don't know what make of car it will fit. I originally thought it might be Morris Eight, as it's about the same diameter. However it's a more robust set.

It comes from Walt. Bennett (spare parts) Ltd of Bradnor Road, Manchester. The brand name is Walben. The ratio is 7 x 36, which suggests it is for a car running 16-inch wheels. The part number is 96445.

Can anyone help with identifying this part, please? And does anyone want it? Phone 09 292 8994

Jon Addison
 Clevedon

Dear Sir

I'm wondering if one of your readers may be able to help me. I was given this photograph by a distant relative who informs me that it is "of servants at Grantham Cottage, Hamble, near Southampton, taken on 5 October 1906. Grantham Cottage was Sir Henry Stephenson's establishment."



The cottage has since been demolished so my enquiries have come to a standstill.

Question - what is the vehicle? (My grandfather is the passenger)

John Loader
 Email: johnloader@clear.net.nz



THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

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

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 13 August 2005 at The Golden Gate Conference Centre, Cromwell, commencing at 9.30am.

There is one notice of motion (This will be published in the next issue of *Beaded Wheels*)

RULE 8: ELECTION OF OFFICERS

Nominations for the Management Committee **must** be received in this office by 5pm 19th June 2005 accompanied by a **current biography and photograph** of the nominee and their association with the Club.

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

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

- President**
- Club Captain – Northern Region**
- Club Captain – Southern Region**
- Secretary/Treasurer**
- Beaded Wheels Editorial Committee Chairman**
- Registrar**
- Speed Steward**
- Three Other Members of the Management Committee** and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to be signed by the Member nominated, their nominator and

MANAGEMENT COMMITTEE 2004-2005

PRESENT OFFICERS:

- President: L. Craythorne
- Club Captains- Northern Region: R. Knight
- Southern Region: D. Ross
- Hon. Secretary/Treasurer: J. Coomber
- Registrar: R. Brayshaw
- Speed Steward (Acting): D. Broome
- Beaded Wheels Chairman: K. Clarkson
- Three other members of management committee: B. Ballantyne, G. Beaumont, G. Terrill

second. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for a least six months prior to nomination. If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place.

You can obtain a job description from the Branch Manual. Contact your Branch Secretary or National Office.

THE WAY WE WERE

As compiled by Grant Hitchings

With this issue of *Beaded Wheels* arriving on bookshelves two weeks before the ANZAC day commemorations I thought I would try to feature something appropriate for this occasion. I then remembered that one evening in 2004 I had been surprised to see featured on my television screen a friend, John White who was relating his experiences of the Battle of Cassino.



Clockwise from top: John installing 9.6 litre AEC engine in 1945 Valentine tank, it ran okay but heads were cracked. In Maadi Camp, Cairo, Egypt-1943. During a break after clearing enemy out of Cassino on West Coast me with German helmet, Mauser rifle and trailer made out of German mobile cookhouse-1944. In Training Territorial Camp, Wanganui, 1st Wellington Regiment-1941.

At that time, in May, it was the 60th anniversary of the event and this was the first inkling I had that he had been overseas on active service with the New Zealand Expeditionary Forces.

I first met John through a shared interest in Douglas motorcycles. We both have early belt-drive models and are members of the London Douglas Motorcycle Club. A long-time VCC member, he is an enthusiast for elderly vehicles and machinery and our friendship goes back a number of years.

To me he has always seemed quiet, well-spoken and the epitome of a perfect gentleman and I have difficulty in visualizing him uttering blood-curdling screams, rushing forward in a frenzied bayonet charge and then engaging in bitter hand-to-hand combat in the ensuing mayhem. But then I have the same problem when meeting other WWII vets as well.

I confess I find the history of this battle absorbing (although not from a ghoulish point of view) and when I met John at our Swap Meet in October I used the opportunity to find out more about him and also his experience with the New Zealand Military.

Born in Wellington in 1921, John had a childhood which he describes as "rough." On leaving school at age 13 he joined the

workforce as a typewriter mechanic. Unable to develop an interest in this career path he took on the job as message boy for the large Wellington firm of Cory-Wright and Salmon who among other things were the agents for AEC trucks and buses.

He soon developed an affinity with these vehicles and in time became a store man with the company. Then his life turned to custard with the outbreak of WWII in 1939 and he found himself in the New Zealand Army in 1940 as part of the Wellington Regiment.

Unfortunately his aspiration to star as a dispatch rider (a 'Don R') was dashed when the New Zealand Army learnt that his mount (Don R's were expected to supply their own motorcycles in those days) was a small Excelsior two stroke machine and as there was a minimum capacity limit of 350cc for motorcycles, he was appointed to the infantry.

With the immediate threat to the country when the Japanese entered the war, John was seconded to Coastal Defence for the Wellington region. John classes this nine month period as the bleakest experience of his life—on his own for long periods of time and responsible for the defence of about fifty miles of coastline with initially nothing much more than pebbles from the beach to throw at any invader.

When the invasion fear had abated John was posted to a Regimental Electrical and Mechanical Engineers (REME) unit in Palmerston North, then in 1943 headed overseas with the 10th Reinforcement to Egypt. He confessed that although he was not actively involved at the sharp end of proceedings, driving jeeps and trucks thousands of miles around the Italian Peninsula, was to him, just as hazardous and stress-inducing.

John's main duty was ferrying an inspecting officer around each artillery battery, checking wear in the gun barrels. Evidently if the barrel wear was excessive the shell could exit sideways which effected their trajectory and accuracy and caused no end of consternation among the combatants on both sides. Having to do this inspection during the daylight hours in view of enemy gunners for much of the time made him feel he was providing them with a moving target to practice on, particularly at Cassino. (A sort of turkey shoot from the bird's perspective.)

Later another of John's duties was driving an officer around during a battle to assess the condition of damaged armour. As most of this was tanks this survey proved to be quite messy and unpleasant.

With the cessation of hostilities in 1945, and having been overseas for three years,

John at the wheel of his 5¹/₂ ton sports car taken in Oriental Parade Wellington early 50s. First underfloor engined bus sold in New Zealand. John demonstrated it in Auckland and sold it and 12 more to the Auckland Transport Board.

John managed to arrange leave in Scotland where he met and married wife Mary.

Returning to New Zealand, John was again employed by Cory-Wright and Salmon, his first task being the assembly of twelve AEC bus chassis for the New Zealand Government Railways. These were the first diesel buses bought for the NZR. Eventually he was to spend his time there on all aspects of selling, servicing and managing the supply of spare parts for AEC vehicles (both truck and bus) as well as spending many happy hours driving them all over the country.

In 1955 he joined the Wellington Branch of the Vintage Car Club under the captaincy of Sir Len Southward, but now with three daughters to rear, time to pursue his interest in old vehicles was limited.

After spending 28 years with Cory-Wright and Salmon John resigned in 1964 to join a manufacturing firm. He ruefully admits that this move was one of his life's great mistakes. The venture only lasted nine months before he 'pulled the plug' and through friends in the Caltex Oil Company bought into a service station near Hangatiki. (On the junction of the Main Highway and Waitomo Caves Rd.)

Then in 1967 it was a change to managing another service station/grocery outlet on the North West bypass in Hamilton.

Leasing the premises in 1982 he spent the next eight years as a relief driver on a rural mail run during which time he also assisted the owner of a very large collection of WWII military vehicles in Hamilton with restoration work. His first project was the rebuilding of a Valentine tank powered by one of his favourite (100hp) AEC engines.

John commented that afterwards he decided he would never work on another after spending almost a year crawling around inside the hull with gas equipment, hammers, chisels and the like. He considered he lost two inches in height during the rebuild. Some of the other restorations benefitting from his expertise were a Matador gun tractor, some Bren gun carriers, a Daimler Scout car and a Ford staff car. He was also involved in rebuilding a very early Avery friction-drive tractor for display at the celebrations at Mystery Creek (near Hamilton) for the 100-year anniversary of the tractor.

In 1989 John and Mary moved to Nelson mainly to be near one of their daughters who lived in that province. One of his most notable achievements there was the instigation and running of the 1995



Left: 8 July 1945, Swiss/Italy frontier atop 10,000' pass. Rescued three Swiss nurses and a doctor from clutches of a dozen Italian Frontier Guards chasing them because they had crossed the border by accident, got them to cling to the sides of the trusty Ford and we made a hasty getaway. They made us very welcome at this Swiss frontier post.

VCC National Motor Cycle Rally based in Richmond. This was my first experience of one of these events and I thoroughly enjoyed the occasion and admired John's and the Nelson Branch efforts.

In 2003 with two of his three daughters now living in Blenheim he moved there, transferring to the Blenheim Branch of the VCC.

I was saddened to learn that Mary passed away in 1999 when she and John were holidaying back in Scotland, ironically her death occurring when they were just a few miles from her birthplace.

In an article John has submitted to the Archive he gives an interesting account of his first experience with the army and I reproduce it here as a footnote to this article.

"I was mobilized on Guard Duties in Wellington when Pearl Harbour was attacked. On the first day volunteers with driving licenses were called for. I had not yet learnt the rule that one should never volunteer in the military so I stepped forward. A dozen of us were then heaved into the back of an old truck and taken from the Depot in Wellington to Trentham arriving at 10pm. In almost pitch darkness we were then marched into a vehicle park, told to find a truck, get in and start the vehicle and wait for further instructions. There was a general scramble during which I found myself beside a truck of some sort and climbed into the cab. I had no idea what sort of truck it was and I had never driven a heavy vehicle before. The cab on my truck seemed full of levers. After groping around

I eventually found a dash light, the ignition switch and then the starter button which when pressed caused the vehicle to burst into life. We were told to only use park lights. How we got out of the vehicle park without crashing into each other I will never know and when we got to the main road into the city I was able to figure out that I was driving an antique four cylinder Morris Commercial tip truck hence the array of levers in the cab. Glad I did not try to change gear with the tip lever. It usually takes a month's training before the Army will allow drivers to drive in convoy but that night we broke all rules. The next day I was introduced to a traffic officer to undergo a heavy traffic license test and was required to drive an early snub nosed Bedford with a long tray that I could hardly see the end of. I drove him a short distance until he asked me to stop and reverse into a side street without looking back. Not educated to use rear vision mirrors I virtually closed my eyes and hoped for the best. Somehow I passed my test and became a licensed heavy truck driver then was sent out on guard duty for the next nine months without setting foot in a heavy vehicle until, transferring to a workshop unit, I became a driving instructor.

John's final comment was a curt "That's the Army for you!"

A motorcyclist at heart, John has his spare garage stacked with various two-wheelers including some of his favoured Douglas motorcycles. However he is often seen on rallies at the wheel of his much loved 1937 Austin 10 that he "trucked" some years ago and is optimistic about

Duncan Rutherford Revisited

Text John Palmer, photos Duncan Rutherford, Margaret Palmer, Bill Clarke

Long time club member and active motorist Duncan Rutherford is in his 87th year. In 2001 he was awarded the Club's 50 year membership badge – John Palmer recounts a recent visit with Duncan where he learned more about the man whose interest in motor vehicles began at the Rutherford's family home at Leslie Hills Station, North Canterbury, in the early 1930s.

Duncan Rutherford in action with the Lycoming special at Southbridge car races.

I have known Duncan for 54 years. For quite a few years I have been intending to visit Duncan and update myself on his large collection of motor vehicles. Duncan is in his 55th year as a continuous financial member of the Vintage Car Club of New Zealand, having joined in December 1950. John Stickney's interesting article in *Beaded Wheels*, April 2002, which covered an earlier interview with Duncan pleasantly pricked my memory.

During the period of the mid and late 1940s, the motor sport fraternity became re activated from its dormant state during World War II years, 1939-1945. In Christchurch in 1946, the Vintage Vehicles Association (later renamed The Vintage Car Club of New Zealand), and the Sporting Car Section of the Pioneer Motor Club (later named Canterbury Car Club) became alive, notwithstanding that quite severe petrol rationing was in place. In those days and up to the mid 1950s in particular, a number of local sports enthusiasts were financial members of both clubs, and there was a close interaction between them. Duncan was an early member of the Canterbury Car Club and a very active club participant in its events. As a school boy in the immediate post-war period I was a keen enthusiast of motor sport. and

attended as many of the local events as possible. I remember quite vividly the first one I attended was a hill climb at Halswell just out of the city. There was a trio of cars taking part that at the time stood out. Namely a Frazer Nash, Brough Superior, and a Citroën drophead coupe. These types of cars were rare in those days and for a teenage enthusiast made quite an impression. At that stage names of drivers did not seem important. The Citroën was in fact Duncan Rutherford's and he was to continue to compete frequently over the following three years or so at circuit and beach race meetings, sprints and hill climbs, usually getting a respectable place rating.

Duncan ultimately sold the Citroën, a sale he tells me 50 years on, with regret. A Willys Special was acquired originally



Duncan's rare Citroën 15 drophead coupe.

built as a midget racing car for speedway racing. It had been modified for normal car racing. This was Duncan's chief competition car for the next four years. The Willys Special fitted with a supercharger clocked a best time of 105mph for the flying half mile which in those days was considered a very acceptable achievement. (The bones of the Willys are now in our Palmer collection).

In early 1951 I had joined the Canterbury Car Club, having the use of my mother's 1950 Ford Prefect! That winter my younger brother and I decided we should have a go in the annual challenge mud plug. This was an event that had been run between the CCC and VCC for a few years. This was a memorable one for me as it was my first meeting with Andrew Anderson (founder-member of NZVCC) and Duncan Rutherford. Andrew was organising the day's event on behalf of the host club. This challenge inter-club trial was also notable for the lack of any VCC entrants and not a lot of mud. In a display of true sportsmanship Andrew Anderson carried on running the event. It was no surprise Duncan's 'car', a war assets trucked Jeep won the day! Our Ford 10 a honourable poor second! John Stickney's *Beaded Wheels* article mentions Duncan's dunking when racing the Willys Special

on the Lake Bryndwr track in Christchurch. This was a small race track formed around the rim of a quarry which contained quite a bit of water. This event was in 1951 also and coincided with my own introduction to saloon racing in my mother's Ford 10! Duncan's car had flipped into the lake on a bit of a sharpish bend and landed upside down in the water. Duncan brought me up to date with the incident during last December's meeting with him.

Spontaneously, on impact into the water, he went to turn the ignition off but found the switch 'back to front'. It was only then he realised he was upside down with the upturned car on top of him in the water. In hindsight he considered he was better off without any harness or seat belt, which in those days were not used in any race anyway. (The aftermath of this incident was pictured in *Beaded Wheels* issue 255 page 19)

Following the rugged Willys, a very attractive bodied special replaced it in 1954. Duncan had purchased the RA 111 (Racing Automobile No.3) This racing car had been built under the supervision of noted and respected driver and constructor of racing cars, Hec Green. When the RA 111 made its first appearance in February 1950 one motoring correspondent wrote: "it made more than one enthusiast's mouth water – in fact some onlookers positively drooled... if you see what I mean... the coach work is a la two-place Cisitalia competition type." The designer was influenced by the Cisitalias which got Italians racing again in the late 1940s.

Duncan was the sixth owner (and the last) of the RA 111, with almost as many engines fitted from the original Fiat 1100, vamped up Chevrolet 6, and Vauxhall 1500, before he bought it and finally fitted the most successful five litre Lycoming aero engine. He was to enjoy some great times with this car which has been described by one motoring writer as "altogether a gentlemanly motorcar" and it remains one the delights of the Rutherford collection.

Duncan's competitive motoring finished with the RA 111. For about a 20 year span, Duncan had been an enthusiastic driver in competitive motor sport, a period that Duncan looks back on with much pleasure. Incidentally a time when huge crowds came out to motor sport meetings to watch cars and drivers fight it out!

Duncan (Henry) Rutherford is in his 87th year and his interest in motor vehicles began at the Rutherford's Leslie Hills Station, in the Amuri district, North Canterbury (since birth) and could have been influenced by his family's early involvement in motors 100 years ago. His grandfather Duncan was one of North Canterbury's earliest station holders to supplement and then replace horse transport with motorised vehicles. In turn his son (Duncan) Leslie, Duncan (H's) father was an early advocate of the advantages of motors, and owned many during Duncan's life time. Other relatives, including Leslie's cousin Jack Rutherford of Opawa Station, South Canterbury, made history in February 1906. He drove a 1905 De Dion Bouton with his younger brother Teddy as passenger, accompanying Rodolf Wigley and Dr Eric Marchant in a similar car, to trial a motor route from Fairlie to the Hermitage, Mount Cook.

In 1910 a petrol engined tractor was purchased for Leslie Hills. This huge Saunderson & Giffkens was extensively used up to Duncan Snr's death in 1918. It has been fully restored under Duncan's stewardship and is in his collection. Last November the tractor was freighted to Christchurch for the Canterbury Agricultural & Pastoral Show to be included in the large display of Vintage tractors. Duncan was present to give a driving demonstration of the 94 year old motorised beast to the delight and pleasure of the Vintage tractor onlookers.

One of the earliest Christchurch motor traders was J.S. Hawkes & Co. importers and agents for Alldays & Onions and Wolseley. By 1909 it was known in the trade that Hawkes was encountering

financial difficulties. Duncan Rutherford was a customer and as well as being a very successful station owner was an astute business man. He invested £5,000 (today's value \$555,000) by way of debenture over the company, and became its Chairman of Directors. Consequently the company, now con-trolled and owned by the Rutherford family, acquired Sunbeam, Unic, Delage and Dodge agencies over the next few years. Immediately after World War I, Hawkes Royal Garage, alongside the Theatre Royal in Gloucester Street, moved west to newly constructed purpose-built buildings for its retail business on the corner of Durham Street. Hawkes, the man and company name had gone by 1920 and became Amuri Motors Ltd. named after the district in which the Rutherfords had been prominent for over 60 years. The Company was to continue until the end of the 1990s, having acquired a number of agencies, Standard, Studebaker, Triumph, Mazda, BMW over the years. Duncan (H) was a Company Director for almost three decades. Effectively the Rutherfords had been major players in the New Zealand motor trade for just on 90 years when they sold off their interests.

an early interest

Probably Duncan is one of the few people alive in New Zealand to able to claim to have owned and driven the same car since the age of 12, a time span of over 74 years! Duncan was presented on his 12th birthday with a 1906 Alldays & Onions car that his grandfather had purchased new and which had been used since by his grandfather and father both as a passenger car, and sometimes with the rear section of the body detached it became a useful farm truck! The car is one of the gems of his collection. The car is given an airing once in a while as it still very complete and original as it approaches its 100th birthday. Duncan was an owner of several motor cycles from his teens and tells a tale of of an episode when he was pupil at Christs College as a boarder



Duncan writes "my father made his vehicles work." His father Leslie used his Dodge 4 tonner as an additional farm machine with this grader blade fitted in 1925.

Jack Rutherford, with his father John, visits Leslie Hills in the Delage. Both were enthusiastic motorists.



Duncan and brother photographed in 1933 aboard his 1923 23/4 hp Douglas.

Left: The Alldays at the Canterbury Centennial Parade 1951-this event marked Duncan's entry into the VCC movement.



