

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

# Beaded Wheels

No. 276 October/November 2005

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celebrating the Austin Centenary

**MGS AND DINOSAURS**  
a South African drama



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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.

What, where, when – we are looking for any information on this early New Zealand Austin photograph.

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## management committee

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

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Please note this information changes annually - these details are valid until August 2006

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## Beaded Wheels

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THE VINTAGE CAR CLUB OF NZ (INC.)  
The Historic Vehicle Authority of New Zealand  
ISSN 0113-7506 Vol L.IV No. 276

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Reports of restorations, events, road tests,  
historical and technical articles etc should be  
forwarded to PO Box 13140, Christchurch,  
typed or neatly printed, double space on one  
side of paper only. Email of text and photos is  
acceptable, digital photographs should be high  
resolution eg 300dpi. No payment is made to  
contributors. The opinions or statements  
expressed in letters or articles in *Beaded  
Wheels* are the author's own views and do not  
necessarily express the policy or views of The  
Vintage Car Club of NZ (Inc).

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Classified and Display Advertising to:  
P O Box 13140, Christchurch.  
Phone 64 3 332 3531, Fax 64 3 332 3827  
Rate schedule available on request.

### Back Issues

Available on request to P O Box 13140,  
Christchurch.

### Correspondence & Editorial Contributions

Phone 64 3 332 3531, Fax 64 3 332 3827  
P O Box 13140, Christchurch.

### Subscriptions

*Beaded Wheels* subscribers change of address to  
P O Box 2546, Christchurch.  
Phone 64 3 366 4461, Fax 64 3 366 0273  
Annual subscription (6 issues) \$30.00 inc GST  
Australian subscription (6 issues) NZ\$45  
Other countries (6 issues) NZ\$65.

### Production

Typesetting & design by RGBDesign  
Printed by Spectrum Print Ltd, Christchurch.

### Closing Date for December/January Issue

Editorial Copy 24 October 2005  
Advertisements 10 November 2005

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*Beaded Wheels* is the voice of The Vintage  
Car Club of New Zealand (Inc.) and its 35  
branches covering the length and breadth  
of the country. The efforts of our members  
continue fostering and ever widening the  
interest in this segment of our country's history,  
and provide rallying points for the constantly  
increasing band of enthusiasts. It is to these  
people, who appreciate the fascination of age,  
the individuality and the functional elegance of  
vehicles from a bygone era, that this magazine  
is dedicated.

*Beaded Wheels* – It is a very apt and well-known  
title however readers may wonder at the origin  
of the name. By way of explanation beaded  
edge wheels use beaded edge tyres that are  
kept in place by reinforced rubber beads, which  
fit into the rolled edges of the wheel rim. This  
style of wheel was a distinctive feature of early  
motoring being used on early bicycles, many  
pre-1924 cars and most motorcycles 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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magazine of The Vintage Car Club of New  
Zealand (Inc)" as the source.

# Beaded Wheels

Issue 276 October/November 2005



Peter Fry completes his look at the  
history of Austin in New Zealand,  
page 16.



Jim McIntosh's 1952 Chevrolet  
restoration, page 28.



This Austin features in our  
marketplace section, page 39.



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## COVER

Banks Peninsula Branch Member Leon Witte drives his Alfa Romeo  
P3 at Wigram. Leon is one of a number of members who celebrate 50  
years club membership, profiles page 12.

Photo Euan Cameron

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## president's message

During the Club's Executive and AGM meetings held in August, hosted by Central Otago Branch, good discussion was held on several topics including the length of the March Executive meetings. As I have mentioned before in *Beaded Wheels*, these are one day meetings held alternatively in Auckland, Wellington and Christchurch. After comprehensive discussion the Branch Chairmen and Delegates were charged to go back to their members and seek their views on the possibility of extending the meeting time from late Saturday morning until around lunchtime on the Sunday. This would give time for the formal part of the meeting as well as an opportunity for essential networking/socialising. Flight times often mean that at a one day meeting, Executive members have to make extremely early starts from home in order to arrive at a reasonable time and others have to either leave the meeting early or take very late return flights, leaving no time to meet and greet fellow attendees. If members did decide to extend these March meetings, branches would have to be prepared to pay for overnight accommodation and meals for their representatives but it would be a worthwhile investment, with valuable informal discussion time able to take place – a benefit for our ongoing branch "life". Please have a chat with your Chairman or Delegate about your views on this and let them know your thoughts, so that they can come to the March Executive meeting in Christchurch able to have their branch views put forward. Remember this is your Club and the Executive needs to know what you want so you can get the maximum enjoyment out of it.