Duncan's plane and pic of his Corgi scooter (now owned by Bill Clarke) used for transport at each destination.

Right: Duncan and loyal Barney compete in an early VCCNZ Veteran Rally.

in the 1930s. It was an offence for any pupil to ride a motor cycle during term. Duncan who at the time owned a 1923 Douglas had managed to have this secreted in Christchurch so that he could sometimes use it on leave. On one such occasion when riding the Douglas along Fendalton Road he passed a couple of College boys pedalling their bicycles who he realised were prefects. In due course Duncan "was hauled up" before the prefects for the alleged offence. However as Duncan had been wearing a balaclava which hid most of face apart from the slit for his eyes and with his motor cycle gear, identity of the rider could not be positively proved, so was cautioned with a warning. Duncan tells me he still possesses the balaclava!

Duncan's introduction into the Vintage Car Club was brought about by being approached by Andrew Anderson to bring his Alldays out for proposed Canterbury Centennial procession, and join the VCC. So the Alldays car made its first public debut after the war years in the Vintage Car Club's Grand Parade of Veteran cars as part of the Canterbury Provincial Centenary celebrations in 1950. Duncan drove the Alldays from Leslie Hills to Christchurch a distance of 80 miles in about four hours.

Duncan recalls that one return trip from a rally he stopped at the Leithfield Hotel about 30 miles north of Christchurch for some light refreshment. This important stop took a little longer than he had intended so it is was twilight when he departed from the pub. He completed the journey of two to three hours mostly in darkness, safely to Leslie Hills with the doubtful help of the Alldays' kerosene side lights. My first visit to Leslie Hills was the Spring of 1956 when the Canterbury Branch had arranged a gymkhana (see cover *Beaded Wheels*, No 270) and to inspect Duncan's vehicle collection which was stored in a large garage. I would estimate from memory we saw about 50 vehicles which included a few post war models. Talking about this visit with Duncan, he thinks he didn't have anywhere that number then, "Father was very strongly against me playing around with cars". It was after his father's death in 1973 that his collection increased steadily. For 39 years Duncan held a current pilot license and in 1958 acquired a Cessna airplane. In his own words "I treated the plane just like a b..... car and used it from Auckland to Invercargill". Probably unique in this country Duncan went a step further and carried on board the plane a motor

scooter and sometimes his dog. The Corgi motor scooter developed from machines used by the Allied paratroopers in WWII, and was of really midget size. One of the "two and a half" scooters which Duncan once owned is now possession of a VCC member and is still currently in use. Duncan recalls a flight to Auckland and that his scooter drive into Auckland "just about put the wind up me." Another occasion he flew to Dunedin with a companion to attend a Dunedin Street Circuit meeting (one of the major South Island events Duncan did not compete in), and carried as usual the Corgi but this time with a specially built small trailer-cum-seat arrangement for his passenger. He duly made the trip to the race meeting, but ended the day having some debate with a police officer as to the legality of his scooter trailer. An offence notice was issued and somehow later it was withdrawn.

Duncan was the fourth generation at Leslie Hills, and his tenure was succeeded by a fifth generation Rutherford after Duncan moved to Richmond, Nelson about 25 years ago where his car collection is domiciled.

a formidable collection

I had made prior arrangements to visit Duncan last December and with my wife as photographer, duly met Duncan with his faithful dog Barney. After some introductory chit chat Margaret and I began a most intriguing tour of his vehicle collection. There were 90 vehicles around his home property of several acres, most garaged in farm buildings and some outside but under some sort of weather protection. We were told the collection totalled around 300 "and the cars were sort of breeding". Almost in a way of apology added he "still has bits and pieces and cars" on his Rangiora property which has some purpose built garages for storage. From time to time over the past 25 years he has transported his vehicles from Leslie Hills and Rangiora to Richmond. Duncan admits "I am starting to find it a long way to Christchurch and back – quite a long drive."

Duncan had shortly before our visit just passed, for third time, his mandatory over 80s two year driving test which included heavy vehicle endorsement. This was carried out in his modern vehicle transporter. It is quite a singular achievement for a person in his 87th year. "I think it may be the last time I will pass" sighed Duncan.

Shortly underway with our tour I asked if it was true he still acquiring additions

to his collection. "I am still acquiring cars the b..... things – and I am getting offers right and left and I am having trouble in refusing offers." He had been offered eight cars just prior to our visit and had accepted only one. As we entered another building packed with vehicles, Margaret who had begun taking photographs of the cars, asked "What are you going to do with all these?" "Put them to sleep permanently" Duncan jokingly replied, "no, I have got my nephew down now and he has taken over..." We were to meet his nephew, Deane Rutherford after we completed our tour around the home property. Duncan has several thousand square metres of warehouse space to store the remaining 200 vehicles. Notwith-standing the huge area of floor space available some areas were literally covered bumper to bumper with cars. Deane has begun to clean up some of the cars and he concedes he has almost an impossible task. Duncan laughingly "My poor old nephew doesn't know whether he is coming or going". The warehouse buildings are in very good and dry condition, but with the inevitable dust appearing over the vehicles.

There is a formidable selection of makes and models in the collection. "You can't see the forest for the trees" goes an old saying and this applies to the Rutherford collection. The following is a list of models

and makes we *think* we saw, many of which of over the past years have been used as every day cars by Duncan. The list is in no particular order with the majority of vehicles being post war: Jaguar, Peugeot, Renault, Reliant, Borgward, Austin, Mercedes, Lotus, Toyota, Skoda, Porsche, Mazda, Ford, DKW, Lloyd, Bradford, Dodge, Datsun, BMW, Chrysler, Vespa, Corgi, Lambretta, Morris, Rover, Studebaker, ABC, Daimler, Auto Union, Riley, Triumph, Volvo, Graham Paige, Singer, Bristol, Willys Overland, Alldays & Onions M/C, Standard, NSU, Audi, Fiat, Armstrong Siddeley, Saab, Hillman, Nash, Lancia, Humber, Vauxhall, Rolls Royce, Buick, Plymouth, Maserati, Chevrolet, Sunbeam, Volkswagen, And of course Duncan's RA Lycoming Special, 1910 tractor and 1906 Alldays car. Many of the marques are small collections in themselves and there some interesting stories attached to some of them. Altogether a great morning with Duncan. As one fellow Vintagent said after looking through our photos of the visit, that such a collection of cars being housed and retained for future generations was to be commended. With such a diverse selection that would be lost forever, but for him. DW



WANGANUI BRANCH

50 Year Award

Text Leigh Craythorne & Fay Chamberlain, photo Ian Chamberlain

RICHARD LYTH

Last year, Wanganui Branch celebrated its Golden Anniversary and the oldest member, Dick Lyth, together with the youngest member, cut the celebratory cake.

Richard (Dick) Lyth was one of the earliest members of Wanganui Branch. Joining the Branch in February 1955, he was the Branch's second Club Captain, later becoming Chairman. He also served on the Branch Committee for a number of years.



Dick had no car in his early years of belonging to the Club and used his father's vehicle for his first rally.

Bert Tonks, local panelbeater/strong supporter and "father if you like" of the early beginnings in this area, lent Dick one of his cars after that. He says, he almost "won" a few times!

Dick is recorded as attending a Branch event at Inglewood on 15th September 1955.

I was interested to read in the Wanganui Branch file held at our Club Archive in Christchurch, that on 28th September 1957 on a Trial (also at Inglewood) Dick entered in Bert's 1913 Daimler.

"The Tonk's Daimler, driven by Dick Lyth, turned in a good performance by arriving "spot on" and tied on points with the big Austin Tourer of Trevor Hudson. First place went to the Daimler on account of the fine finish and both Dick and Trevor were presented with a handsome little trophy in the form of a vertically mounted miniature tyre with a plaque in the centre. Dick Lyth was thus able to take home to Bert Tonks a tangible reward for his days of work in preparing the Daimler. Bert, sad to relate, had gone down with a severe attack of flu, only the day before the Trial." The article went on to say "We missed his company but were glad his deputy driver was able to pilot the Daimler to victory....."

He and Bert (in Bert's Daimler) were the first Wanganui Branch members to take part in a South Island Rally at Deans Bush, Christchurch in 1958. Dick has also entered the Dunedin-Brighton Run twice. He acquired his own car, (a Vauxhall), in the late 50s. while he was still single and currently owns a 1957 Rover 90 Saloon.

Dick enjoys the support of his wife, Wyn. The Vintage Car Club of New Zealand (Inc.) congratulates Dick on his 50 years of membership of the Club. bw

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BEHIND THE WHEEL



1934 ASX VAUXHALL

Text John Stanley, photos Trevor Quinn

The opportunity to road test Trevor Quinn's recently completed 1934 ASX Vauxhall coupé was not to be missed.

There were several Vauxhalls gracing our family's motoring past, mostly of the later DX Series but also including a 25hp model and an ASX with the pretty Mulliner style saloon bodywork. I was looking forward to an hour or so of retrospection and when the car arrived, found that rose tinted spectacles were not required.

This little coupe has been faithfully restored to capture and reflect the late Vintage to early 1930s Vauxhall style and quality in every respect. Viewing the sleek coupe body from any angle reveals an overall concordant design by Vauxhall and New Zealand coachbuilders, Munt, Cottrell and Neilsen of Petone, who were responsible for the coachwork aft of the bonnet.

Opening the nicely weighted driver's door revealed, to my delight, seating re-upholstered in the classic pleated Connelly leather, one of many excellent details featured in the reasonably priced pre-war Vauxhall range.

Once seated the outlook includes a tapered fluted bonnet with side mounted spare separating a pair of 8 inch Lucas headlamps, all topped by the V mascot and framed by a really attractive adjustable windscreen. There are two very superior polaroid sunshades and the usual

Lucas wiper motor driving twin blades. All fittings and hardware on this car are of the highest order. Comparison may be odious to some, but the Vintagent will agree I am sure when a similarity is drawn with Riley or the larger Austins.

Traditionally grouped AC instruments are comprehensive and easily read (beautifully backlit at night) while the large three spoked steering wheel is well positioned. A long strong handbrake emerges from the floor to the left of the central gear lever, above which is mounted the starter pedal, quite unusual in that the first movement of the pedal engages the pinion while further depression starts the motor. Release of the very smooth clutch engages a crawler first gear, second third and top being synchronized and very quiet in operation.

Although Vauxhall engines of this period were known for their gudgeon rattle at low revs, this engine is extremely quiet with a slight hiss from the down draught Zenith just audible at idle.

Motoring briskly along a suitable stretch of road revealed very good handling characteristics at moderate speeds with light positive steering and a noticeable lack of lost movement



in the mechanism. Excellent hydraulic damping and well restored Bendix cable brakes with their 8" drums gave a secure and pleasant drive with the 550 x 17 tyres providing good adhesion. The 14 hp six cylinder engine pulls away without hesitation from low revolutions and is quite free of vibration, as is the transmission. For me this was a most enjoyable experience in a beautifully restored example of one of Great Britain's better cars of the period.

RESTORATION DETAIL

written by Trevor Quinn

The restoration took about eight years, evenings and weekends in the workshop, with only the radio for company.

The project started well before restoration commenced. My first car was a 1947 Vauxhall 10 H model which I drove all around New Zealand, around 1980 I replied to an advertisement in our local paper for a 1934 Vauxhall 4 door sedan. It turned out to be in fairly rough condition having been parked outside with a polythene cover half blown off and a bees nest behind the back seat. The interior was in a sad state with water coming through the sun roof. I purchased it for \$80 and after attempting to kill the bees, managed to tow it home with Jill steering while brushing away the odd bee and with no brakes. The ASX was parked outside with a thick cover and left for a retirement project in the year 2000. In the intervening years two more sedans joined the lineup solely to provide plenty of spares.

About 1993 restoration was commenced by sorting out the better parts, dismantling and cleaning plus sandblasting the chassis, wheels hubs etc. Many months later we had a rolling chassis.

I was persuaded (very reluctantly) to display the chassis with cars from our local club, at the A & P show day, and while on display I was approached by Gary Gardiner, a car dealer from Christchurch. He looked at some photos and said he had a similar vehicle, a two door coupe at home. My eyes lit up and after a few months negotiating we trailed this car from Christchurch. The chassis and motor were exactly the same as mine, the only difference being in the body from the windscreen back.

Research through General Motors ledgers, by Gaitan Tremain in Lower Hutt, who had worked at GM most of his life, revealed that the coupe was one of seventeen that were assembled as chassis and motor then sent to the local body builders of Munt, Cottrell and Neilsen in



Petone, where the two door bodies were built. My completed car was shipped to GT Gillies dealership in Oamaru on 6 October 1934.

History & Restoration

The Coupe was owned by Mr Bochetti in Christchurch who used the car to transport and sell his market garden vegetables

The coupe was almost complete when I received it but the bodywork and woodwork were in a bad way. I could see the potential benefit of this body on my restored chassis. A retired panel beater, Alec Wilson, did a great job of cutting out the rust and replacing with new tin. The motor was stripped and cleaned and the appropriate parts sent to Engine and Transmission Reconditions in Richmond. Relevant parts were balanced and the valve seats hardened. I continued with the restoration, gearbox, diff etc all being dismantled, checked and parts renewed or replaced where required. The woodwork was a major task and extremely time consuming. At times this seemed to go on forever, but I knew that each little piece made the final rewarding completion just that little bit closer.

The seats were professionally recovered in leather, one of the few parts of the restoration I handed over to others.

Completion day was early in January 2003. An added incentive for the final push was the 100 years of Vauxhall Rally, two weeks in the North and two weeks in the South Island. We decided to join in the South Island leg starting in Nelson on 23 February.

Undercoating, sanding, filling and painting, the first firing of the motor, adjusting timing, mixtures etc. Then it was organising certification, WOF and VIC.

When we had completed the South Island leg of the 100 years of Vauxhall Rally we had covered 2,400 miles.



One flat tyre in Oamaru was our only minor hiccup. All in all a very rewarding project.

bw

Specifications

1934 Vauxhall ASX
Engine No 808259
Chassis Nbo 608125

Engine	14 hp six cylinder
Bore and Stroke	61.5 x 100mm
Capacity	1782cc (108.8 cu in)
Brakes	Mechanical front and rear
Transmission	4 speed Syncromesh on second, third and top gears



South Pacific Packards of New Zealand 2004 Rally Cambridge, New Zealand

Text and photos Theo de Leeuw

Cambridge hosted the 2004 National Rally for Packards in November, 2004. This small central North Island town (population of just on 15,000 people) is surrounded by a number of horse and deer studs of world renown. Close by is one of the movie sets for *Lord of the Rings*...not to forget all the little out of the way places that interest many people.



The five-day rally commenced with the usual Annual General Meeting of the NZ club, which included the usual re-election of many of the officers. This was held at the home of Bob Pennycook and Steve Cochrane ('47 Clipper) where members enjoyed a social get together and barbecue

The first event of the rally proper commenced on Wednesday morning with a tour of the world famous Cambridge Stud, a stud made famous by Sir Patrick Hogan and his prize stallion Sir Tristram and the many Melbourne Cup and other Group 1 race winners sired at the Stud. During the tour, members were "brought up to speed" with much of the horse talk as well as the commercial realities of breeding thoroughbred horses. Sir Tristram who was a champion racehorse in his day, sired a world record of 45 Group 1 winners before being retired.

From Cambridge Stud rally participants drove their Packards along a route that took them past some craft shops and stalls back into Cambridge and on to the Cambridge Country Store, a key focal point in the township. To add to the interest of the drive, members had a number of questions to answer, questions that were predominantly of a sporting nature...thus naming the day a "Sports Day".

At the Cambridge Country Store, participants could take advantage of the many art and craft, woollen and leather products produced from the local community that are on sale, plus they collected what became known through the week as the "lunch pack". With the lunch packs in hand, members then drove to a nearby lavender farm to enjoy the aroma and products harvested from this fine little plant.

After lunch, back on the road to an interesting house constructed of rammed earth and clay. The final stop for the day was the Robinson's Sports Museum and Gardens, that displaying many of the feats and achievements of NZ's human thoroughbreds.

Thursday 18th with a viewing of my own 526 phaeton restoration still with much work to be completed. This was an opportunity to view one of the cars currently being restored by a member!...oh yes this was also supported by coffee and tea for those that wanted.

Top pic: 1939 Packard Sedan Dennis & Eleanor Mitchell, 1939 convertible coupe also owned by Mitchells, 1937 sedan, Errol & Marlene Bradford—picture taken at Samipark Lodge.

Above left: Michael Taylor flanked by wife Mary & Bryan Belcher display his award "Ask A Man Who Owns One" plaque awarded as overall winner of the rally.

Above center: 1928 Packard 526 owned by Chris Reeve and Jackie Kerridge. Above: 1947 Packard Clipper coupe owned by Bert & Leslie Watchorn.



Above: Packards at Cambridge Stud
Below: 1929 Packard 626 coupe Nelson & Christine Taylor, 1930 733 sedan and 1929 645 both owned by Rynbeeks.



From my home, participants then ventured toward Matamata and the location of the Hobbiton movie set. Although much of the set has been removed, the remains gave you a very good picture of what happened and how the story was put together for the film. For Lord of the Rings followers this was a must. We viewed scenes such as the Party tree, the site of the Green Dragon pub, the home of Frodo, Bilbo Baggins, Sam and Gandalf.

From the Hobbiton movie set, members drove some twenty miles or so through Matamata to a Deer Stud known as Oraka Wapiti. Here they enjoyed a lavish lunch, which included white asparagus and venison. After lunch some took part in a little lawn croquet whilst others just enjoyed the scenery or ventured into Tirau, for more shopping.

After the two previous busy but very social days, Friday was to be a quiet day so that those who wished could venture off to do their own thing, or they could take part in a short tour of Windsor Stud where World Champion sprint stallion Montjeu stands. Montjeu is more famous in Europe than on this side of the world but was an unbeaten stakes winner two years in a row.

Following Windsor Stud, members drove some 35 miles through the lovely countryside that makes up the South Waikato to arrive at a place called the Olde Creamery for lunch...more fine food. After lunch we toured on to the Te Awamutu Rose Gardens which are in full bloom at this time of the year. The day wasn't complete without a visit to a little old pub called the Alpha in Kihikihi (near Te Awamutu), previously a popular watering hole for member Henry Rynbeek.

The final rally day commenced with a public display of the vehicles in Victoria Square in the centre of Cambridge. This was an opportunity for the public to view the cars that had just spent the last four days driving around and through their township. The turnout by the public was supported by the local news paper who wrote and featured the cars in their next edition.

Leaving Victoria Square, members collected another lunch pack from the Cambridge Country Store then on to the Tauwhare Military Museum where a cup of tea or coffee was awaiting. The museum gave members the opportunity to view a large private collection of military equipment used by New Zealanders in various encounters around the world.

The last two events of the five-day rally took us to the home of Bob Atkinson (a 200-acre deer stud) and provided us with a magnificent photo opportunity. With Bob's 14,000 square foot manor as the backdrop, the cars were placed in their respective decades and photographed. Bob also has a large garden which many wandered around. From Bob's we drove a little further on to the home of Shirley and Ralph McCraw. (Ralph helped me set the week's routes and events for which I am thankful). Again being a very proud and prestigious gardener, Shirley's garden was just a picture and was a lovely setting to conclude the driving events.

The Saturday evening was taken up with a 25-mile bus drive to a little out of the way restaurant known as "Out in the Styx"...which it is. It was here the last of the formalities were completed and awards presented.

Awards went to:

People's Choice for Vehicles built before 1935 (the Alan Orr Cup) was awarded to Henry and Connie Rynbeek for their 1929 645 Dietrich phaeton

People's Choice for Vehicles built in 1935 and after (presented by the Packard Club USA) went to Bert & Lesley Watchorn for the 1947 Clipper coupe

The overall winner (Ask a Man Who Owns One Plaque) went to Michael Taylor (126 Town car although for one reason or another he completed the rally in his 1939 Hudson).

Now the event is over and we all have had a few days to unwind and think about the last weeks events, it will be remembered not for the driving but more for the social atmosphere and the interesting out of the way places that we visited. It was an opportunity as one member said to me for a "gathering of a number of individuals from many backgrounds and professions to get together in the common interest of Packard Cars". They were so right.

Personally I would like to thank Henry and Connie Rynbeek for the opportunity of being able to drive their beautiful 645 Dietrich phaeton and their 733 Sedan. But most of all I would like to thank my wife Michelle (who has put up with the "panic") together with those many others whose assistance goes into organising an event such as this. It has certainly been an event I will remember for quite some time.

hw

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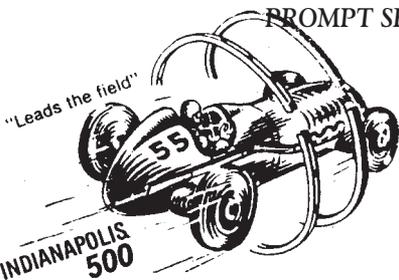


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Dunvegan Rally

Text Stuart McElrea photos Bruce Murray

On Saturday morning 2 October 2004 there was a gathering of 41 Motorcycles at the Dunedin Railway Station for the start of the annual Dunvegan Motorcycle Rally.

The weather was dry but a chilling southerly breeze prevailed. We were given our instructions as to the final destination and as it is with motorcycling this meant a head wind for our 200 mile journey. All bikes fired bar one and travelled over Three Mile Hill out to the Taieri Plains and onto the Middlemarch Road. A left turn past Lee Stream School and we journeyed over the tops and past a wind swept Lake Mahinerangi. Temperatures had dropped and fingers were non-operational. Lawrence was a welcome sight for the check point and fuel. We then proceeded through the town and over

Tuapeka West with magnificent views. Then down to the Punt at Tuapeka Mouth. Punt man Pete was on hand and made two crossings to carry us to safety on the other side. The wind had reverted to our tails and a quick trip to the Clydevale Tavern for refreshments and lunch. With full stomachs we enjoyed top class country roads that led us to within 4km of Gore. A short stint on Highway 1 and back to country roads travelling through Lochindorb Station to our destination of the Scout Camp in the Puerua Valley. A great meal was provided by members of the South Otago Vintage Car Club with results announced later in the evening. DM

Aotea Plate (Overall Winner)

- | | | |
|---|-----------------|---------|
| 1 | Stuart McElrea | Triumph |
| 2 | Russell Dale | Triumph |
| 3 | Neil Manchester | Sunbeam |

Age Mileage Trophy

- | | |
|--------------|--------|
| Ray Shearman | Indian |
|--------------|--------|

Riders Choice

- | | |
|-------------|-----------------|
| Gavin McCaw | Harley-Davidson |
|-------------|-----------------|

Post 60s

- | | |
|-----------|---------|
| Phil Sell | Triumph |
|-----------|---------|

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Southland Branch a family affair

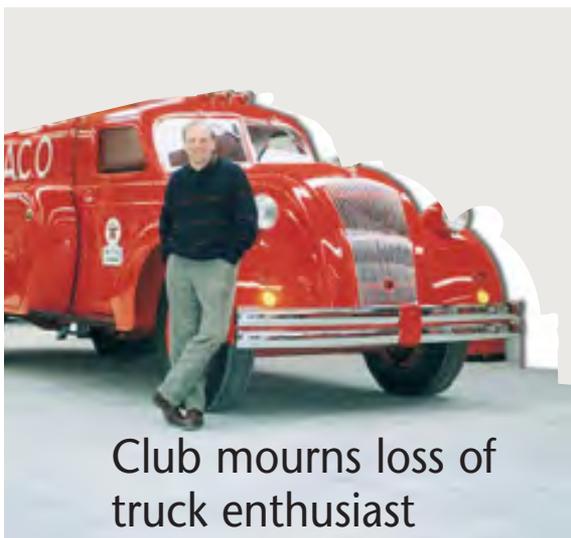
Text Glenys McKenzie, Photos Michael Weusten

No matter which way you looked at it the Southland Rally was a real family affair for the McKenzie Family. Eleven of a possible eighteen family owned vehicles were out in support of the Southland Vintage Car Club's 50th Anniversary Rally. Two, a 1906 De Dion and 1910 Clement Bayard, (pictured on the right) participated in the very first SVCC Rally to Riverton in 1956. The De Dion as the oldest vehicle on the 1956 Rally had the distinction at the time of being the first to be flagged away.

Driven by its then owner, the late Tom McKenzie of Otatara, the De Dion participated in the very first Dunedin Brighton Rally and in 2004 participated in the 50th Anniversary of this event, crewed by Tom's brothers, Alex and the late Ivan McKenzie. The Clement Bayard remains in the ownership of Alwyn and Shirley McKenzie who regularly motor it in a range of events including the 2004 National Veteran Rally.

The family has developed a tradition of Vintage motoring with numerous second generation sons and daughters participating in the sport and the third generation also being well represented.

Photos: An assortment of Vintage vehicles owned by McKenzie family members



Club mourns loss of truck enthusiast

As this issue of *Beaded Wheels* goes to press members will be saddened to hear of the passing of Bill Richardson.

Bill was an active member of the Southland Branch and past recipient of the John L Goddard Trophy, his truck collection is the envy of many enthusiasts throughout the country. We hope to publish a full obituary for Bill in our June/July issue.



Mid Week Run

Text and Photo Margaret and Keith Cook

Members enjoying their Christmas barbecue in glorious sunshine.

A number of Southland Vintage Car Club members have got into the habit of meeting on the first Wednesday of each month for a social run. Members take turns organising the run which includes a picnic lunch in the summer time and a hot lunch, often at an eatery, in the winter months. Suffice to say some wives are particularly keen on the winter runs which don't require any food preparation and offers them the treat of 'being out to lunch'.

In December 20 cars, including one from Gore, gathered at the old Makarewa store and set off around the highways and byways of Central Southland. A mid-run

break at the miniature village provided members with an opportunity to view the development of houses, both grand and humble, along with churches and an array of figurines in all sorts of poses.

The run concluded with a lavish Christmas barbecue lunch, supplied by Alan and Louise Black and their team of helpers, which was held at Past Chairman Ian Ridd's farm at Heddan Bush. Ian and his wife, Shona, made everyone welcome and members were treated to Christmas music by piper, Alan Black, who was enthusiastically accompanied by a local dog.

Colin Rae talks us
through his 1918
Buick Restoration



1918 Buick EX44 Roadster *restoration*

Text and photos Colin Rae

My wife and I were attending the Ashburton Branch 25th Rally during Easter 1994. The weather had been perfect on the Friday and Saturday but did she bucket down on Saturday night and it was still coming down on Sunday morning when the organising committee decided to abandon the field tests because it would have chewed up the showgrounds too much.

This left the entrants with time on their hands until the evening prize giving. Some played cards, went back to bed or whatever took their fancy. We decided to get a *The Press* and whilst browsing through this I spotted an advert for a Buick Roadster as follows: Buick Roadster 1918 EX44, dismantled, 75 percent complete, phone..., Well I

thought, how am I going to address this to the handbrake in the kitchen without getting my block knocked off? Sit on it for an hour or two? It might clear up and she might see something in the shops that she might like to buy, we buy it and then I go in for the kill. Well, that was the plan at the time. I can't quite remember how I got around it now but on 27 April 1994 the trailer load of parts came home.

The estimate of 75% was about correct but I had to find a back tub, back guards, bonnet, valance panels, headlights, boot lid, spare wheel carrier, doors and sundry bits and pieces.

It was the usual story and most of us who have done a restoration have been there and done that. Complete strip down

of the chassis, clean, paint, etc then repair, clean and paint each piece and reassemble. Most of the mechanical bits were there but it was the body panels that were going to be the problem I imagined. It is great being a member of the Vintage Car Club because when word got around that I had this magnificent American beast, bits and pieces seemed to come out of nowhere. Roger Harding from Nelson swapped some excess bits I had for a rear tub. This was a sight to behold I can tell you. He had got onto it and it came off a farm down in Central Otago. It was shot full of bullet holes and had obviously been used as a target for a few trigger happy people for some time. However it was repairable and saved having to get one made up. Another club member, Murray Trounson, had uplifted a parcel of parts from the late Pat Cutlers' collection of Buick bits and that solved a few more problems. Yet again I obtained some more bits from another club member, Mark Dawber. On getting it all home, I found that I had enough to totally restore my roadster; bits I did not have, I would make.

I did not have any pieces of timber for patterns and this was the biggest job to overcome. You set the scuttle out on the ground, put the doors where you think they should go, then set out the rear tub and try to mark it out on the garage floor. So there



you are, everything is flopping around all over the place and you are trying to mark it all out with a bit of chalk. One bit moves and then the door falls over so you set it up again. Something else moves and you have another go. Never mind. Persevere and you get there in the end.

I was lucky with the wheels and finished up with a good set after spending a considerable amount of time on them. I used pieces of glass to scrape them down and found that this was better than all the fancy scrapers you can buy.

With the chassis done and under-coated, the wheels done and on, I now had a rolling chassis so started to fit things up. I bolted the scuttle on, got the doors positioned and then placed the rear tub to make sure that the main timber bearers were OK. When I was happy, it was then a matter of fixing the scuttle and tub to the timber. This done, it was onto repairing the tub. This was fine on one side where the bullets had gone right through. You had three triangles of metal which I heated and then hammered them flat and welded them up. On the other side, the hard part was to fix the ones where the bullet had not gone right through but had stretched the metal that left a nipple the size of your finger to shrink back into place. The worst piece I cut out and replaced with a new piece of metal.

The next job was to get the doors fitting and I had found a couple that were pretty close to what I wanted so I welded metal to them to get them to fit. With this done, I now had the scuttle, rear tub and doors sitting on the chassis.

Now to glue everything in place. This was a hell of a job because I had to put the door posts in place and at the same time glue the piece of timber in place that goes across the top of the scuttle, under the windscreen. One had to make sure the door posts were true both ways while the glue set. You lock up the workshop and hope that nothing moves till the glue sets.

Next onto the rest of the timber for the doors, cab, seat frames and flooring and the bearers across the chassis.

The front guards were in pretty good condition and only required the minimum amount of work really. Once they were fitted the car started to look like a car. Next on the agenda was the radiator and shell. A bit of work to do here but not beyond the skills of "old bumble fingers" me. With this done, I could now see about a bonnet and rear guards. These were definitely beyond "old bumble fingers" so it was off to a professional to get them made.

While the car was away, it was into the motor, gearbox and diff. On checking the diff, I found it was like new so no trouble there. The gearbox was also in very good



nick and it was a strip out and clean up then toss it all back together, throw in some oil and Bob's your uncle.

The engine needed a bit more attention accorded to it before it was going to propel said vehicle anywhere. I got new gudgeons fitted by Smiths Regrinds and bought a set of rings off them. At the going rate of about \$1500 a pot to do a complete overhaul. \$1500 multiplied by six amounted to far too many numbers for me to handle. Enter another club member Gary Genet. He cast the hairy eyeball over said unit of propulsion and announced that yes I (we) could carry out the reconstruction of the power plant. I learnt an awful lot about engines during the next few weeks. "Do this, do that, that's not how I showed you, do it like this" he was worse than my bloody maths teacher at high school and he was bad enough I can tell you! I was a quick learner though because I don't like being growled at.

One thing that surprised me was the fact of having less bearing clearance for splash fed bearings than for the pressure fed variety. I thought that you would need more clearance for splash fed but the opposite is the case.

With the engine now all back together after fitting the rings, honing the bore, and fitting the bearings, etc, it was a coat of paint and another section completed.

Back came the car with the rear guards and bonnet so we then bolted the motor into the chassis and I started to fit up the rear guards. Not too much trouble here but a bit of finishing to do all the same. With front and rear guards on, it was time to make up the valance panels and fit – all pretty straightforward. With the guts of the car done by now, it was only the fiddly bits like the plates that hold the bonnet catches. They looked simple enough but posed a problem or two before

I was happy with them. Headlights were a bit of a problem. I found a couple that were close to what I required but they were a bit like the moose's head - stuffed! I had two left hand ones so had to convert one to right hand. These damn things tried my patience but we got there in the end.

Another problem that caused me some concern was the fact that I did not have a scrap of hood gear or windscreen bits when I checked on what I had brought home. Once again another club member Errol Smith gave me some bits and pieces of hood gear and with bits from the parts shed there was enough to make the hood gear up. The hood bows I wanted to make myself so I built a former and obtained some fillets of timber and laminated them myself. This was done by gluing six fillets of timber and then clamping them to the former. Next day you glue another six and so on. I think I used 26 fillets of timber to get the required thickness. It was then a couple of times through the bandsaw and you have three hood bows, with a bit of fitting to carry out I might add.

The windscreen frame was much the same as the hood gear as I had nothing to work with. This was overcome with parts I got from swap meets and the parts shed and welded them up. I could not believe the cock-up I made when I made the frames. The screen is in two parts with a bar across the top and a bar down each side. The bottom section has a bar across the bottom and a bar up each side. I could not believe that I welded the bar on the bottom section across the top. The dog on the Toyota advertisement says the right word to cover this - bugger!

There was no boot lid with the bits that I had so I decided to have a crack at it myself and it turned out alright in the end. There was not a lot left to do now

apart from door locks, boot lock, bonnet catches, etc.

I had gathered up a lot of the original metal conduit for the wiring and used this with original bayonet fittings and modern wiring with fuses on all circuits. Once again Gary gave me a hand here as well. And yes we are still talking. Luvly lad!

Graham Sibbald gave me a horn body but I had to make up a cover for the motor so it was cut two up and weld them together and you have a complete horn. My brass radiator cap went missing so I made one up out of a blank cap from a fire standpipe.

Now comes the part that you think will never end - rub it down, fill it, rub it down, fill it. It is a devil of a job but it's gotta be done to get a good finish.

Two sections I was not game to tackle on this restoration was the final coat of paint,



the upholstery and the hood covering so these were farmed out. I elected to use leather for the upholstery because the difference in price is not that great in the whole scheme of things. The labour content is the same if you use cheaper material or leather.

I had to get new rims made up and these were provided by Brian Black at Tubefab. Brian also went to a lot of trouble on my behalf regarding a problem we had with tyres he had got for me. Thanks again Brian.

With it all painted and with new upholstery, it was only a matter of putting it all together, very carefully, and slowly but surely it's all done.

Instrumentation was another area where I was sadly short of components. A speedo was obtained from the Winchester swap meet which proved to be in good working order. The oil sight glass was given to me by Brian Black. This instrument is only there to show you that oil is being circu-

lated. As the oil passes through it turns an impellor to show that oil is being pumped to the troughs that the big ends dip into. The switch plate which has four pull out knobs I was told was on a stand at one Canterbury swap meet. The dash lamp, amp meter, clock and trouble lamp outlet were all from swap meets.

Start-up day arrived. This is always a time of anticipation, trepidation and hope. We hit the starter and by God did she give a cough. Give her another go and you can tell she is trying. Hit the starter and she is running - not good but she is running. Gary is under the bonnet making a few adjustments and she is starting to run a lot better. A few more adjustments and the old girl is running pretty good. We let the dear old thing run for a while to get her nicely warmed up and to check for oil leaks, etc. Cut it back to a fast idle and we are both pretty pleased with how it sounds. At this point in time, I would not call the king me bloody uncle.

Well it is all over bar the shouting as the saying goes. And shout I did. Bourbon by the bottle to be taken orally until all signs of worry and despair disappear.

The big spur to get the car finished was to enable me to take it to Timaru for the South Island Buick Centennial Rally that I had organised. This we did attend and the car did us proud.

I would like to express some words of thanks to Gary Genet who gave me untold advice, showed how to do things with the motor and did lots of work on it as well. We had a few problems in trying to get the timing right but Gary got it sorted in the end. So a big thank you Gary. My son Stephen who used to own his own panel shop also gave me lots of advice and showed me how to do things and was a great help. He knew I wanted to do this job by myself and it must have frustrated him to watch me with my two left hands doing something when he knew he could do it better and in a fraction of the time. So thank you Stephen.

This is the fifth restoration I have completed and it was the hardest by far. But in saying that I feel it has also given me the most satisfaction to see the end product.

I had also received a lot of help from quite a few club members and I say thank you to you all. It goes without saying that to belong to a club such as ours, there is never any shortage of advice, help or parts. You only have to ask.

To add the icing on the cake I was presented with the Best Restoration of the Year Trophy for Veterans at the 2004 Canterbury Branch AGM and that was a real thrill.

GORE BRANCH

2005 Festival Rally

Text and photos Glenys McKenzie

The Gore Branch's central location has always encouraged members from neighbouring branches to support their annual Festival Rally. Approximately 75 members participated with a good representation from Southland, South Otago, Central Otago and even a couple of entries from Timaru.

A choice of short and long sealed and long unsealed routes had entrants touring through the township of Gore and out through a variety of rural vistas. Long flat runs punctuated by rolling hillside made for a most pleasant morning's motoring. A picnic lunch was held at the Wyndham Racecourse where members were treated to displays of harness racers being put through their paces.

A small error in the short route instruction sheet saw a number of members complete a rather more extensive tour of the small township of Wyndham than had been originally intended. However, Wyndham offers much to see including the childhood home of well known author, the late Janet Frame.

Field tests provided much merriment as members sought to loop a fine cord up and onto the groove in a series of three cricket wickets. Some made it look easier than others! The drivers were tested in his/her ability to judge just how far forward $1\frac{1}{2}$ tyre revolutions would be. It is a lot further than you would think. And



Veteran winner Starr McDougall in his 1918 Oakland keeping a straight line for his navigator

finally the drivers had to lob three tennis balls in a bucket, and again this proved harder than it looked for many, myself included.

With an hour or two in hand some members made the short trip up to Mandeville to the annual Fly In featuring all manner of Vintage aircraft. A warm day had prevailed with the winds not getting up till later in the day which by 4.00 pm curtailed any further flying displays by these grand old ladies of the skies. The sight of them really put added meaning to the saying "Those magnificent men and their flying machines." These Vintage flying machines really are an amazing sight airborne.