At the Annual General Meeting, it was announced that Wallace McNair had been awarded the John L. Goddard Trophy for his contribution of articles to *Beaded Wheels*, his participation in many club events and the restoration of numerous notable cars – well done Wallace.

Our thanks and congratulations to Central Otago Branch on a successful and well run weekend.

At the AGM, Russell Hawkes (Rally Director) gave an in-depth report on the coming International Rally and a hard copy was made available to each branch. If you would like to see the facts and figures of the Rally (as at that time) they are accessible for your perusal through your Branch Secretary.

In July, I took the opportunity of attending an International Rally Committee Meeting in Invercargill and was most impressed with the dedication and time that these hardworking members are putting in to make

sure the event is one for us all to remember. I was quite "blown away" with Stadium Southland (where our Rally is centred) and I know you will be too. It is a superb venue for us to hold our Diamond Jubilee event and Russell and Raewyn Hawkes also took me around the starting points for the Rally days in Invercargill, which are well placed with plenty of room for our vehicles. Roll on 2006!

Expressions of interest are requested from branches to host the Club's next International Rally. I know we are all looking forward to our Diamond International Rally early next year, but we must look to the future and plan for our next big event. Russell Hawkes has made himself available for any advice on what is required for such an important event, so if branches would like to speak to him in this regard, he is very happy for them to do so. Branches who would like to place a bid for an International Rally are requested to put together their written bid and forward it to National Office before the March 2006 Executive Meeting. The process of adjudicating the time and place for holding the event will then be put in place. Most of you will be aware that an event of this size takes not weeks or months, but in fact years to prepare and organise therefore we must start the process right away. I am sure that branch committees will welcome members' input into this and I look forward to receiving branch proposals.

Congratulations to Graham Dalton, Roy Ferens and Bob Oakley (Otago Branch) and Martin Weir (Hawke's Bay Branch) on achieving 50 years membership with the Club. We are indebted to these early members for their enthusiasm and dedication to our Club.

While in Hawke's Bay recently, I had pleasure in presenting Diane Quarry with a Presidential Award. She was nominated for this prestigious award for her dedication and enthusiasm for the Hawke's Bay Art Deco event each year and for her untiring efforts in assisting to establish this icon event on the calendars of so many Vintage motorists. Congratulations Diane.

Are you planning on making the most of your historic vehicles in the coming months? With the recent alarming rapid rise of petrol prices, we should all be using them as much as we can, while we can afford to. Our future runs and rallies may have to be modified due to the cost of fuel so we should all be supporting our hard working rally organisers while we are able.

Leigh Craythorne



## vintage viewpoint

Many years ago I recall standing in the middle of a small private workshop I was visiting. The detritus of past restorations surrounded me. There were tools, old parts and used consumables all over the floor, much of which by the way, could not actually be seen because of the stuff all over it. There was a workbench with only enough space left to enable the resident to work on the current activity that would take the project restoration to the next stage. There was evidence that spray painting had taken place within the confines of the workshop and it seemed that all cleaning operations also took place within the confines. There was rudimentary engineering machinery available, a small bench drill and a small, well worn, lathe. There seemed to be no order and it was hard to imagine how good restorations could spring from such beginnings.

Like the Phoenix from the ashes, from this workshop came a steady stream of restorations of such quality as I had only rarely seen in those days. Those restorations were superb in all respects. The mechanicals were as new (sometimes better!), the colours were right, the period accessories were appropriate and the vehicles always went extremely well and never broke down as far as I recall. When I asked the restorer how he was able to ensure such quality of restoration I was given a simple piece of advice. The trick is, he said, to take each part of the vehicle one bit at a time and work on that part and restore it to absolutely the best condition that that you can.

I have also seen similar top quality restorations issue forth from workshops where everything has its place and the floor is swept and there seems to be organised processes at work. While, in my view, that is the ideal, I am sure there are many restorations that are carried out in workshops that could be described as being between these two extremes. Whatever the work style though, I am sure that the level of satisfaction on completing a good restoration would be the same.

What I am leading up to here is to thank those of you who have sent restoration articles in to us and to ask that you continue to put pen to paper and record for history all of the triumphs and tribulations of your hard work.

Kevin Clarkson  
Chairman, *Beaded Wheels*

2005 National Annual General Meeting Minutes / 2005-2006 Branch Office Details & Calendar Of Events are enclosed for all members. The Executive Meeting was held over the same weekend and a copy of these minutes has been distributed to your Branch should you wish to read them.

Politics have been the flavour for the past few months, so I thought I would continue it. Not everyone wants to get involved but there are important issues that you should take note of.

**Who Is The Governing Body Of Your Club?**

The Executive. Who is the Executive? Your Branch Chairman, one delegate from your branch, and the Management Committee (National President, Secretary/Treasurer, North Island Club Captain, South Island Club Captain, Registrar, Beaded Wheels Chairman, Speed Steward and three Management Committee members).

**How Often Does The Executive Meet?**

Twice a year, once in March and once in August in conjunction with the timing of the National AGM.

**What Is The Job Of The Executive?**

To bring any matter forward as instructed by its branch members (YOU). Please note personal individual cases are not discussed unless it is an example of a relevant overall concern. They also instruct the Management Committee on matters and ensure that they are undertaking the tasks. They approve budgets and make sure that these are adhered to. They report back to their individual branch on the outcome of these meetings. Over-all, the Executive governs the affairs of the Club and determines the policies.

**What Is The Job Of The Management Committee?**

The Management Committee is bound by resolutions passed at Executive Meetings and will report to the Executive at each Meeting. They will plan, manage, administer and report on the affairs and finances of the Club. The Management Committee looks after the affairs on a day to day basis.

**Who Pays For What?**

The National Body, out of the national levy portion of your subscription, pays the travel for the delegate of your branch and the management committee to attend these meetings. Your branch, out of the branch levy portion (or if no branch levy, from other income received) covers the cost of travel for the Chairman along with registration and accommodation costs

for both delegates. The amount shown on the National "End of Year Financial Report" shows the full travel cost for the one delegate per branch to attend the two meetings held.

Did you realise the importance of these positions within the overall Club? Are you utilising your rights as a member by requesting full details of meetings and discussions and asking for any relevant matters to be raised?

**Confused about the difference between a Notice Of Motion and a Remit?**

At National Level: a "Notice of Motion" changes the Constitution. It is a postal vote to all members and needs a 75% majority vote to pass. A "Remit" changes or makes the rules that we operate under and must not conflict with the Constitution.

A remit takes the form of a resolution proposed and seconded and can be put

forward by two individual members or may be adopted by the proposors Branch.

Remits must be in the hands of the Club Secretary/Treasurer not less than twenty-eight days before each Annual General Meeting or Executive Meeting, to allow all Branches time to discuss and instruct their delegates accordingly.

Remits can relate to any relevant subject. They usually recommend a certain course of action that must not be inconsistent with the Club Constitution, any remit inconsistent with the existing Constitution will be ruled out of order. An explanation and statement of case should be submitted with every remit. Remits require only a majority vote to be adopted and are voted on by those members in attendance at the AGM or Executive members at an Executive meeting.



# VCC Events

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

**OCTOBER**

- 1 Manawatu Swap Meet
- 1 Southland 50th Commemorative Awards
- 1-2 Waikato Post Vintage Rally
- 1-2 Otago Dunvegan Motorcycle Rally
- 7-9 Canterbury Swap Meet
- 8 King Country Journey Through Time
- 9 Northland Ladies Run
- 15 Manawatu Veteran Rally
- 15-16 Canterbury Girder Fork Rally
- 16 Waitemata Treasure Hunt
- 16 Bay of Plenty Swap Meet
- 21-24 Eastern BOP Swap Meet
- 21-24 Hawke's Bay Safari
- 22-23 Auckland Hunua 100 Rally
- 22-24 Eastern BOP Labour Weekend Commercial Rally
- 22-24 Nelson Trafalgar 200 Biennial Rally
- 22-24 South Waikato Commercial Rally

- 19-20 Southland Arrowtown Motorcycle Rally
- 26 Southland Vintage/Post Vintage Rally
- 27 Southland Hokonui Hillclimb

**DECEMBER**

- 5 Southland Family Fun Run
- 26 AA Canterbury Great Automobile Gymkhana Centenary Celebration