The Gore Branch's social committee has earned itself a well deserved reputation for serving up an excellent tea and again they excelled themselves. Being a social committee member has not curtailed members' competitiveness in the field. Ken Youngson, a well known sight in the kitchen, again took out the award for Best Overall entrant. Well done, Ken. bw



"Those magnificent men and their flying machines"



Herbie Horrell parked up and contemplating lunch from the comfort of his 1952 Austin Sheerline.



Keith Dodds successfully tossing his tennis ball into the bucket.

Results for Gore Festival Rally 2005

Time Trial

Veteran

Winner S McDougall Gore

Vintage

Winner K Youngson Gore
Runner up Brad Newland Gore

Post Vintage

Winner R McPherson Winton
Runner up K Dodds Gore

Post WV

Winner A McLennan Gore
Runner up W Ollerenshaw Balclutha

Post 60

Winner S Milne Milton
Runner up J McFadzien Gore

Concours

Veteran

S McDougall Gore

Vintage

R Grant Gore

Post Vintage

R Newland Gore
B Wyatt = Gore

Post War Vintage

L Bennett Milton

Post 60

P Corcoran Gore

Commercial

B Miller Invercargill

Motorcycle

R Bennington Balclutha

Best Lady Driver

G McKenzie Invercargill

Hard Luck

V Hubber Gore

Overall Winner Field Tests

B Drake Alexandra

Runner up Overall

S Milne Milton

Winner Overall

K Youngson Gore

SOUTHLAND Vintage/Post Vintage Rally

Text and photos Glenys McKenzie

Lady luck was on our side again with another lovely day for motoring. The Vintage/Post Vintage Rally was held on Sunday 23 January with the overly enthusiastic Club Captain getting carried away and setting entrants off from 10.30 a.m. rather than 11.00 a.m. Poor Fergie McDowell got rather a fright to be met by entrants as he made his way along Steel Road to the clubrooms. Having passed Ray Tressler in the wee Chummy on the airport straight at 9.50 a.m. and with all but three or four entrants at the clubrooms by 10.30 a.m. it just never occurred to me that I might be running a tad early and not a word was said.

My thanks to Alwyn and Dorothy Hoskins who acted as informal marshals at the clubrooms allowing Michael, John Burke and myself to get away first so as to be at the destination, the Limehills Rugby Clubrooms, in time to set up the field tests.

The rally routes were a shorter 50 km and a longer 75 km through some rather attractive countryside. Entrants had seven or eight questions to answer depending on which route they took, none of which proved difficult. Those on the longer route were taken past our immediate past chairperson's home at South Hillend. Shona Ridd had been duly 'warned' that there would be a number of 'rubber neckers' checking out their Rapid Number. It was good to see her and Ian at the lunch destination.

The field tests provided some entertainment as entrants firstly 'posted their newspapers' and then had to burst a series of three balloons. Not as easy as it first seems, slippery little devils in the slightest breeze.

The Limehills Rugby Club grounds provided an ideal lunch destination with ample space for field tests, unlike last year at Cosy Nook, good shelter, and access to toilet facilities. The warm sun meant shelter was not required, indeed, we all enjoyed the feel of the sun on our faces. bw

Neil Kidd in his 1928 Dodge lining up the elusive balloon



Dorothy Hoskins posting a paper from the 1930 Dodge

RESULTS

Runner Up Road Section

Robert Grant 1930 Rolls Royce

Winner Road Section

Olly Olsson 1929 Pontiac

Runner Up Field Section

Neil & Pam McMillan 1939 Packard

Winner Field Section

David & Elizabeth Mclvor 1924 Beardmore

Winner Junior Navigator

Ashleigh McKenzie 1937 Chevrolet

Winner Senior Navigator

Dorothy Hoskins 1930 Dodge

Overall Runner Up

Neil & Pam McMillan

Overall Winner

Olly Olsson



Janet McCulloch in the 1929 Dodge "if at first you don't succeed..."



Venue: The Limehills Rugby Club grounds – entrants enjoying a relaxing picnic lunch.



David Mclvor in the 1924 Beardmore Sports.



Neil McMillan in the 1939 Packard



The Transport Museum WAKEFIELD NELSON

The new Transport Museum recently opened in Pigeon Valley, Wakefield, is the creation of efforts by an enthusiast transport group, mainly drawn from former drivers and management of Nelson's Transport Industry.

The project launched from the formation of the Historic Transport Museum Trust has been supported strongly by a number of local companies and individuals. Their desire to preserve Nelson's unique trucking history was last year rewarded with reality by the completion of a magnificent new 480m² facility.

Chief Executive Officer, Road Transport Forum, Tony Friedlander officially declared the Museum open at a function last August supported by district and sponsor representatives. Vintage and Classic Car Clubs and the public.



Historically Nelson enjoyed a unique situation that spawned an unusually large transport industry for its time.

Without a link to the country's physical railway network, Nelson was granted 'railway status' by



way of a "notional railway." Nelson businesses then got to enjoy near parity subsidised road transport costs to and from the rest of the national by way of railhead links from Spring Creek, Marlborough to Inangahua in the West.

Naturally this unique situation fostered big fleet operations and provided the ideal platform from the near monopoly of Transport Nelson Group. This was an amalgamation of several truck, roading and bus companies of the region.

Indirectly, it also brought a wide variety of vehicle makes and types as well as drivers and staff into the district. The new museum now draws its wonderfully restored examples and colourful history from this rich source. Today a 'snapshot' of the history has been preserved at the magnificent new transport museum that will



WIN

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The lucky winners of the Beaded Wheels caps for this issue are John Stokes and Colin Rae. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

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 minimum 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
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1906 GRAND PRIX DARRACQ



Anne Thomson's Grand Prix Darracq has been an interesting project. It did not start with a pile of bits which had once known each other well; rather they were a group of distant cousins, many who had not met properly.

Text Wallace McNair, photos Wallace McNair Chris Morris (Race Images)



We knew we had a very special engine. Research showed that it was the engine which won the Vanderbilt Cup in America in 1906 and was later raced by Capt. Malcom Campbell at Brooklands in the car he named Blue Bird. As the project blossomed a number of excellent original photos turned up showing good details of the three Grand Prix Darracqs built for the 1906 GP as well as data on dimensions and specifications.

It became apparent that the chassis we had with its steering, suspension and front axle ex a Darracq service car was almost identical with the GP car although its length had been already shortened.

The original design did not have a conventional gearbox; rather there was a 3 speed rear axle unit without a differential or reverse gear. Malcom Campbell's modifications when he purchased his car from Darracq in 1911 began with lengthening the chassis, adding a 3 speed gearbox and a conventional rear axle. When he sold it in 1914 the 3 speed box was replaced by a 4 speed Darracq box - the same as the one which came with the ex service car bits.

But here was a problem. The original chassis length had quite a short driveshaft from the clutch to the rear axle but with the 4 speed transmission inserted with its jackshaft from the engine the final drive-

shaft was only eight inches long. That was not going to be kind to the pot joint universals with any vertical movement of the axle. It was decided that we had to have a diff for sealed road driving and the four speed 'box was going to be kept. There was no desire to recreate the original form of diffless axle.

So the fiddle began. The engine was moved one inch forward in the chassis. The jackshaft between clutch and gearbox was dispensed with, requiring very accurate alignment of the gearbox input shaft with the clutch, and all the gear selector mechanism had to be reversed so that the change lever was at the rear of the box instead of the front. Fortunately things had been designed originally so that this was an option and so the gearbox was then moved forward six inches.

The existing wheelbase we had was two inches shorter than the specification for 1906. This was not a major problem to cure as the chassis rails were so rotten that I had to make new ones anyhow, so the extra two inches was easy. And then the back axle had to be created around a 1.5:1 crown wheel & pinion, ex an Albion truck, and it was possible to shorten the pinion slightly to fit the Darracq pot joint. So if you do the sums you will find that we now have a rear driveshaft eighteen inches long!

The original chassis yielded its spring hangers and one cross member which was repairable. The front cross member on the racing car was different to that of the touring car anyhow. All the components were hot riveted together as original.

The owner after Campbell had fitted a set of centrelock wires in 1914, with the 4 speed box. The project as purchased had a set of American Houk centrelock, 24 inch wire wheels and it was decided to use these rather than recreate beaded edge non-detachables, in the interests of drive-ability. These wheels were respoked by Max Jamieson using thick spokes similar to the original wire wheels.

I made a new radiator using gilled tubes from under railcar seats, NOS supplied by Auto Restorations. There are two rows of tubes stacked twelve high and they are bent and soldered together in the centre to create the V. I used a piece of wire brake cable inside each tube to prevent its collapse on bending and pulled it out afterwards.

The cooling system has its header tank under the driver's seat with a gear pump to circulate the water. So this tank along with a 200 litre fuel tank and an oil tank were made from 3mm aluminium sheet. The seats were formed from sheet alloy and riveted up onto their bases. We had a fine detailed photo showing the original seats in the Vanderbilt Cup car to work from.

All the usual restoration stuff on shackles, pins, bushes, wheel bearings and seals etc happened as did stripping and reassembling the steering box with a bit of relief and head shaking. The steering box had to have a small wedge under it and the column lengthened 4 inches to make it the same as the photos.

The gearbox needed a full set of new teeth in its cast steel casing as well as the selector mods mentioned. And the transmission brake had to have new shoes cast for it; two sets in fact because I stuffed



away from the booze cupboard I suggested they dismantle the engine. Then I was left with this stuff all over the floor...

The upper crankcase had a crack in its side which I plated on the inside and this has been OK since. The main and big end bearings appear to be original and have been left so, although they are not perfect, and there is a little end float in the crank which makes clutch engagement hazardous. The rods were fine. Bob was not too sure if the piston rings he had made would be alright as he could not buy any for the 180mm bore size but they seem to be doing the job. The camshaft had a curious mechanism at its front end which allowed it to be retarded in relationship to the crank when running. I made the appropriate mechanisms to operate this but in practice could find no advantage in the running or starting of the engine. As it allowed some slack in the camshaft drive I later dismantled and immobilized this feature with improved low speed running resulting from the consistent timing.

The original oil system interested me. A small quantity in the bottom of the crankcase was enough to be flung around by the big end bolts with some of it finding its way where it might be useful. If this level was more than 20mm deep the whole big end would pick up oil and overload the rings with resulting plug fouling. This is the typical total loss system of the period where the mechanic adjusted the oil flow into the engine according to the haze out the exhaust. However of concern in this engine was that its length would allow the oil to run away from either end when climbing or descending a hill with resulting bearing starvation.

I decided to make this more reliable without major alterations. Four oil jets were made and fitted in the crankcase, pointing at each big end as it rotated on its upward stroke. Scuppers were screwed to the side of each rod to catch and direct the oil into the bearing. An external oil pump driven off

the rear of the camshaft supplies oil from the tank to these jets and also to the sight feeds for the mains and cylinder lubricators.

Oil build up in the crankcase is then removed by a scavenge pump and sent back to the tank. It seems to work.

The inlet valves are enormous, about 3.5 inches in diameter. They have a flat face rather than a tapered seat and close on to three concentric rings forming the seat with holes between the rings to let the gas pass through as well as around. The exhausts are smaller, about 2.5 inches again with a flat face but closing onto the edge of the hole. The valves appear original and responded to careful trueing up of the surfaces. Weak valve springs were replaced.

A large brass updraft carburetter was donated to the cause and fitted. I had to make a new brass float but it has main and idle jets adjustable with needle valves which is most helpful. Manifold diameter is 2.25 inches. Early test running at low speeds when cold showed poor atomisation of fuel which improved enormously when a heat gun was applied to the inlet manifold just above the carburetter. So a modification consisting of a number of coils of copper tube wrapped around the neck of the manifold and connected to the water supply improved things so much that a tap controlling this flow had to be added to prevent vapourisation when hot!

The machine is now motoring in great style. It is enormously happy cruising along at about 1000rpm (120kph). The driver is very conscious that at this speed she is nursing it and there is plenty left. Malcom Campbell commented that it would do more than 100mph but to be fair he had fitted a streamlined body which would have reduced the drag somewhat.

At least we won't be guilty of holding up modern traffic and causing frustration and road rage in this old war horse!

bw

up the machining of the first lot. The original shoes were metal to metal and I had not allowed enough for shrinkage in the castings to allow linings to be fitted.

The engine was almost the easy bit. Bob Beardsley had made and fitted new pistons and the engine was complete. A team of blokes arrived one day and to get them

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1927 Chrysler Roadster

Text and photos Wilf Milner

Wilf Milner's restoration project would have daunted many enthusiasts - but he launched into action assisted by many friends and fellow club members.

The end result is a shining example of Walter Chrysler's workmanship that took out the Wellington Branch's Colonial Cup for Restoration of the Year.



In 1923 Walter Chrysler took over the Maxwell Motor company. In reality the bank gave it to him as he was a well known trouble-shooter and was able to save millions of dollars at a time when many motor companies were in deep financial trouble. Walter, then in his mid 40s was very wealthy and was considering retirement but with his vision and experience began what is now a huge empire.

The Model H 60 production began in 1926 using the Maxwell chassis but incorporating Chrysler's 6 cylinder engine and hydraulic braking system. There were five styles in production, the four door sedan, two door coach, two seater coupe with rumble seat, four door phaeton, and sports roadster with rumble seat. These cars had the distinct bullet style headlamps. The new price for a roadster was US \$1,175.00.

Our car was first registered in 1927 by Wright-Stevensons of Masterton and we are the eighth owner. Originally the car had been a sedan but had been converted along the way into a truck. The vehicle when purchased was registered and had a current WOF but during the drive home I got a bit carried away with excitement and a big end bearing broke. We needed a tow to complete the trip. Thank you Geoff Neal.

The car was a sad sight and when the back tray was removed the amount of rust revealed left me wondering why I had spent \$1,000 on such a folly. The original intention to convert the truck to a coupe was abandoned and it was decided to start from scratch, strip the body off completely. Now the next major decision was where to start and what type of body?

Enter Bruce Hutton: Bruce had just purchased Geoff Neal's Chrysler Finer 70 and was having a roadster wooden body made

by Phil Brunskill. Phil was doing another wooden body for himself so it seemed sensible to change two to three and join the team. The body was ordered in Southland beech but I had not realized the Chrysler 70 has a 112.75" wheel base while the 60 has a 109" wheel base, the first mistake. Twenty inch felloes were purchased at a swap meet and with some re-engineering the hubs were back to original. New spokes were made by Phil and with old tyres and tubes I was able to move the chassis around. The chassis had been restored, springs stripped, new bronze bushes made, brakes relined and wheel cylinders reconditioned.

While the motor was out and in a poor state I heard that Gleason Auto Wreckers in Hawkes Bay had one. A quick round trip, \$700 spent in the expectation of saving \$3,000 before I realised I had purchased a 3.5 litre when I needed a 3 litre. Mistake No 2.

Re-thinking time.

I had spent \$4,000 and had made some very stupid errors. No one was ever going to tell me all Chryslers are the same. I had to stop, study and network.

A chance meeting with David Esau from Masterton who showed me a sales brochure on the Model H with correct wheelbase and body style was the key for rethinking.

While in Christchurch for the VCC 50th Rally I was able to purchase a correct scuttle and the back end panel parts.

Now the wooden body was built, the chassis restored but the body not fitting well.

Enter Les Adlem: Les and Phil had worked on Phil's Hupmobile, and were able to reshape the body. Les had the job of skinning the car using all panels as patterns or salvaging the better panels. Fortunately I was able to sell on the incorrect engine to Trevor Hardy who was restoring a 1924 Landau. I was given a rubber stepmat with the Chrysler logo. The original engine was taken to Giles Engine Reconditioning for a complete make over. Geoff Fox gave me another spare motor for extra bits. Peter Nightingale made up a stainless muffler system me. The radiator, which was in a very bad state was sent to Wellington Grill and Bumper who worked miracles, we won't say what price this was but the finished piece was kept inside the house for quite some time.

Bill Anderton helped to fabricate the hood bows, first we tried to steam bend and when that was unsuccessful we laminated them using American oak.

January 1997, the body was ready for painting, still off the chassis. Mathew Sellers has a custom built shed so painting and sanding continued for some time and finally we were able to fit the body to the chassis. The mudguards and headlamps were also fitted. July 1997, a sudden halt was called as we were off to England for two years. Everything into storage, and the roadster was buried in the workshop smothered with all our chattels.

In 2000 we moved back to the family home but decided on a change of lifestyle. Original plans to sell the house and move to a lifestyle block were halted by family circumstances and work on the car progressed very slowly. The wiring was run but certainly not finished and required a tradesman to ensure it was safe.

Enter Graham Wiblin: At this time we had an empty apartment and Graham agreed to stay in the apartment and work with me. We had met many years ago at the Winchester Swap Meet when I was on the lookout for the side lights unique to Chrysler soft tops and you can guess who had them. After an exchange of \$10 they were mine. What a friend.

Graham arrived with two bags, one of clothes and one of tools.

After a few initial health problems, stock-take of my shed and a trip to another swap meet to purchase a decent vice and a few extras, work began. Three weeks later we were over the moon as the car was running. We still needed the windscreen glazed and the upholstery had not been started.

Graham returned home after four weeks taking his bag full of bits and bobs to make on his lathe and left a list of chores for me.

He returned in time for the Horowhenua Swap Meet with specially turned bolts for the brakes and a custom built spanner for adjusting brakes and the horn button set up. We went to the swap meet with a load of my pieces that were surplus to requirements as we had used what we needed. We did get some good prices, so much that I was able to buy a two furrow plough for my classic Ferguson tractor. My wife's comments are not for publication.

On to the upholstery. Some tan colour pelts for the seat and door panels left over from Bill Anderton's Cadillac restoration, plus four metres of hood fabric purchased in England. Making the patterns took some time, hood, side-curtains, seats side panels and rumble seat.

Are we ready for MOT VIN check?

Graham was called back for a final check and fortunately he had found another manifold in good condition. We had cracked the flange when tightening up the exhaust pipe. We checked for missing split-pins, tidied up the wiring, fitted reflectors, checked windscreen wipers etc. A 3pm appointment at the vehicle testing station. We drove the car on the rollers to test the brakes, perfect and the rest went like a breeze!! Yes we have a legal Vintage car,



WOW what a thrill. Maybe we did have to tighten up the drive-shaft and a couple of split pins were missing but nothing major.

Colonial Cup inspection. We were fairly confident but there was a motorbike in concours condition. What a thorough inspection Ray Betterage and Roger White gave our entry. All went well and we were awarded the Colonial Cup as well as the Southward Salver.

The project is finished. Twelve years, a lot of money, plenty of dedication and perseverance and the support of so many folk. This is a tribute to all who gave during the restoration. If I did not mention you, please forgive me. Two people deserve a special mention, Tom Janes; how often did he push or encourage me even giving one of the spot lamps, a very special friend! Last but not least, my wife, partner and best friend. To make these projects possible one needs extra support, all those blokes calling over for cuppas and the endless calls for funds. Even to the extent of sewing for the Martinborough Fair for extra items.