**JANUARY**

- 14-27 Southland Vero Rally 2006 VCC Diamond Jubilee
- 29 Otago Dunedin-Brighton Veteran Rally
- 31- Prince Henry Veteran Tour

**FEBRUARY**

- 4-6 Sth Canterbury Mount Cook Rally
- 11-12 Waimate 25th Wallaby Run
- 17-19 Hawke's Bay Art Deco Rally
- 27 Waikato Blue Smoke & Pedals Moped Run

**MARCH**

- 18 Otago Dunedin Swap Meet
- 18-19 Gore Safari Weekend

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

# mailbag

The editorial committee reserve the right to publish, edit or refuse publication of any item submitted as comment. The views expressed herein are those of the authors and do not necessarily express the policy or views of the Vintage Car Club of New Zealand (Inc.) or the publishers.

## Dear Sir

With regard to the Rotorua Swap Meet, I wish to advise our customers:

- That we had booked and paid for our regular site.
- That we had arranged for Peter Woodend to man our site.
- That we had couriered up stock to sell and Customer orders to be collected on the day.

On unsubstantiated hearsay our site was given to another trader without our consent, or any effort being made to contact us. For the inconvenience caused, I can only apologise to those expecting to see our goods and for those expecting to pick up their orders.

Anthony van de Water  
BASIS

## Dear Sir

I read Rewi Pirovana's letter and the mention of Barney Oldfield being decapitated when a Stanley Steamer crashed on a beach speed run. I wonder whether this might be a mix-up with the death of Parry Thomas in 'Babs' (not a steam car) on Pendine Sands in 1927. He was supposed to have been decapitated when a driving chain broke, but when the car was disinterred the chain guards were intact. Dave Moore, motoring editor of *The Press* in Christchurch was born in Wales and was on the beach when the old car was dug up. He says modern feeling is that Thomas died from head injuries when the car flipped, but not from a broken chain.

Barney (Berna Eli) Oldfield was a hugely successful racing driver early in the last century, lost his fortune in the 1929 Wall Street crash, stayed active as an automotive consulting engineer and died aged 69. Keep up the good work.

Eoin Young

## Dear Sir

Greetings from the USA. You will undoubtedly get a number of letters about the *Mailbag* letter from Rewi Pirovana about the Stanley Steamer and Barney Oldfield. Mr. Oldfield did not die in an accident on Ormond Beach (Ormond-Daytona) in Florida. He died in his sleep in 1946. The Stanley brothers did run a steam car on the beach in 1906 and did set a record of 127mph. The next year they returned to

see if they could better the speed. The car, named The Rocket was about a quarter of the way along the measured mile when it hit a bump and broke to pieces. The driver, Fred Marriott, survived the crash, but the accident turned the Stanleys' minds as to racing. Marriott liked to tell folks that the speedometer was on 197mph at the time of the accident, but the Rocket did not have a speedometer. F.E. Stanley calculated the speed at 150mph.

Mike Regan

## Dear Sir

Re: Letter from Rewi Pirovana BW 275. The speed record attempt was made in January 1907 at Daytona Beach (some 15 years before the car Rewi Pirovana rode in was probably built). The driver was Fred Marriot who was seriously injured but survived the crash which destroyed the car when it became airborne at something considerably less than 200mph (but still going at least as fast as anybody had gone at that time). Barney Oldfield was probably the most famous racing driver of the time but he died in 1946 (aged 68) of natural causes. He did drive a record breaker on the beach in Florida but that was the Blitzen Benz in 1910. The driver who was supposedly decapitated by a broken drive chain was John Godfrey Parry Thomas who in March 1927 was attempting to break the Land Speed Record in his 27 litre Liberty aircraft-engine-powered Babs. The Stanley brothers (identical twins Francis E. and Freelan O.) remained in control of their steam car producing company until their retirement in May of 1918. Francis E. was killed driving one of his own cars later in 1918 but Freelan O. lived to be 91 at the time of his death in 1940. After a couple of changes of ownership the Stanley company ceased trading in 1927. I suspect the car Rewi Pirovana rode in would have taken somewhat more than five minutes to get going from cold.

Mark Dawber

## Dear Sir

I have enjoyed reading *Beaded Wheels* over the years and have a small story of my own which may be of interest to your readers.