This roadster will take us on a grand tour of the South Island next year and my grandsons are all expecting camping and fishing trips.



Austins at the Ards TT

Text and photos Basil McCoy



Arrivals for the 1929 Ards TT race photographed outside Harry Ferguson's garage in Belfast. Gunnar Poppe is seated behind the steering wheel in No. 1, Harry Ferguson is standing to the right and beside No. 1. It is of note that there were 49 men in this photograph and only two women!



1930 Gunnar Poppe leads Archie Frazer Nash around quarry corner early in the race. Poppe finished a creditable 5th overall

Apart from a sole entry in the 1928 inaugural race, J D Barnes who was ignominiously flagged off at the finish in spite of a two lap (27 mile) start over the nearest opposition, Austin undoubtedly had their finest years at the Tourist Trophy races during 1929, 1930 and 1931.

1929

This was the first year that Sir Herbert, (or Herbie if you prefer) entered an official works team. This race had the most starters

in the nine year Ards TT series. Sixty-seven started out of an entry of seventy three. The distance was 30 laps, 410 miles. The three Austins entered were in the official RAC class 'H' (over 500 cc and up to 750 cc). No 1 driven by A Frazer Nash, No 2 driven by S V Holbrook with T D Ross as reserve driver, and No 3 driven by G E Caldicutt with L Brockas as reserve.

The works team was augmented by the Barnes brothers again, J D an official entrant and driver with F S in reserve. Local Ulster motoring enthusiast Major R G Heyn entered Billy Sullivan as main driver with himself in reserve. Triumphs provided the opposition in their class with two Super

Sevens entered and driven by R W G Grindlay and V E Horseman. All in the class were supercharged which must have been a thrill for the Barnes brothers as they were ordinarily aspirated the year before.

The cars were officially stated as "not carrying ballast" and had a two lap start again over the nearest opposition. Amilcars, Riley 9s and a solitary Lombard. The big cars were five laps behind with their 5, 6 and 7 litre monster engines all but one supercharged. Although Billy Sullivan did not start this would have to be Austin's finest year with Caldicutt and Frazer Nash leading the race for the first four hours. Grindlay's Triumph had crashed

into a breakdown gang at Ballystockart and Horsemans was troubled with a misfire. At the end Carraciola came through to win, with the Italian opera singer Campari in second place. It was a first for Mercedes Benz, Alfa Romeo second with Archie Frazer Nash and Holbrook third and fourth overall. Barnes and Caldicutt kept going in spite of a few near misses at the Comber Butchers shop to finish 16th and 19th out of 22 entrants who finished and after 342 racing miles. (The lap start was given as credit laps)

1930

The tremendous pace set in 1929 caused many enthusiastic amateurs to stay away but the works and semi works teams turned out in force. The Renault chief test driver, E I Garfield was killed during some unofficial practising and Louis Renault withdrew his entry. "No Passing" areas were designated and ladies were now allowed into the pits. Frau Carraciola was pleased as were Mrs Stiles to oversee the Alfas and Mrs Horton to manage her husband's pit. Sir Herbert had the works team fired up. The team this time being Archie Frazer Nash, no doubt flushed with his great run the previous year, Gunnar Poppe and son-in-law Australian born Arthur Waite. They were joined by the private entry of H W Luff and his driver S A Crabtree. The Barnes brothers had forsaken their Austin for a Triumph, teamed up with another private entry W L Thompson with V E Horsman again in a similar car. This time they (Class H) were given the same amount of credit laps and two extra minutes.

This was a cracker of a race with the Bentley boys being relieved of the German threat as RAC officialdom decreed the Mercedes supercharger was too big compared to those on the other two Mercedes driven by Earl Howe and Sir Malcolm Campbell.

The Austins once again kept the lead for quite some time. However opera singer Campari was putting in some great lap times cutting in and totally ignoring the new rules on no passing zones. After all Mussolini had told them to win for Italy and by Jove the opera singer was not going to let Benito down as the stakes were high. RAC officials chastised him part way through the race. He took his telling off on the run passing the pit area at reduced speed while officials yelled at him. But he had a trained singing voice and yelled back. No Comprendi!! Nevertheless he slipped up as Nuvolari, also under the same instructions from Benito, saw his chance and screamed past, even though they had agreed before the race that Campari should be the front runner. Poppe had driven his little Austin 7 to the best of its ability as he kept the lead on the road until lap 28 (including his credits) when the Italian team caught and passed him for the last time. Nuvolari, Campari and Varzi had driven a great race. The Alfa Romeos had run faultlessly although some locals observed afterwards that their cylinder heads had been welded on. Gunnar Poppe was just beaten into fifth place by Cyril Paul in the eight cylinder F W D Alvis but Arthur Waite had crashed on Lap nine. Crabtree, a private entry, had experienced a similar fate the previous lap. Herbie's little Austin 7 sports cars were now officially being sold to the public as Ulsters. Gunnar Poppe's little car sporting No 23 had a harlequin paint job, front on, possibly to assist recognition as he shot through at breakneck speed.

1931

This was the year Sir Herbert's team had to mix it with the new MG 'C' type. Montlhéry midgets, an unknown quantity at the TT. But they had performed exceptionally well at Brooklands, winning the Double 12 so they were fast and reliable.

The Austins were heavily outnumbered. Leon Cushman forsook Alvis in favour of Herbie's little gem. Donald Barnes and Charles Goodacre drove the other two works cars. A F Nolan and S A Crabtree entered privately with G V B Cooke and H Kayley the respective main drivers. The reserve drivers were H I Robinson and D Z De Ferranti. They had to contend with 13 M G Midgets, all but one supercharged. F M Montgomery, without the supercharger, had a slightly more advantageous handicap. They were all still in class H with a handicap of four laps and eight minutes. This would be the equivalent of giving them a 64 mile start over the 7 litre Mercedes Benz of B O Davis the Alfa Romeos (5) Talbots (4) Maserati (2) and the Arrol Asters (3) all of which were supercharged.

The Austins would have been forgiven for being afraid of the MGs. After this TT Sir Henry Birkin was to describe them as screaming minnows. The Italian Alfa Romeo team had regarded the Tourist Trophy as good as won before they even stepped off the ship in Belfast docks, but, that was a mistake, as one of the screaming minnows went on to win. Driven by Norman Black and entered by the Earl of March. Another MG Midget, this time driven by the Austin dissenter Crabtree was just pipped on the line for second place by Borzacchini in one of the team 2.3 litre supercharged Alfa Romeos.

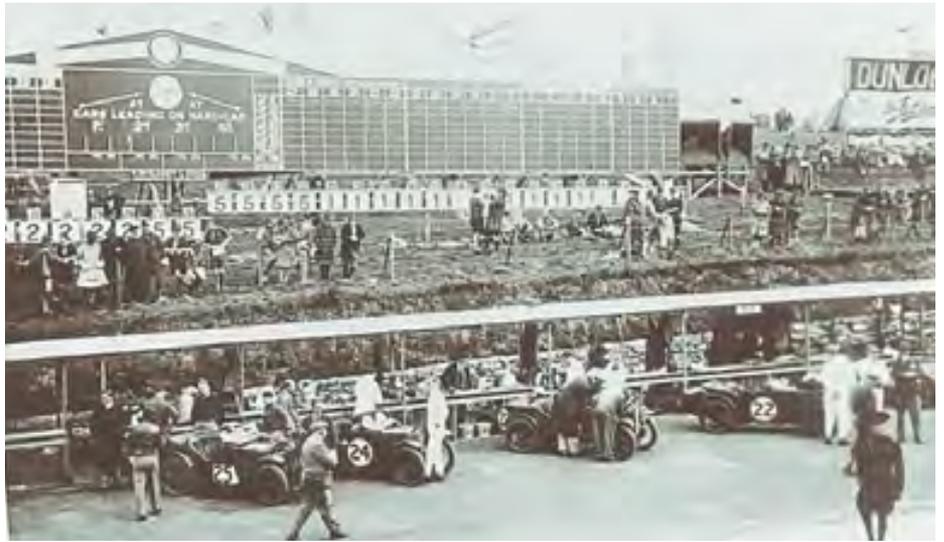
As for the Austins, the two privately entered cars went out before the finish, one with head gasket problems. The works team held in well with Cushman taking 9th place overall and 4th in class behind three MGs. But this was to be the swansong for Austin 7s in Ards TT races. They had given a good account of themselves but had been in turn given a fair trouncing by the product from Abingdon. However, in the preceding three years, unknown to them at the time, they had created a legend as

1298 Ards TT. The Barnes brothers skidding at Dundonald Hairpin. The Austin looking decidedly second hand. Cyril Paul, Austro Daimler shows the way it should be.

1929 Ards TT. Caldicutt ably assisted by riding mechanic Brockas extracting their Austin Ulster from the sandtrap at Quarry Corner.



Top right: Ards TT Race 1930. Scene at the pits before the start. No 22 Archie Frazer Nash, No 23 Gunnar Poppe, No 24 Arthur Waite, No 25 SA Crabtree. Note the fantastic scoreboard structure, nowadays it would all be done by computer but wouldn't look as good! Boy scouts, some can be behind wire fence, did the lap marking and race places. Right: 1929 Holbrook leads Archie Frazer Nash at Ballystockart.



the Austineer of today would delight at the thought of owning and driving an Ulster Austin 7 or a near derivative.

As many will know the Ulster Vintage Car Club are keen to ensure that the memory of the Ards Tourist Trophy does not fade away. Last summer they commemorated the 75th Anniversary of the first race in the series held in 1928. This attracted 44 ex-TT cars in a total entry of 170. Austin 7s were well represented, with amongst others, Chris Gould bringing over his replica 1929 car (E Super Sports) from Worthing in Sussex. New Zealand was represented by the VAR Nelson member John Stickney who was riding shotgun in the John Mills Austro-Daimler also from Nelson. Another New Zealander Michael Crehan joined in the fray together with Jim Riley from Oamaru and Riley man Scott Thomson has written an interesting little article about the event for *Beaded Wheels* (Issue 266). A local motoring artist in Northern Ireland Debra Wenlock and Mark Kennedy have produced an excellent book *Campari and Soda Bread*. This shows a series of recent paintings of the Ards TT races. Austins are represented with a rear view of Caldicutt just skimming past Mawhinney's butchers shop in the narrow entrance into Comber Main Street.



If anyone is interested Debra's web site www.debrawenlock.co.uk or e-mail debra.wenlock@virgin.net

dw



Right: 2003, Austin 7 super sports keeping company with Amilcar and Riley.

Below: 2003, Part of 170 car line up on grid at Dundonald, Austin 7 Gordon England on the right.

Below right: Mike Crehan and Chris McCulla ex Dudley Colley Ulster.



Overseas Events

This column has been introduced to inform our many members who travel overseas. A selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. In any case, readers are urged to check the date of any event with organisers before making plans to attend. Readers are invited to submit new and updated information.

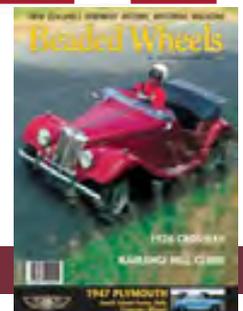
2005					
April 14-16	HCC - 14th Bakersfield Swap Meet & Tour Contact: Howard earson, 11900 April Ann Ave, Bakersfield CA 93312 Ph 661 587 7688)	CALIFORNIA, USA	June	Gordon Bennett Centenary, Auvergne, France Contact: Jean-Claude Mattheiu at email: estagier.mathieu@wanadoo.fr	FRANCE
April 18-23	Irish Trial and Tour Contact: Hero 01 896 833 505	IRELAND	June 3-6	Golden Jubilee TT Vintage Rally Contact: Tony East, The Old Vicarage, Kirk Michael, Isle of Man Ph 01624 878 242	ISLE OF MAN
April 22-23	Silverstone Spring Start race meeting Contact: Silverstone, Northamptonshire	UNITED KINGDOM	June 3-13	Wintersun Festival Contact: 0061 7 5536 9509	QUEENSLAND, AUSTRALIA
May 1-12	Croatie au Printemps Contact: G Thierry 0033553 595324	EUROPE	June 4-26	Baltic Adventure Contact: 08703 500 122	
May 1-16	Italy Grand Tour Contact: Ian Glass 0044 1824 790280	ITALY	June 6-11	Rotary Centennial Regularity run 1947-76 Contact: fax 00334 93 74 76 65	NICE, FRANCE
May 4-16	Pyrenees Tour+Pau Contact: CCTI Mike Kirk 0044 1539 728832	EUROPE	June 18	Historic Le Mans 2005 - for 1935-55 cars Motor Racing Legends, Hillstone Barns, Brook Street, Hargrave, Northamptonshire NN9 6BP - www.motorracinglegends.com	FRANCE
MAY 7-15	Federation 35 Tour - Veteran, Vintage, Classic Contact: Kevin Hollaway tel 5333-5460	BALLARAT, VICTORIA, AUST	June 19-24	HCC-National New England Brass & Gas Tour Contact: Whitefield, New Hampshire, Skip Carpenter, 265 Boylston Ave, Shrewsbury MA 0545	USA
May 14-20	Emerald Isle Classic - CRA Contact: Ph 01 633 263 386	UNITED KINGDOM	June 25-26	RACQ Centenary Motoring of Yesteryear 2005 Contact: 0061 7 3872 8674	BRISBANE
May 21-29	Tour of Southern Ireland - Vintage Motorcycles Contact: Bob Fisher, 23 the Lennards, South Cerney, Cirencester, Glos GL7 5US	ENGLAND	June 29-July 3	Circuit des Ardenne 1905-2005 All vehicles to 1970 Contact: Email: circuit.ardenne@skynet.be	BASTOGNE, BELGIUM
May	28th Annual Boulogne Bicycle Rally - Vintage bicycles	FRANCE	July 3	Shelsley Walsh Hill Climb - Ombersley, Contact: 01 886 812 211	WORCESTERSHIRE, ENGLAND
May 14-15	Spring Autojumble - Beaulieu Events 0044 1590 614654		July 7-10	Retromobile Contact: 01 442 230 033	DUSSELDORF, GERMANY
May 14-20	Emerald Isle Classic Contact: 01633 263386	UNITED KINGDOM	July	Millers at Milwaukee Vintage Indy Car Event Milwaukee Mile Race Track Contact: Harry A Miller Club, Po Box 1008, Germantown, WI 53022	USA
May 19-22	2005 MILLE MIGLIA FIVA event Contact: 003930 280036				
May/June	Queensland Vintage Car Club 50th Anniversary Rally Contact: Peter Ransom Ph 0061 4 28592 828	AUSTRALIA			

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WANGANUI Burma Rally 2005

Text Fay Chamberlain, photos Ian Chamberlain

An excellent turnout of entrants enjoyed the finest possible weather for the annual Burma Rally on 23 January. Sixty-four cars, no Veterans but a wide variety of other classes, lined up at Trafalgar Square for the 9.30am start.

The night before, 90 people enjoyed the slide show by Norm Hubbard, local historian, on the Whanganui River and early settlement of same. Therefore, it was no surprise where the rally would be heading which for many it was a first experience.

Entrants came from as far away as Auckland, Napier, Hamilton, Taranaki and Wellington. For our National President Leigh (and of course Tony) it was a very long distance plane ride from Christchurch to Auckland to Wanganui.

Vehicles from 1927 to 1974, spanning half a century, were publicly scrutinised and admired prior to departure.

Dick Lyth, foundation member, who would later in the day be presented with his 50 year badge by Leigh had the pleasure of seeing off number one, Ron and Margaret Ingram in their 1946 Austin 8 from Hawera.

After leaving town and heading north a 10 minute diversion took folks to Ed Boyd's first stages of his Autobarn at Pickwick. Ten minutes goes very fast when

Lunch stop at Jerusalem.



there are 60 cars plus other memorabilia to inspect.

On the route up the great North Road, across Blueskin Road and down Kaikokopu Road back to town again, across Dublin Street bridge and headed north through Upokongaro to the start of the River Road.

This narrow, sometimes gravel, meandering highway would have to be a challenge to any car, let alone an old one. The beautiful scenery, the river and surrounding hills were greatly admired by the navigators. The drivers' views were mostly of the road and keeping a good grip on the steering wheel was required. All entrants had been warned to consider other road users, which they did very well. It is generally known through the local Wanganui population that the people who live up river believe they own the road as well.

Many stopped to view the wonderful sight of the river valley from the summit of Aramoana. Many Maori marae were passed along the way, and various historic sites both Maori and European were noted. Of course, in between these places there were the usual silent checks.

The lunchstop was at Jerusalem, where the famous Roman Catholic Sister Mother



Top left: Bill Biehler's lunch stop '56 Vauxhall ute.
Top: Overall winners, Howard and Marion Sims.
Above: Wanganui River scene from Gentle Annie outlook.

Teresa Aubert had her Mission, prior to starting the Sisters of Compassion homes in Napier and Wellington. James K Baxter the poet is also buried there. In the shade of the old trees by church and hall a very relaxed bunch of travellers enjoyed lunch while the 64 vehicles, now all the same colour coated in a thick layer of dust, were perched at all angles through the grounds.

The afternoon run was untimed, and folks were encouraged to visit some of the points of interest on the way home, the restored Kawana Flour Mill in particular. Afternoon tea at the clubrooms plus cold drinks was very welcome for returning travellers.

The evening's dinner was held at the Liffiton Castle where 104 folk enjoyed a great smorgasbord meal. Leigh Craythorne presented Dick Lyth with his 50 year badge and certificate, to the delight of many, especially one or two of the older members of the branch. After a singalong around the piano, prize-giving followed with the overall winners being Marion and Howard Sims in their 1928 Ford A Pickup.

bw

, Foundation member Dick Lyth flagged away car No 1, Ron and Margaret Ingram.



VERO RALLY 2006

VCC Diamond Jubilee

The Haast Rally was a marvellous event that affected both those who were on it and the old car movement in the forty years since. These motoring events are once-in-a-lifetime experiences and don't you wish you could have been on the Haast?

You still can be in the Deep South for Vero 2006 but entries close in July. Let's recap on what this great event will be.

The Format

Getting to the South via Monte Carlo guided groups offers a great chance to have a rally before the rally on routes that have been checked for most interesting features and top roads. Vacancies exist on several routes still, but numbers are being closed off on a first-come, first-served basis. (Do supply an alternative choice, if you are yet to enter.) Then the rally proper takes place on the most traffic-free roads in the land!

The Headquarters

The rally is based at the Stadium in Invercargill which is a huge new complex providing massive indoor facilities for all aspects of the event – from dining to entertainment to simply meeting friends. There are acres of parking with easy entry and exits for trouble-free access. The city is compact so nowhere is far from the HQ.

The Competitive Days

Four rally days are planned to venues you would not usually see, offering a range of driving opportunities along with tests

and timed sections. All classes are catered for so your veteran is especially welcome.

The Other Days

One make runs, a Teretonga Park event, a hill climb and a host of local motoring and non-motoring attractions will allow you and all your party to have a really good time. Topclass entertainment with a southern flavour is planned, while local restaurants will tempt you with seafood specials! There is even opportunity to do a small side tour to Stewart Island.

Where to, for Accommodation?

There are still rooms available in some hotels, motels and boarding places. Locals have also offered some homes, bed and breakfast places and spare rooms. Others have offered caravans and motor homes. Call our Accommodation Officer, Margaret, now on 03 215 8464, or home_hosp@actrix.co.nz . And don't forget the Diamond City camping ground beside HQ! It is a tour-de-force with street names and numbers and great facilities.

So.....

Over 500 entries have been received already from all round the world and all round New Zealand. Southlanders are proud of their tradition of hospitality and you are most welcome.

You can't do anything now about the Haast. You can about Vero 2006!

Russell Hawkes
Rally Director.

NOTICEBOARD

I would very much like to enter the Vero Rally 2006 and am asking if there is a very kind member who would be prepared to loan a Veteran or Vintage car to me for the Rally.

I have attended every major NZ Rally since 1965 except one. Your country is fantastic and I enjoy it every time I visit. I am a member of the Sporting Car Club of South Australia, Veteran and Vintage Sections.

I own a 1904 8hp De Dion Bouton, a 1929 cammy Morris Minor, and a 1959 Morris Minor 1000. These cars are all restored and I rally them all.

I am also a member of the Vintage Car Club of NZ and the Veteran Car Club of NZ. Hoping that someone in NZ may be able to help me

John Wien Smith
Ph 08 8344 2011
2 Briar Ave
Medindie 5081

Adelaide, South Australia

Mr Tom Saggars of Perth Western Australia intends to come to the Vero Rally in 2006. Tom is a member of the Veteran Car Club of Western Australia and the Daimler and Lanchester Owners' Club. He has held high office in both clubs and has an impressive list of restored cars mainly Daimlers from the 1940s and 50s. He also has a 1924 Rover 8 Roadster and last year completed a 1906 Darracq.

Tom proposes to fly to Christchurch and hopes to borrow a car, say a 1950-60 model, in that city or conveniently nearby in which to drive to the Rally. After the Rally, Tom will hire a car and see more of New Zealand. This will be his first visit to our country.

I suggest that prospective lenders of a vehicle get in touch with Tom directly. His details are: Tom Saggars, 9 Gooseberry Hill Road, Gooseberry Hill, W.A. 6076. Phone 08 9293 1915, fax 08 9293 1906, e-mail: saggars@iinet.net.au

Ian Hill
24 Glenorchy Rd
Glen Eden, Auckland

Checklist



- Have you sent in all details, including photo?
- Rally jackets are very sharp and great value.
- Give an alternative Monte Carlo option.

Let us know if we can help at all.

Rally email: 2006rally@vcc.org.nz

Address: Rally Secretary, P.O.Box 6070, Invercargill. NZ.

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Book your advertisement in the next issue of *Beaded Wheels* and advertise your vehicle on the Vintage Car Club of New Zealand website at the same time.

Beaded Wheels is delivered to over 7,000 subscribers and members of the New Zealand Vintage Car Club every issue – our advertising is read by enthusiasts throughout the country and overseas. Now you can reach a broader audience by choosing to publish your advertisement in our magazine and also on our club website. Advertisements are listed on the internet for the length of time the issue of *Beaded Wheels* remains current.

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Text & colour photo.

Up to 40 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo.

***\$50 rate for VCCNZ members only, non-member rate \$54**

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Payment must accompany your advert. Cheques should be made payable to *Beaded Wheels*.

Post payment & advertisement to Marketplace, PO Box 13-140, Christchurch. VCCNZ members must be financial and state their branch to receive discount rate.

Deadline for receipt of advertisements and payment for April/May issue 10 May 2005.



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1936 MORRIS 8 SPORTS red and black 24,000 miles since ground up restoration and/or 1937 Morris 8 two door sedan, hawthorne green and black. 16,000 miles since restoration, very reluctant sale. Both cars have attended NZVCC international rallies. Phone 07 386 7877 email mj.mm.coz@xtra.co.nz

1937 AUSTIN 10 in everyday use until driven into storage in 1986. Stored under cover since then. Complete, with some spare body panels. Motor reconditioned approx 1984. Good tyres. Located in Christchurch, phone 04 972 9138. Mem.

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1966 MGB ROADSTER BODY, some new panels. Ph Kathy 03 448 8792; email: camking@xtra.co.nz

AUSTIN 7 1934 two bearing crankshaft model, chassis/running gear and engine/gear box have been restored some years ago, body in good condition has all parts. Would be an easy restore, has been stored in dry conditions, offers wanted. Ph Tony 0274 337 772, PO Box 130029, Christchurch

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

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

FORD A PARTS; rear of 1930 Phaeton, doors back hood bows, 1930 front guards, '28/'29 rear guards, axles, 6 & 12 volt generators and starters, exchange. Horns repaired, also changed to 12 volts. 6 & 12 volt Quartz halogen conversion kits, '28/'29 fuel tank, '31 fuel tank. Heavy duty wiring looms—what you need for 6 volts with indicator wiring in loom or made to order. Phone 03 354 0103 or email modelaford1@hotmail.com

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MAGAZINES: Huge range of old Magazines including most copies from 1992 of *The Automobile* plus many copies of *Motor Sport*, *Sports Car World*, *Auto News (NZ)*, *Road and Track*, *Car and Driver* and many many more. Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Phone 03 366 4404 or email info@wheelsonpaper.co.nz.

NEW REPRODUCTION GLASS TAIL LIGHT lens for 1928-31 Chrysler, DeSoto, Plymouth, Dodge etc. \$70 included p&p, headlamp lense. Twolite flat size 11x10 1/8, depress beam flat 9 7/8 x 8 7/8 no 12182 1 pair, Depress beam flat 9 3/4 x 9 3/8 no 6572 1 pair. Email: thehannas@clear.net.nz phone 03 235 8258.

OLD & RARE MOTORING BOOKS:

Many new titles arrived including *The Alvis Car 1920-1966* by Day, *Chevrolet The Coming of Age 1911-1942* by Miller, *The Jowett Jupiter The Car that Leapt to Fame* by Nankivell, *Setting the Pace Oldsmobiles First 100 Years* by Earley and Wilkinshaw, *Riley Sports Cars 1926-1938* by Robson and *The Story of Triumph Sports Cars* by Robson. Check our website www.wheelsonpaper.co.nz, Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Phone 03 366 4404 or email info@wheelsonpaper.co.nz.

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SWAPMEET AND CARSHOW. 1/2 km North of Warkworth. 7 May 2005. \$5 entry pp. Show car gets driver free entry. Contact Wellsford VCC Secretary 09 425 7431.

QUALITY NEW MOTORING BOOKS: New shipment arrived including *American Motors The Last Independent* by Foster, *Cadillac The Complete History* by Hendry, *Lotus The Early Years* by Ross, *Napier The First To Wear The Green* by Venables and *Pioneers of the US Automobile Industry (4 Volumes)* by Kollins. Check our website www.wheelsonpaper.co.nz, Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Phone 03 366 4404 or email info@wheelsonpaper.co.nz.

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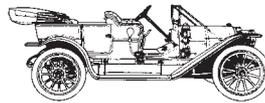
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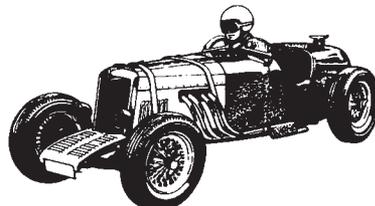
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SWAP MEET

The Ashburton Branch of the
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Swap Meet on Saturday 7 May, 2005

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No Dogs Allowed

For further information contact
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or the Secretary M. Jacob
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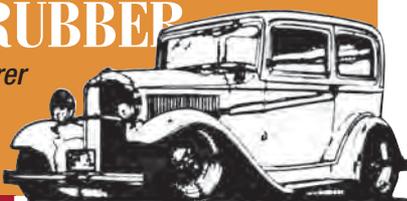
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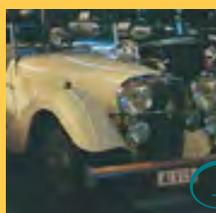


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Ashburton

Roger Hart

The Ashburton Branch held its Annual Rally recently and our Motoring writers went on it. Roger Hart rode solo on the 1930 AJS motorcycle which has been in his family's ownership for many years and Bernard Egan and his crew were fortunate to have the use of Vern and Phyl Ellis's immaculate 1937 De Soto.

In his column this week Bernard writes about a fun day of Vintage Motoring. "Ever since taking part in the local Vintage Car Annual Rally twenty-eight years ago as navigator for the late Cyril Protheroe I have wanted to repeat the experience. I always said I would go on the Annual Rally again one day."

"One day" came this year when Vern Ellis suggested I might like to have a go at some Vintage motoring behind the wheel of his 1937 De Soto. I was quite taken aback but he didn't have to ask twice!

Then reality hit home. I was being offered the use of a very special car, which has been lovingly restored and maintained.

I knew it would be a lot different to drive compared to the cars I am used to. Vern confirmed this when he said to me "you'll find it different from the Triumph". He was right!

I have seen the De Soto before but when I went to help clean it a couple of nights before the rally I took a closer look and realised again what a lovely machine it is. I couldn't wait to drive it.

Understandably it is easy to think of some Vintage cars being big and cumbersome and compared to the sleeker models we see these days they can seem that way. The De Soto is big and roomy and from behind the wheel the bonnet looks long, but it's spacious rather than huge and incredibly comfortable.

My co-driver, Marlene Acton-Adams, enjoyed riding up front and our navigators Mark and Kate Robbins revelled in the comfort of the back seat. So much so that Kate warned us she would probably have to be prised out at the end of the run!

I came to terms with the De Soto, or perhaps it was a case of it coming to terms with me, very quickly and it wasn't very long before I felt quite at home. It is certainly different to drive, but not as much so as I had imagined it might be. It handles well, is responsive and rides very nicely. Vern and Phyl were lucky to get it back!

Entrants gathered at the clubrooms for morning tea, the renewal of acquaintances and speculation about where would be heading.

After a drivers briefing we were sent on our way at precise times on a run heading inland which had been skilfully mapped out



A concerned looking Vern Ellis watches his pride and joy on the field tests, Ashburton Branch.

by the Club Captain Gary Hawke and Vice Club Captain Peter Lambie.

Organising a rally which attracted over ninety vehicles and at least twice that many people is no mean feat, but Gary and Peter who were assisted by many others had obviously done a lot of preparation and consequently the whole thing ran like clockwork. Gary and Peter could not have chosen better roads and the trip to our lunch stop at Inverary Station took in some great scenery somehow enhanced by the mode of transport.

My crew (in the absence of their driver who just happened to get side-tracked at the time) acquitted themselves well in the field tests, which are a traditional part of these runs. The requirement to gather some roadside flowers along the way and name them was a pleasure. We also did pretty well on finding road names synonymous with clues but the driver's lack of knowledge on one set of questions sealed our fate and we were destined not to be mentioned in despatches at prize giving time.

However our other motoring writer, Roger Hart did take away some silverware, quite appropriately a trophy donated by his family. Sure being the only entrant in his class pretty much assured him of it, but he deserved the trophy because he rides with such style!

After lunch we motored back via Staveley where the village was experiencing a busy day with a wedding in progress at the time of our arrival. The day ended with fellowship and an enjoyable meal, served on tables set up amongst the cars in the Vintage Car Museum, during which tales of the day – all of course true – were recounted.

Probably suffice to say, and those of you who know my companions will readily identify with this, we had a lot of fun. Of course what happens on the rally stays on

the rally, but I have to share one episode with you.

For Mark and Kate rallying was a new experience and for them part of the enjoyment was the memories our car and others like it on the rally evoked. Mark reminisced about his mother Betty and Aunt Elsie when they were growing up in the Waitaki Valley. As young ladies of small physical stature they had a unique method of crossing long, narrow bridges which had steep approaches. Betty would aim the centre of the bonnet at the middle of the bridge put her foot down then they would both close their eyes, hope for the best and scream!

When we went over a similar bridge on Saturday our two lady crewmembers gave a very respectable rendition!

The chance to take part in the Vintage Car Club Annual Rally was an experience not to be missed which reminded me that Vintage motoring is fun. And as long as people like Gary Hawke and Peter Lambie and their supporters are arranging events it always will be.

Auckland

John Stokes

Veteran: Wayne Welch has sold his 1915 Model T tourer to the Waikato area. Neil Cox has had the body panelled for the 1914 Overland 79 tourer. The mudguards are also being made. Barry Robert has had the seat back for the 1906 Rover skinned. Alan Prices' Clement Bayard is progressing and George Mihaljevich's 1910 Hudson speedster will soon be back on wheels. Twenty-three vehicles started in our annual Veteran run, this time from the botanic gardens in Manurewa to Kevin Slater's museum in Karaka. It was good to see North Island Club Captain Rob Knight and Pat present with the 1909 Alldays & Onions, also management committee member Bob Ballantyne and Debbie in the 1912 Model

T bread van, a veteran which hasn't been seen much in recent years. Don White won the short route and overall rally with the 1912 Sizaire et Naudin four cylinder, and Bruce and Wilma Madgwick won the long route in their trusty 1913 FN. Whitey promises a superbly plotted run next year.

Vintage: Mike McGinley has the 1927 Flatnose Morris engine back from the reconditioner. Eddie Kelly has purchased Jim Boag's 1925 Studebaker Duplex. This car was purchased new in Hastings and spent some of its life on tour work in the South Island

PV PW: Noel Shaw recently brought a 1939 Buick for his collection, Peter Stanaway has brought a 1939 P7 Plymouth sedan off Kevin Slater. Dick Langridge's latest restoration is a 1934 Thrupp and Maberly bodied Rolls Royce 20/25 horsepower sedan drophead originally owned by Air Chief Marshall Lord Portal of the RAF.

Motorcycles: Brian Webb won the Cecil Light trophy for meritorious restoration with his 1956 BSA.

Banks Peninsula Andre Le Febvre

Our Branch racing season got off to a very successful start at the annual Skope Classic Motor Racing Meeting at Ruapuna over Waitangi weekend. This year, as well as an historic single seater and sports car field, we were able to provide a field of 11 cars for a saloon car race, which reflects the growing interest in Vintage racing. This year we attracted a number of new entrants and vehicles. In the single seater section, Tim Mauger was debuting the Briggs Mercury Historic Special, which has only recently been finished after many years hibernation. Russell Greer and the Stanton Corvette were having their first outing for many years following a long period of restoration. New member Chris Cullen entered his 1952 Cullen 500 Special, a car built and campaigned by his father in the speed events of the 1950s. Phil Mauger had the recently purchased MG V8 Special out on practice day, and although it did not make it through the weekend, it is great to know it is back in circulation. Ray Pearson from Hastings was in an immaculate 1954 Austin Healey BNI and Alex McLennan was in a TR3. Leslie Murray from Northern Ireland added considerable sound and fury with his 1912, 8250cc Curtis engined De Dion – a magnificent spectacle.

The chronically disorganized John Chamberlain excelled himself over the weekend by not only being punctual, two days in a row (a personal best), but also bringing three cars. In the sports car section he raced the Sybil Lupp XK 120, and in the saloon car race he raced the family Facel Vega HK 500, a superb Chrysler V8 engined French supercar made in the 1950s and '60s. Very few of these cars survive today, so to

see one being driven hard was a rare treat. John also lent a very original 1938 Ford V8 Coupe for the saloon race. Paul Stitchbury raced the ex Harold Heasley Humber 80, winner of the NZ Championship in 1959/60. With two Mk 2 Jags, two Bentleys, two Rileys, Citroen and Peugeot, the saloon race was a quality field and one which we hope will grow in stature.

Altogether an excellent weekend for competitors and the gallery of onlookers from the Branch. Many thanks to George Calder for the long hours put into making it happen.

Bay of Plenty

Jim Webb

With the festive season behind us we were to begin the 2005 events with a mid-week outing to Bob and Ruth Taylor's house, high up past the Minden Lookout where the 360 degree view is superb, but this wasn't to be. Just a few days prior Ruth suffered a bad fall breaking her hip in three places when just going about her household duties. Her feet got tangled in the eiderdown and down she went. Her hospitalisation put paid to our visit but Ruth has progressed well. In the aftermath we gathered at the Community Village complex and viewed a film of bygone years featuring Charlie Chaplin. Mirth and merriment abounded. The day being the first of our semi-subtropical summer our group lunched on the village green: straw hats and sunshades were in vogue.

Our club's big yearly Anniversary Weekend Rally drew 51 starters; the venue again being at Kati Kati Hot Springs. Southern Cross Building Society was our enthusiastic supporter! The weather was brilliantly fine throughout the weekend and saw some keen competition and sportsmanship. The prevalence of PVs, PWs and P60s cars was in strong evidence. This of course is a sign of the times. Faster speeds and busy roads make driving Veteran and Vintage cars more difficult with some discomfort on the highways. Higher fuel costs are also a factor.

On 29 January the entrants began arriving at Sapphire Springs to register, from 2 pm onwards. Much chatter and jabber went on until 6pm when the barbecue specialists began cooking loads of sausages and meat patties, which were accompanied, by salads and potatoes. Tasty desserts followed. Accommodation was at capacity and early to bed in anticipation of a full day's rallying on the next day was eagerly sought. For what few tourers there were, the sun shone brilliantly; the rally taking the vehicles through rolling hills with many water views of the northern entrance to the Tauranga Harbour and of Matakana Island. Motoring to the lunch break this panorama was magnificent as the route took the cars gently down to the Westpac Trust Hall near Waihi Beach.

The afternoon section was a leisurely drive mostly off the main highway and on

to view the open cast mine at Waihi then through Golden Valley to return to the Community Hall for afternoon tea. Later, back to the Springs, where many swam or just relaxed until dinner at 6:30 pm which was followed by the Prize Giving. Enjoyable food, much socializing, with musical entertainment by Deidre Hammerton concluded the day.

A brief summary of the winners of the various sections is as follows:

Vet. and Vintage

Doug Green, Rotorua 1929 Graham Paige.

PV

Arnold Mortensen, BOP 1936 Plymouth.

PWV

Merv Stowers, Auck. 1959 Humber 80.

P60

Norm Dewhurst, Auck. 1962 Skoda.

Commercial

Phil Menzies, Rotorua, 1947 Ford Jailbar.

Overall winner went to the Stowers family.

Special thanks go to Les Jeffrey in his new position as Club Captain and also to his wife Jan as they both worked long and hard organising and running the rally.

Warwick Jessop and Roger Hill were recently presented with their 25 Year Badges. Congratulations to them both.

New members of late include: Trotty and Susan Collin with a batch of motor bikes; Ben Peake 1964 Ford Cortina; Keith and Margaret Baker 1975 MG Peter and Ann Robinson 1929 Ford A sedan. Good and safe motoring to you all.

Once again our President Ray Singleton had organized enough members and their cars to take 50 'Oldies' from Carter House, Te Puke to Okawa Bay on Lake Rotoiti: a beautiful spot. The Rest Home supplied morning tea, lunch and afternoon tea for everyone. Many happy old faces, singing and swinging along to the music by professional guitarist, Regina Kanara. Gratified and satisfied indeed they were!