Back in the 1960s our group of callow youths used to entertain ourselves on the weekend by roaming the countryside looking for old derelict vehicles. Somehow we got a report of just this sort of thing and tracked down what turned out to be a circa, late 1920s Sunbeam. It was sitting in a farmer's shed and his chooks were roosting inside. It was a big car and a child's wickerwork pram sat on the floor behind the front seat. A deal was done and I coughed up £15 and towed it to town



where one of the local garage proprietors (Mr Mac) agreed to let us park it in his workshop.

We set about getting it running. The spark plugs were cleaned and we tidied up the six cylinder engine. Mr Mac loaned us a battery along with a dire warning that it might backfire and catch alight. Start it outside he said. But we knew best and cranked it over in the workshop, adjusting the spark and pumping the throttle etc and after several coughs and splutters it backfired. Flames leapt from the carburettor and over our shoulders came a whoosh from a fire extinguisher. Mr Mac knew what he was talking about after all.

Restoration of Vintage cars was unheard of in a small town in those days but we got it going and used to charge up and down a private road in it. The aluminium body was all split at the rear and I enquired about repairs but the local panelbeater told me to "Ditch it laddie you can't do anything with that stuff." Being on an apprentice wage I eventually gave in to an offer from my boss for my fifteen pounds back in exchange for the car.

But, he did nothing with it and after a time advertised it for sale. Someone arrived in a Morris 10 and I think paid twenty pounds for it. He took the plates off the Morris and fitted them to the Sunbeam and drove my dream away. As I recall the Morris went the following week.

I often wonder where the Sunbeam went to and if it is still around. If the present owner wishes I would be pleased to hear from him/her. I enclose an—as found picture. Perhaps the number plate will help with ID.

Ian Vedder-Price  
107 Franklyn St  
Thames

## Dear Sir

A good Kiwi friend of mine brings me *Beaded Wheels* when he comes over here. He just gave me your June/July issue, as interesting as ever, to my taste more interesting than European ones actually. But this issue brought back one very pleasant motoring day long ago, I mean the article on the 4¼ Bentley. I'll explain. In the early 70s while living in Paris, I drove very

often a Bugatti that I had just completely restored. This was a two seater Roadster, Jean Bugatti designed, Gangloff built Type 49. A straight 8, 3.3 litre, single cam, three valver to which I had added a downdraft Stromberg as used with the post-war type 101 Bugattis. With its light SWB chassis it was quite lively and would cruise all day at 80mph. One sunny morning I left Paris to go to Tours in the Loire valley to buy some Bugatti parts that I had found there. The National road was not crowded at all and I was doing a good 80mph since already 150 kilometres when I started to catch up a bit with a car that didn't look like a Peugeot or Renault, I got a bit closer and could then see a rear mounted spare wheel, a bolster gas tank and a fairly narrow and a bit squarish rear roof section. Definitely this was a Vintage car but I could not figure out what it was. I got a bit closer and could see that the licence plate read, Montevideo and Uruguay. This was even more intriguing. But the car got a bit faster too, so I decided to follow it and enjoy this sunny motoring day at a brisk pace. We did another 100 kilometres together, the driver was good, didn't do foolish things and could drive it well at our 80/85 miles clip. Finally, the driver pulled in at a gas station and so did I. We both went to meet each other smiling and happy about our drive. The gentleman turned out to be from Montevideo in Uruguay as the licence plate was showing and was a collector and driver of Vintage cars who had put his car on the boat to drive it around the countryside in France, and on his way to see the chateaux of the Loire Valley on his own while enjoying the drives and the food. At the time I was working for the French Rolls and Bentley importer and was familiar with these cars, we inspected our respective mounts, I told him that his was faster and more brilliant than I thought and he smiled and said that apart from the light and special bodywork, the engine was done properly, which was the answer to the fact that he could really put up with the performance of my Bugatti. Later on we had a drink and another chat about his other cars, then when getting close to Tours, we went our separate ways, each one very happy with the encounter and such a good drive on a Saturday morning in the sunny countryside. Old cars always bring wonderful moments. I regret to say that his name today escapes me. He was in his mid 40s I guess, his Bentley was like it is today in your pictures, but it was solid black which made it appear smaller and a bit more rakish than with the two tone paintwork.

Later on I met the gentleman again in Paris because he came in to our place for service for he was on his way to more touring in Europe.