Canterbury

Tony Becker

Since the last report Canterbury Branch has enjoyed a number of Annual events. First up the Annual Commercial Rally. Leaving Kaiapoi on a brilliant morning, the run rambled through the then lush green North Canterbury countryside to an historic Broomfield farm. The venerable woolshed displaying its age, proudly claiming a birth date of 1866.

Rally entrants hailed from as far as Nelson to enjoy wonderful hospitality from our hosts, the Douglas family, who brewed up tea, coffee and most welcome cool drinks. They even cooked sausages over a readymade fire. Clive Miller did a great job of planning this. Competent marshals helped the day too. Although some winners won prizes, every entrant was on a win just by being there. The evening meal and



Tmi Nicholson and Joanne Bowlt with "Florence" who covered some 22,000 miles from Oxford England to Oxford Canterbury, New Zealand

prize giving rounded the day nicely at the Kaiapoi Club's Riverview restaurant.

Bennett Trophy (overall winners) Barry Elcock, with Bud Grose and Alan Wellbeloved the placings. Brass Trophy (field tests) again Barry Elcock with Mark Smith and Joseph McClintock. Albert Anderson Memorial Trophy (hard luck prize) won easily by Barry Stevens.

The 9-90's had a great day in February with Noel Etwell in charge. Good numbers took a sometimes dusty drive on this Airport Amble to look at a small private airfield owned by Campbell Classic Aircraft complete with 1940 hangar. The treasures inside included three new Tiger Moths and two Mustang Aircraft under reconstruction. Other classic memorabilia included a restored Austin Lichfield.

A tour not on the branch calendar and rather longer than anything it has yet tackled ended at Oxford on a scorcher in mid-February. A 1954 Morris Oxford driven from Oxford England to Oxford Canterbury by Red Cross fundraisers Tim Nicholson and Joanne Bowlt, attracted up to 500 classic and Vintage cars to this big welcome parade. Thousands cheered the couple to a red-carpet Civic Reception. Hosted by The Morris Owners Club they later gave an outstanding video presentation of their journey to a large gathering of car clubs at the city's Oxford-on-Avon Hotel, after Riverview Restaurant reception dinner.

The Annual Motorcycle Rally attracted 60 starters who rode from the Wigram Airforce Museum with a choice of two routes. A cracker day was spent around Gebbies Pass and Tai Tapu on the last days of January. This ended with a prize giving dinner at Cutler Park.

The National Motorcycle Rally at Cambridge in February drew 30 Cantabrians and supporters, two of whom were honorary Cantab members. They are Frances and father Ken Hall from Tasmania. Brad Govan held our end up collecting some booty and one of the two Cantab team entries cleaned up as well. Everyone was 'rapt' with the great organization! Most of our lot went on the tour that took in Coromandel and Rotorua before finishing at Waitomo Caves. Most, but not all managed to ride the 2000 miles there and back safely enough after this really well constructed rally.

Veteran Annual Picnic entrants arrived at the Ouruhia domain, Marshland start, to be greeted with fresh scones, jam and cream made by Edna Fleming, friend of convenor Bob Hayes, plus hot tea and coffee. That set the tone for a happy old day. After running to Ashley Gorge, Rippondale garden was reached, a perfect lunch setting. The garden walk extended over four acres so afternoon tea was very welcome after that effort on the very hot day.

The Branch Annual Rally attracted 124 cars and two motorcycles. From base at Cutler Park, a pleasant route by way of Burnham ended for lunch at Ferrymead, a great choice. From there a barbeque tea at the island with Sunday field tests and dinner there as well. Overall winner was Colin Rae in his Buick.

Eastern Bay Of Plenty Sue Moore

Not a great deal to report this time with club activities being fairly low key over the holiday period.

We did, however, enjoy a good run organised by our Te Puke member Val Gibbons in January. After meeting up with Val in her home town, 10 cars headed inland to the home of Owen Roberts to view his great line-up of Vintage tractors, the eldest being a 1939 Farmall 14, and all in pristine condition. Whilst the men were captivated by the work-horses of days-gone-by, the ladies were shown a large and beautiful tapestry which had been worked by Owen's great grandmother and had taken 2 years to complete. It was brought out to New Zealand in 1872 and returned to Britain 2 years later to be put into a more ornate frame. It now has pride of place in the hallway of the Roberts home and it took three men to hang it there!

After lunch under the shady trees in the garden, we travelled on through Welcome Bay to visit "The Cowshed" – makers of outdoor statues, pots and water features.

After leaving there we proceeded over the Pyes Pa Road to Lake Rotorua. What a difference has been made with the upgrade of this road during the last year- a good scenic route to travel between Tauranga and Rotorua, although it was a trifle hot in the middle of January in elderly cars with little or no cooling systems! We enjoyed afternoon tea in the coolness of the trees beside the lake before wending our way home in our own time.

Far North

Dave Duirs

Most of the holiday folk have returned south so it was appropriate that a low key, beach picnic at Tauranga Bay on a very hot day was enjoyed with much chin wagging, tyre kicking and some swimming organized by June and Murray Baird. John and Therese Stevenson with their usual hospitality had a large gathering of members and cars assemble at their home for morning tea.

This was followed by a clue rich navigation run back towards Kerikeri to Paul and Jeanie Hainsworth's where they now have a huge new shed full of cars which should keep them busy for many a year!

The tour continued to Adrian and Sylvia Garret's who overlook the Kerikeri basin where we picnicked on their lawn before being shown their beautifully restored old Rolls-Royces. One of these was Adrian's first car from the fifties when old RRs were not too popular and relatively cheap. They also have what were the wagon and Clydesdales which Lion Breweries used for publicity and which are now lovingly cared for and often displayed around the region.

A few members joined the annual Classic Car fun run organized from Kerikeri and the cars looked great lined up on the Tauranga Bay beachfront for a picnic lunch, a swim for some and a "voting" for "best" overall, American, Japanese and European cars. FNVCC members the Stevenson's 1959 Hillman soft top took the Overall prize and the Duirs' 203 Peugeot the European prize!

Some Far North members ventured south to the much publicized Woodlands classic car museum sale at Waihi, which attracted thousands of people and some very spirited bidding which realized some prices which



Action from the infamous Far North Branch: right: Dunny run competition! Vicky Clark has class.

Left: Individual winners Lorraine & Gerald Ward

seemed well up on the market. A 1951 Standard Vanguard and 1954 Alvis TC21 will be coming to the Far North.

Other members have attended swap meets and single marque events around the country, making the most of the late summer.

Gore

Ron Osborne

In November a good turnout of cars travelled via Mataura, down the back road to Wyndham and on to Glenham. A tractor collection owned by Mr Shaw was seen and the maple glen with its gardens and aviaries and plant sales visited. This has been a favourite visit for our branch over the years. Lunch at the Glenham Community Centre Hall and a visit to Seward Downs where paddocks of export tulips were on display before turning for home.

In November our branch combined with the Southland branch for the annual Hokonui Hill Climb. A small entry of three sports cars and two saloons competed with the best time being achieved by Colin Fleet in a Triumph TR3.

A highlight in December was the invitation to some of our members to Winton where their cars were used as props for the film *The Fastest Indian*. This was about the legendary late Bert Munro who I remember meeting at Invercargill in 1960, he was quite a character. It is fitting that his feats have been recognized and all involved are to be commended on their efforts. I just wonder what organizations such as LTNZ and OSH would have to say on his bike if they had been around in his day.

The Edendale Crank-Up Day at the end of January was by all accounts a great success. The weather was brilliant for a change with no doubt sunburn being on some people's minds. This event has grown markedly and is now held over two days.

The Mandeville Fly-In on 20 February has been held and highlights would be the new hanger opened recently and the Pither aircraft. This aircraft was built locally by a Mr Pither and has been reproduced by the Mandeville Vintage Aircraft company and successfully tested at the week end. Although it was never actually flown to any height it did get off the ground for a short distance.

Hawke's Bay Rod McKenzie

The summer has seen lots of activity emerging from the sheds of the Hawke's Bay owners of club eligible old vehicles. One or two members have represented the branch at out of the district events, but there has been plenty here at home to keep most of the folk busy. A small group visited the Annual New Year camp-out at Taihape and it is believed a very pleasant time was had there by all attending. At the same time a number of our members represented the club at the New Year races at Hastings, but it is not known how much good fortune was to be had. Visiting Hawke's Bay over the summer and being hosted by the branch have been the MG Club who were here in January for a week, followed by the Model T Ford Club who were centering their rally in Havelock North. Our branch put on a meal for both organizations which raised some funds for the branch. The MGs toured the area and had a hill-climb one day at Te Onepu, while the Model Ts travelled back roads to and from Central Hawke's Bay, and also had a day at Haumoana. The extremely good weather the whole time made for a great holiday for all the entrants. In late February the Branch hosted over 180 crews to the Annual Art Deco Rally and weekend held in Napier and Hastings. Again the weather was superb. This increasingly popular event will next year be held

for a whole week as the 75th Anniversary of the Hawke's Bay Earthquake of 3 February 1931. Make your plans to be in Hawke's Bay next February now, as it will be a memorable week with some top motoring already well into the planning stage. Restorations on the go at present include Tony Prebensen's 1903 Holley which is becoming closer to being drivable, Peter McCool's 1918 Model T Pickup which is starting to take shape along with a similar machine being produced by Gavin Harris. The Quarrie's have repainted their 1931 Chevrolet which looks most acceptable in its new grey paint. Bruce Poole has a new hood on his 1930 Chrysler 77 Roadster after more than 35 years use. Dudley Marshall has been seen in a late Veteran Dodge. Kelvin and Cameron Taylor are putting their recent Veteran acquisitions to good use. And there are numerous new members with machinery being purchased for use in and around Art Deco Napier and Hastings, including John Cocker (alias "Bertie") who has recently purchased a mid 30's open Austin for his stable.

Manawatu Robyn Corpe

The Christmas Party was a great success but the New Years Day run was cancelled by rain. January Club Night - George Rose gave an excellent account of the British National Steam Museum in York where the Stephenson Rocket and the Gresley Mallard, the last of the British high performance locos are on display.

Welcome to new member Graham Terry from Feilding. Graham owns a 1964 Daimler V8 and a 1953 Jowett Javelin. Morrie Holland was recently presented with 25 and 35 year badges. Morrie has sold his cars due to ill health.

In January the Catalina from Ardmore stopped overnight at Feilding en-route to Wings over Wairarapa. Six cars visited Taonui Airport next morning to pay homage to the grand old lady. Pat Heneghen enjoyed his flight.

Several Veteran and Vintage cars and vehicles from the Military Vehicles Collectors' Club put on a static display on 4 January for the World Scout Jamboree and 12 cars joined in Settlers Day celebrations in Feilding on 22 January.

February Club Night - Al Campbell spoke the recovery of a WWII Stirling Bomber in Holland. This was a wonderful evening, a very moving tale of the Short Stirling Bomber N 3654 of 15 Squadron shot down in 1941 with a crew of five RAF pilots and two New Zealanders. The navigator was Dan Campbell, Al's uncle. The plane with its crew was deep down in a field in Opmeer, Northern Holland. Al was permitted by the Dutch authorities to help during the five weeks of the recovery. In 2003 the remains of the crew were all buried together in a nearby military cemetery and the locals have placed a memorial near the



This visiting Catalina provides a backdrop for (l-r) 1930 Ford A Pat Henaghan, 1926 Essex Bruce Leask, 1936 Morris 12 Dallas Denby, 1939 Dodge Roy Haywood, 1906 Alldays Rob Knight 1914 Talbot Stan Corlett.

site. Photos of the operation, the recovery details and the display of his Uncle's named silk flying gloves, his watch, part of a silk parachute and buckles and many small engine parts were displayed.

Southern Hawke's Bay member Ken Mills welcomed President Leigh Craythorne, her husband and about 20 others all on motor bikes as they entered Dannevirke about 6 pm during January. They were heading for the National Motorbike Rally in Cambridge. This was a surprise welcome and Ken was able to help them with transport to a dinner venue. Ken and Lexie with one of their 1925 Morris Crowleys were photographed in the *Manawatu Standard* in an article about "Wheels with Attitude" day in Dannevirke on 6 February. Ken co-ordinated the event in a joint effort with Dannevirke Wheels Club (also their 20th anniversary), the A & P and the Lions. Two hundred and twenty vehicles were displayed.

Marlborough James McKenzie

Heritage day at Brayshaw Park Blenheim, where all venues in the old-time village were open for public display, and with model steam trains taking children for rides was a great success. Train excursions were also available to all on the Riverside Railway to down town Blenheim. Police dog handling displays, together with stationary engines and the world-class tractor collection were also on display. The variety of fire engines, the radio shack, rock and mineral displays together with many other places of interest including the Marlborough Branch VCC Museum make this a great place to visit. What better way to display our cars and motorcycles for concours judging, this culminated with a Grand Parade of cars and tractors in order of their ages to a large appreciative crowd.

A very successful day for us concluded with VCCNZ President, Mrs Leigh Craythorne, officially opening our parts and storage shed followed by a social hour. It must be said that those of the committee and members who had the vision to plan and support the fundraising for this project are to be congratulated for their efforts. While not all members agreed with this project it can now be described as a great asset to the Marlborough Branch as well as all VCC members nationwide and is in true keeping with the aims and objectives of the club.

What a great run we had up to Lake Rotoiti, with lunch on the shore before meeting up outside the new St Arnaud Community Hall where an antiques and collectable show was being held. An impressive line up of 18 cars were viewed in the car park. One of our members was heard to remark before going inside, "There are enough antiques out here to make a good show," referring to the drivers not the vehicles.

It is of concern that many single make car clubs pass through Blenheim making use of town facilities without making any contact with our VCC Branch who gladly welcome visiting clubs to the Park.

With a large percentage of our members' cars now registered with Vehicle Identity Cards, planning is under way to hold a special day for those members who for various reasons have not yet taken the opportunity to register. They will be helped with paper work and be inspected by our certifiers.

Nelson

Sharon Kennedy

Early February saw an important occasion. Our Club Patron -- Dennis King celebrated his 80th birthday. Dennis is a foundation member of the Nelson branch of the VCC. In 1957 he organised a rally centred at Trafalgar Park which was the start of it all. In those days Nelson was a branch attached to Canterbury and remained that way until 1965 when it became a branch in its own right. Dennis became the first Chairman of this newly formed branch. Dennis now resides at Kensington Court Rest Home but still retains an interest in his 1915 Model T Ford, 1930 Model A Ford and a 1912 Model T Raceabout.

The Nelson outings this year started with a Small and Old Motorcycle Day at Rough Island. About 40 members were present along with two visitors from the Isle of Wight. It was a pleasure to see John Stickney's 1936 BSA out on its first club run.

February 13 saw the Annual Chairman's Run - 25 vehicles set out on a mystery tour from Nelson to Motueka and then to Pat Kennedy's abode in Brooklyn Valley. A good poke around followed the lunch break, with a find or two unexpectedly surfacing. Two females were spotted desperately trying to figure out how to remove and take home for potential restoration a Series E. Maybe the greenery growing through it was the preventative measure! Also on this run was a first-time-out car, a 1952 Triumph Mayflower belonging to Cliff and Lavinia Livingstone.

This year is looking to be busy with restorations being completed (or just started in some cases) for the 2006 Invercargill Rally. And I hear through the grapevine that quite a few Nelson members are attending the AA Classic Rally in Napier in early November. Prior to that an Astronomy

Evening is planned for May. Plenty to keep members happy.

Northland

Austineer

Another Far North Tour has been and gone. Eighty-seven cars, 80 people for Friday barbecue, 130 for morning tea, 113 for lunch, 160 for Saturday dinner. We covered 402 miles, others doing more as Sunday is an optional day. As usual much goes on behind the scenes to make it all worthwhile. Many thanks go to the helpers in the club and to non-members. This year was a return to the old style of tour which covered gentle country driving, terrific winding coastal-viewing roads, visits to historic Russell, a car ferry to Opua than up to and through the Waitangi Forest Skyline road which gives views back over the Bay of Islands and beyond.

The event traditionally centers around Taipa for Saturday evening. Sunday morning tea is at the Far North Club rooms. This group did us proud with an excellent dinner and morning tea. A very social relaxed weekend away with plenty of good food too. One Wairarapa member suffered two punctures and apart from a few false starts we had no major breakdowns.

Finally we brought the Dunny Run trophy home. Gerald and Lorraine, Brian and crew did well. The first time in three years!

On the restoration front Peter Anker is working on his 1928 Model A Ford fruit van, a replica of one his father had built by Standard Motor bodies in Wellington.

Our Spares Man reminded us we should check our own shed first for parts. We have been given many new old parts from older Northland firms clearing old stock.

Rotorua

Doug Green

Christmas time is quiet for our branch until the first meeting in February with only local runs until the rally season gets going for the year.

Ten Rotorua cars set out for the anniversary rally put on by Tauranga branch of the Vintage Car Club in Kati Kati, 18 miles north of Tauranga. Fifty-seven cars drove through the lovely country side visiting the most beautiful look-out points along the East Coast with lunch at the Waihi Youth Centre and time to look around the Martha Mine. The weekend was all set at the Sapphire Springs Camp.

With Easter Rally coming up a few of us are giving the cars a going over to make sure they run and perform like well oiled machines and are free from breakdowns. Zelda Menzie's Daimler has had the overheating problem fixed and checked out by her mechanic here in Rotorua. Phil Menzies and Gay Armour have bought a very nice Ford Jailbar pick up and may use that for Levin. Frank and Janice Maxwell have got their 1935 Chevrolet on the road after all these years and it is looking great



Entrants on this years Far North tour included (top) John Stokes and Don White, 1930 Whippet from Auckland and (above) Leon and Brenda Salt 1928 Ford A Phaeton, Wellsford.

and going well. It is an outstanding restoration, I know as I have driven it.

Just a note of all the rallies I have been to over the last few years I have never seen so many new cars and new faces as we saw at the Tauranga Anniversary Rally. It is good to see new blood coming into the scene and different cars out of the sheds. Mostly pre-fifties vehicles they were.

I hope to see you all at Levin at Easter.

Southland

Paul Rodmell

The Southland Branch's 50th Anniversary Weekend Rally was held in brilliant Southland conditions on Saturday and Sunday 5 and 6 February, with as well, a Friday night supper and rally briefing. Nearly 130 entrants drove three routes, ending up at Winton for field tests and Concours judging. Timing systems for the Vero 2006 rally were trialled again as part of this rally and worked very well, sorting out the entrants to the nearest second, and more importantly, the results were ready very quickly. The field test of trying to pick up rings with a long metal rod proved difficult for older motor cycles that could not travel very slowly. It also showed interesting relationships between the driver and the car passenger trying to snare the rings.

That evening a very pleasant dinner was held at the Ascot Hotel, with everyone enjoying themselves. On display in the hotel foyer were three of the cars on the original run 50 years ago. Dianne Ross ably represented the National body and presented the branch with a congratulatory plaque. Rally winners were announced, with the overall winner being Kevin Fowler in a 1973 Jensen Healey.