Thank you for the remembrance, this was a very special morning for both of us, enjoying a surprise meeting on National roads, doing 150kmh or so at such a fast clip with such good and safe cars. I don't have the Bugatti anymore unfortunately but I did some 60,000 miles with it without problems for ten years. I drive Ferraris and must say that they leave me with the same good feelings that I had with the Bugatti. But that's another story. Thank you also for such an unpretentious magazine with such a variety of articles, choice pictures and for giving such space to the car owners themselves.

Jess G. Pourret  
Chiang Mai, Thailand

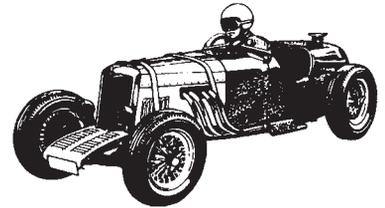
**Dear Sir**

In the article by Rob Knight in *Beaded Wheels* 275 pg 26, reference is made to a De Dion-Bouton now owned by the Hermitage and reputed to be one of the first cars to make the trip to Mt Cook.

This car was restored by the late Ned Sutherland for the first Dunedin-Brighton Rally in 1954 and Russell Paul has Ned on tape in which he outlines the history of the car and states it was not one of the two to make the first journey to Mt Cook. It was however notorious (or famous) as the car which was involved in the first road fatality in New Zealand killing Mrs Janet Meikle of Spur Road, Washdyke.

Barry Goodman

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# THE WAY WE WERE

As compiled by Grant Hitchings



Lex Westoby (left) and his father Colin built the replica engine for the South Canterbury Aviation Heritage Centre aeroplane

I first met Colin Westoby at the prizegiving dinner for the South Island Easter Rally held in Timaru this year. Obviously in pain and confined to a wheelchair he was one of the speakers chosen to address the gathering and his opening comment was "The reason I can't join in your activities is that it is easier to fix a cracked chassis than a cracked vertebrae," which led me to think that Colin was experienced in automotive repair.

I learnt later that he had injured his spine lifting engine parts and then while up a ladder painting, had fallen on his back, seriously aggravating the injury. (I also learnt that he obtained day-release from the hospital to attend the Saturday function and then did not return, feeling more optimistic about recovering at home than in a hospital bed.)

Over time I had become accustomed to recognising his name on a very large number of articles, newspaper clippings and other written contributions in our Archive along with many photographs featuring him as well. There was a very comprehensive historic article in the rally booklet written by him too. A few weeks later when holidaying in South Canterbury, in April, I paid Colin a visit at his daughter's house where he was convalescing, and had an interesting chat with him.

Born in Timaru he attended the Timaru Technical College before starting as a machine operator with the firm "Auto Engineers" a subsidiary of Autoparts, Christchurch and during this time, coincident with the waging of WWII, he became involved in the manufacture of munitions and other military ordnance. This machining gave him valuable experience; a definite advantage when later bitten by the old car bug.

Six years after starting work he relocated to the Timaru Hospital as a fitter and another six years later with business partner Ivan May opened a garage/workshop in North St. Timaru. It should be noted that Timaru is quite hilly and although not high the hills can be quite steep. As Colin's garage was on a particularly steep slope his early working life was frequently punctuated by runaway vehicles as their rudimentary brake systems failed to cope with extra demands of hill parking.

Colin helped establish the Timaru Branch of the VCC in 1955 and has worked

extensively for it since then although the time constraints involved in running his business meant he was unable to serve on its committee.

I thought readers may find Colin's article written for the Easter Rally booklet of interest and have included some extracts.

"My first involvement with Vintage cars came when Ivan May and I became interested in building a racing car special. The local car club was into circuit racing, hill climbs and rallies. Most cars were specials built up using components from Ford 10, Vauxhall 12, Willys, Rugby, Ford V8 and even Wisconsin air cooled engines.

We wanted something a bit more sophisticated and I told him about the 12/50 Alvis cars that were racing at Brooklands in England. Another mate of ours knew of such a car locally which was purchased and soon scrapped. The motor, gearbox and radiator were the main components we wanted to become the basis of a lightweight special.