A marvellous 50th Anniversary cake, iced by Shona Ridd with a picture of the

Darracq on top in food colours was cut by the Chairman Ron Irwin and Dianne Ross.

Next morning the Club put on a brunch that was steadily attended, as was the Open Day held at the same time. In all, it was a well attended and very successful anniversary. Neil McMillan is putting final touches on an Anniversary History of the Club. It should soon be available.

The Vintage/Post Vintage rally was held in wonderful weather late January, with the entrants travelling two routes to Limehills. The field tests proved very entertaining.

The mid-week run was also held on a beautiful sunny Southland day, with the 11 cars travelling to the Pomahaka River at the Leithen Domain — a very pleasant spot. This was a very relaxing and enjoyable day for the 25 people that participated.

Members also participated in the Edendale Crank-Up Day for Vintage farm machinery. This time Austins were featured and it was pleasing to see a good turnout of vehicles.

South Canterbury

Bill Weir

Summer Safari: Friday 12 November, 6pm was the meeting time for those hardy souls who gathered for a camping weekend. Two Mk 4's a Chevrolet and a few moderns with eight adults and seven children headed out Earls Road way and down the Winchester-Hanging Rock Road to Toomeys Crossing to a very pleasant and sheltered camp site for what turned out to be a warm and sunny weekend. It was warm enough for the kids to swim in the river and have a lot of fun. We had a few visitors on Friday night join us round the camp fire to listen to tales of old safaris (greatly exaggerated).

A new car on the scene was Max Rose's recently acquired MK4 Zodiac (pictured below) salvaged out of a shed in Temuka where it had resided for several years. About all it needed to be out on the road was new tyres. Thanks to Wayne and Michelle for organising this year's rally.

Garage raid: Alistair Day put together an interesting day for Ashburton members and our own branch starting with a visit to Dip and Strip then up to Grant Stewart's collection before lunch was provided at the clubrooms by Nola Frances and helpers.

After lunch a visit to the Weir's yards where members inspected Shona's nearly completed 1959 Impala Sport Coupe.

A very enjoyable evening was enjoyed by members and partners for our Annual Xmas Event. An excellent meal and many thanks to Ngaire and Brian Webber for



52 Beaded Wheels

their planning. A good turnout of members, children and grandchildren enjoyed a run through Hadlow out through Rosewill, Levels to the Vintage Machinery and Traction Engine Club facilities. Father Christmas organised a lolly scramble for the kids and big kids

Congratulations to Colin Westoby (below) who collected the Rosebowl Trophy this year at the Fairlie New Years Day Parade for his recently restored 1951 Alvis. His is a very nice example of a comparatively rare model and marque.

Taranaki

Colin Johnston

Working bees at our clubrooms have seen a flurry of activities with work commencing on preparing for the erection of a new boundary fence and the cutting back of growth on the fence line. Shortly the rooms will sport a new coat of paint. I recommend



that any members from outside Taranaki call and see our clubrooms, we are very proud of them and you may even find a part that you are looking for in our roomy well laid out parts shed. Just phone any committee member.

A mid week run organised by Margaret and Ron Ingram proved very popular again and saw 12 cars on a rally down south to Hawera and Patea. We inspected the Patea Museum and the Patea Beach which some members had not been to before. Patea area is famed for the Patea Maori group and song *Poi E* and the Maori canoe in the main street.

Another run saw an excellent turnout that left from Inglewood and went through Tarata, Purangi, Matua and Huiroa finishing up at the Taraki Tavern for an evening meal and camaraderie . We stopped at Purangi for a short time to catch up on the history of this fascinating little area . We were shown a 98 year old church and the original old school and were given a brief history of the area.

At the annual Potters Paddock 20 entrants pitted their skills in the gymkhana events and Brian Tipler was the winner. The trophy was presented to him by Mrs. Madeline Potter

Quite a few members attended the Te Kuiti Centennial Celebrations. The main

Parade was a spectacular sight and it was followed by steam trains on display and stationary engines and lots of cars to look at. A fly over by the local aero club contributed to a very well and organised series of events and was well worth attending as they say it only happens every 100 years. Our President Des Cornwall delivered a message of good will and congratulations from Mayor of New Plymouth, Mr Peter Tennant, to the Te Kuiti Mayor.

Taupo

Jack Hindess

The period immediately following Christmas is always a quiet time for branch activities as we do not have a meeting in January. However it is a good opportunity to catch up on what is happening in the garages and check on the restorations in progress.

Ray Harwood has now disassembled his Bradford van and, in the process, discovered that it is the De Luxe version, with a chrome radiator and a few other refinements. It is at the bare chassis stage and forward progress can be expected. The Light 15 Citroen of Barry Williamson was completed and on the road, only to be recalled with a faulty thrust bearing. This involved taking out the engine and gearbox, but in spite of this problem, the car is looking really good with a white paint job and it will be back on the road soon.

Another almost finished restoration is Joe Ridley's Austin 7 Chummy. It has recently been painted green with black guards and is currently with the upholsterer. Jeff Clark, assisted by Keith Moore, has been working on Jeff's 1950 Hudson Pacemaker. The mechanicals are completed with the bodywork well advanced, and in the process of assembly.

The 1972 MG Roadster of Rex Tindall is now well underway and with the assistance of Lester Strawbridge, the body shell is nearing completion. This car suffered some distortion as the result of a fire when it was crashed. This has resulted in some professional help from a retired panel-beater. This same gentleman has helped Norm Pointon on the ground up restoration of his 1935 Riley Kestrel. They had some real problems in getting the doors to fit, but that job is now behind them and the restoration is well advanced.

Waikato

Cazna Payne

On 9 January 32 Waikato Members sallied forth on an event of extreme decadence and poshness hosted by the "Vicar and His Lady" aka Des and Val Harvey – the "Posh Picnic".

Rally instructions were given in the form of a story, clowns en route surprised us and ingenious tasks required completion while on the course. We wended our way to the gardens of Knud and Kay Nielson. Treats included candyfloss, an antiques specialist

running an antiques roadshow, pie judging, and wine tasting.

Of course everybody was at their absolute poshest with candles, flowers, and silverware galore on the picnic settings and many dressed in such fine attire that it was a real challenge to recognise people!

Bruce & Margaret Murcott with their splendid Picnic setting

The Harvey's were busy again the following weekend running the sensa-



tional 'Blue Smoke & Pedals' rally for clip-ons, mopeds and scooters. In excess of 50 machines were entered with a mini-swapmeet, a road test for registered vehicles, a preview of some field test events that were going to be featured at the National Motorcycle Rally, a mysterious visit to a tent hosted by the Bruntletts with some challenging tests of memory and skill, and at the end of the day a hilarious teams relay race through a slalom course.

The crowning achievement for the month was the hosting of the 19th National Motorcycle Rally by the Waikato Branch. Entries exceeded all expectations with 175 entrants – 13 from overseas and a very impressive South Island entry of 61 machines. Three years in the planning – the weekend with the rally day, social events and the public open day set in the Cambridge Town Square featuring vehicle displays, motorcycle field tests and military vehicles ran like clockwork (full report in later *Beaded Wheels*). The after rally tour was well supported and was a wonderful way to showcase the North Island to our overseas and South Island visitors.

Next major rally (6 March) will be the 'Vintage Venture', this year organised by Russell & Rosie Hutcheson. They have promised a fun outing with no silent checks, no Straight Line and no town driving!

The VCC Waikato Branch will also be represented with a stand at the NZ National Motor Show at Mystery Creek in March – an opportunity to promote the Club and what we do to the public.

Don't forget to get those entries in for the 12th 'Mooloo Meander' Motorcycle rally 12 April. This event just keeps getting better each year and is always a fun and social run through the Waikato and a chance to

yarn with enthusiasts of the two (and three wheel) kind.

Wairarapa

Frances Elwin

The year 2004 ended with a busy few months for our club. In November members travelled north on the Far North Tour organized by Tony Lane. They had a great time with very few mechanical hitches. Our annual Reliability Run in November was organized by Pat Dutton with assistance from Doreen and Dick O'Brien. All entrants had fun and the final winners were Gordon and Frances Clode in their Prefect.

The Gold Medal Run also in November had 21 entrants and was organized by Howard and Marion Sims. Four gold medal winners and four silver medals with the K Bull Memorial Shield being awarded to Will Holmes for the best overall performance. The Best Vintage was Tony Bernstein, best performance Will Holmes, Best Post Vintage Willis St Clair and Nev Warren won the best side-car.

The annual Christmas parades had members busy as usual. The Christmas Gymkhana and Concours and pot luck tea were organized by Doreen O'Brien and was a great success. The winner was Myrna Lane.

Members have enjoyed Veteran rallying in Wellington with the Triangle Rally and our motorcyclists have enjoyed their recent run to the National Motor Cycle rally. Our first run for 2005 was on 9 January and saw members heading south to the South Wairarapa coast for a fun day. A mystery Vintage bus tour organized by Rosemarie and Kevin Hickland on 6 February was well attended.

It is with sadness that I have to report the passing of our branch treasurer and friend Peter Chisholm. After a brave fight Peter passed away on 4 February at home. Our sincere sympathy goes to Evelyn and family. Peter and Evelyn organized many branch rallies especially the Reliability Runs which were noted for their fun and hi jinks. Peter was well known throughout the Wairarapa as a former Mayor of Carterton, as well as owning Chisholm's Pharmacy in Carterton. He is going to be greatly missed by all who knew him.

The Wairarapa Branch held a memorial morning tea at the Branch clubrooms to pay their respects to Evelyn and family on the passing of Peter. More than 80 members attended which was a fitting tribute to Peter.

Waitemata

Keith Humphreys

As is the tradition in this Branch a New Year's Eve party was held at Castle Gairdner where the hours before midnight were filled with good food, wine and song. At the strike of midnight, the fireworks were lit, lasting for a good hour as the branch's pyromaniacs set a frantic pace trying to ignite the vast quantity of fireworks hoarded by members, as quickly as possible.

During the early days of 2005 a rally was planned, but when we learnt that the Auckland Branch planned a rally at a similar time, it was decided to combine the two as it is not normally a good time to run an event. On the day, a surprising number turned up to drive to the instructions of John Stokes.

Starting from the old gas works in Beaumont Street, John took us on a devious and interesting route to finish up at the Olive Press Cafe not far from Dairy Flat.

To our surprise, after some forty years of rallying in this area we discovered a few roads we had not driven before and one or two that we travelled in the opposite direction to usual giving the area a different perspective.

The Olive Press Cafe too, proved to be a good finishing point and once again, known only by reputation. Thanks John for a great morning.

A run up to Coromandel to experience the Driving Creek Railway, now finished and climbing to its maximum elevation, was poorly supported, The weather being too good to challenge the slightly perverse tastes of Waitemata's hardcore?, or was it the fact that it coincided with the Concours de Elegance and the Red Bull Soap Box Derby? Those that started enjoyed the scenic route to Thames and then the delightful drive up the Coromandel coast in superb weather. The Barry Brickell pottery, native plant nursery, replanting of native bush and railway are an amazing tribute to one man's energy and vision, to be left for all New Zealander's to appreciate and enjoy. Of particular note on this run was Steve and Toni Aldersley introducing five months old Michelle to Vintage motoring in the Delage, and with some apparent success too. Cringing at graunched gears, she showed mechanical sympathy beyond her years.

Our next big event is the "Tour de Nord" organised with much enthusiasm by Alan Kerr.

Wanganui

Fay Chamberlain

One of the good things about getting other branches magazines is how helpful they are ...when we are short of a joke... needing a new idea... it is good to know it has worked for others, so let us have a go too! Thank you to all editors who work so hard for the cause.

Our branch is now copying Manawatu in their monthly get together (in our case 4th Sunday) when the parts shed is open, BYO (tea follows, etc. The first one was in January with a good attendance. Hopefully it will continue.

At our last club night Ross Waring, an auto-electrician, spoke on battery maintenance which went down well with the males...

The Burma Rally was very well supported with 64 entries. The Wanganui River Road was a challenge, and members were excited at having our President Leigh Craythorne present! (and Tony of course). A full report will appear in this issue.

Membership application forms have been going out, good to see an increase. Some good restoration work is going on too. 2006 and the big one coming closer!

Wellington Elisabeth Smits-Brouwer

At last we had real summer weather allowing many fine activities to be held during the few three months. A great Boxing Day picnic in Kaitoke not far from where *The Lord of the Rings* has been filmed. We had a few brave drivers who tried the river crossing there. Early January saw many of our members and their cars involved in the new *King Kong* movie, having lots of fun but also long days and nights to wait.

In February the annual Veteran Triangular Rally was held between Veterans of the Horowhenua, Wairarapa and Wellington branches. This year it was Wellington's turn to organise this event and it attracted a good number of participants, in all six cars and five motor cycles. Cars of note were Stewart Barton's 1907 Holsman and Roy Southward's pristine Rolls-Royce Ghost. Bikes included David Gwynn's 1913 BSA, Gerry Appel's 1914 Rover and Glen and Maureen Bull's combination. It was great to see those Veteran motorcycles on the road again. Other participants were John and Judy Callesen with their superb little Clement Bayard with John and Rae Kennedy out from England - organisers of the 1903 Austrian Alpine re-enactment - joining the Callesens and the Ferners for this event. The day's weather was magnificent and showed Wellington at its best. After a pleasant morning tea there was a run through the older and narrower streets of Petone, through Gracefield and onto Eastbourne. Questions were asked to keep the crews alert. The return was through the seaward streets of Eastbourne and Port Road to the Clubrooms for a very pleasant lunch. The afternoon run was to Upper Hutt via the track along the Eastern side of the Hutt River, which had been opened especially by the regional council for the event. This offered great views of the Hutt River and the many bathers in it for two or three miles. The Valley was very pretty and green after the recent rains and after a tour of Whiteman's Valley the participants returned to the Clubrooms. Here the sunburnt rallists enjoyed refreshments and later a magnificent barbecue on a still summer late afternoon.

Though the rally was non-competitive, prizes were awarded for "Peoples Choice" and for the "Best Collection of Things

Starting with S". The Peoples Choice was narrowly won by Stewart Barton and his wife Stephanie in the Holsman with its startling different appearance of buggy wheels and tiller steering from Roy Southward's magnificent Rolls with its articulated Weta Mascot. What the British Ghost owners will think of the Weta instead of Sykes Spirit is hard to imagine!

The twelve articles starting with the letter "S" to be found on a short trip and the Eastbourne beach were of astonishing variety (and imagination). The items found included shorts, suitcase, shoes, snail, smokes, safe sex as well as the expected sand, stones, shells, and sticks. There was much hilarity as the contestants described the collections and Judy Callesen and Rae Kennedy of the Clement Bayard won the prize.

Some of the Wellington Branch members participated in the Wanganui Burma Rally, which showed the Wanganui River up to Jerusalem at its best. The Art Deco Weekend in Napier was well attended by the Wellingtonians, as was the National Motorcycle Rally in Cambridge.

During the British Car Day held in Trentham Memorial Park, we had 20 cars for display and Bill and Bev Munro's Kiwiana home made caravan, of which there are only two in New Zealand. It was great to use this Vintage-looking caravan for our Devonshire Teas, coffees, scones and pikelets sale.

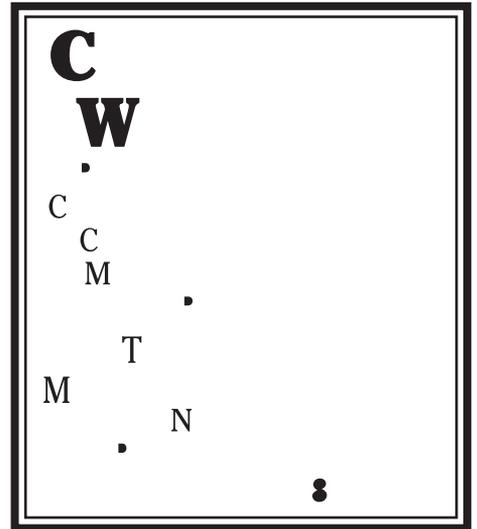
On Saturday 26 February our "Gymkhana and Posh Picnic" event had been organised as part of the Summer Carnival in Trentham Memorial Park. The weather was fine and many activities were held such as digger trials, tractor races, and competitions by the local Bagpipe Bands and Marching Girls, with our own Bev Munro showing off her marching skills.

Mid-March we organise yet another Vehicle Identification Certificate day, allowing our branch members to get VICs for their Vintage cars. The Club Captain team are very busy organising the Club Captain Safari, a three day event that will be held during the April long weekend. The Safari will start from the Wairarapa branch Clubrooms and follow the back roads to Taihape, where we will stay for the first night. The next day will take the cars over the Gentle Annie to Napier. The third day will see us travelling back to Wellington with a planned lunch and tour of the Oruawharo Homestead, just south of Waipukurau.

Wellsford

Rita Jorgensen

After a quiet period through Xmas and New Year the Warkworth A & P Show was a good chance for everyone to get together again. A great selection of Vintage vehicles lined up for display, Leon and Brenda Saldt Ford A 1928, John McHarry



Swift 1914 (under restoration), Wilber and Ayleen Brown Metz 1915 (under restoration), Karl and Joy Stachel Motobecane 1950, Neil Fowler Ford A 1930, Ivan and Donna Nobilo International Truck 1956, Mike Brown AC 1952, Lorraine Brown MG TF 1500 1955, Tom and Maureen Belch Wolseley 1958, Harry and Margaret Heaven Citroen 1950, Martin and Margaret Howson Alvis 1953, Brian and Vivienne Guest Rugby 1929, Grant and Sharon Stott Ford T 1926, Brian Mudge Morris Woody, Don Lipinski, Greg Browne Ford A 1928, Wayne and Elaine Dodds Dodge Tourer 1927, John and Mary Downie Ariel Bikes 1928 and 1929, James and Gloria Lawrie Chrysler 1937 (under restoration).

Ivan and Donna Nobilo from Whangarei had a stationary engine display as did Gavin Goomber which created a lot of interest from the general public.

About twenty-four members with a sense of adventure set off in good weather on 16 January to conquer the mighty Puhoi River north of Waiwera. Setting sail at Wenderholm on the incoming tide in dinghys and inflatables with outboards they made their way up the snake-like river between mangrove covered mud banks. Wilbur Brown's vessel developed prostate problems which caused overheating or was it prostrate? As they were not going anywhere at times. Another ran out of petrol. You wouldn't think that someone used to handling a Vintage vehicle could possibly do that! A picnic lunch was enjoyed by all at Puhoi and all soon back on board to catch the out going tide. An outing thoroughly enjoyed by all.

We had a viewing of a silent movie of the Dodge Car manufacturing plant in Detroit in the early 1920s at our January club night. It put your heart in your mouth to see what some of the workers had to do with no gloves, goggles, safety helmets or guards. A fascinating film.

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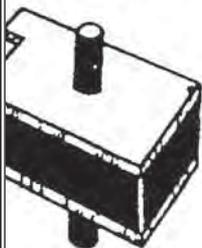
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