A lightweight tubular chassis was made from the fuselage of an Avro Avian aircraft that had been written off. A friend from the VCC came to visit and was appalled that we had wrecked a rare and perfectly good Alvis. This was about 1951 and he suggested that we should search the district for some other old car to restore to atone for our sins. These were fairly easy to find in those days. We found a Ford T of about 1923 which we bought. Ivan discovered an old derelict car up at Mt Nessing. We visited the farm and unearthed from under a pile of junk a two cylinder Darracq almost complete. Missing was the radiator, seat, running boards and

Below left: The Darracq photographed at Lookout Point on its inaugural outing, the 1955 Dunedin-Brighton Run.  
Below top right: Colin turns his hand to another project.  
Bottom right: Inspecting the Darracq outside the Hydro Grand Hotel Timaru, Doug Moore & Colin Westoby (standing)



The first outing organised by local (South Canterbury) members went to Geraldine. The film *Genevieve* was showing and was creating a lot of interest as it had previously in Timaru. We all left the Hydro Grand Hotel and showed off our cars at Geraldine. Those I can remember are Darcy Nicholson in the Cadillac he had acquired from Auto Parts, Hugh Mercer, 1915 Model T; Bert Arnott, Overland; Bert Porter, Argyll; Geoff Mehrtens, Reo and myself in the Darracq. Our Model T is in the photos taken outside the Hydro but I am not sure who drove it.



various other bits and pieces. We thought it was a real treasure and negotiated a deal.

The building of the racing special was put on hold and we concentrated on the Model T for a start. In 1954 we set off to the first Deans Bush Rally in Christchurch and gained fourth place. We were by then members of the VCC and our interest in the Vintage movement was well and truly aroused.

We started work to get our Veteran 1904 Darracq ready for the next big rally, the Dunedin - Brighton Rally 1955. Our old Darracq was quite a hit with the press and over our period of ownership they seemed to feature it a lot. This could well have been due to its similarity to the famous *Genevieve*, star of the movie based on London to Brighton Rally. We never did find the original radiator, but used one from a larger Flying 15 Darracq. We were running short of time and did not have mudguards fitted and had not had a test drive. It was loaded straight onto a trailer behind my tolerant father's Vintage Nash truck and took off for Dunedin. We arrived at 11.30 at night and next day started it up and put it into gear and then knew that it would drive and had three forward gears we could use!"

### In Conclusion

During his life Colin has enjoyed many interests and hobbies such as model engineering, boating (he owned a 28ft launch powered by a 12/50 Alvis engine), fishing and for thirty years piloting gliders. I was quite surprised to learn though that he considers his greatest achievement is away from the world of the motorcar and into aeronautical engineering.

Most readers will know of Richard Pearce, the pioneer aviator from Waitohi just north of Timaru who many believe was the first to experience powered flight in a machine that he designed and built himself. This flight was thought to have happened about 1902. To celebrate his achievement, a century later, a group of South Canterbury locals decided to build a full-size replica aircraft using information pieced together from historic data and eye-witness accounts of the flight. There was also on record some sketchy details of Pearce's motor and some very rusty remnants

of it as well, salvaged from the Waitohi Tip. Colin volunteered to help with the project and was given the responsibility of researching and building a working replica of the plane's motor. Initially he found that it was a 'flat' engine with four double-acting cylinders of four inch diameter and six inch stroke. Although there had been previous attempts to construct similar replicas both in New Zealand and Australia these had been unsuccessful but Colin speaks with pride that his motor fired successfully and ran well. Unfortunately bureaucratic regulations prohibited a trial flight of the completed aircraft but the team is confident, especially after tests with a remote controlled model that their creation would have taken to the skies. The aeroplane is presently housed at the Timaru Airport at Levels.

I must confess though that while Colin's account of his researching, machining and construction of the engine was mostly above my head it certainly confirmed my opinion that he has been (and still is) a very talented and clever engineer, and that the story of Pearce's life, his aircraft and the building of the replica engine is worthy of space in a future issue of *Beaded Wheels*.

The Alvis motor car has always held special fascination for Colin and he is the proud owner of two beautiful examples of the marque, that he and his son Lex have restored. They are a 1930 Silver Eagle saloon and a 1951 3 litre TA21 – both rare and worthy vehicles.

Colin thinks that at age 77 he is the oldest Kiwi owning an Alvis and is a member of the Alvis Car Club of New Zealand. At the 50th Anniversary Rally in Blenheim in 1998 Colin was given the honour of cutting the birthday cake.

Sadly I learnt that Colin's wife died three years ago and a son predeceased her by three months. He has two daughters living in Timaru and another in the USA. Both of his sons, one in Timaru and one in Pareora have an interest in the Alvis car as well.

While I was with Colin he was in obvious pain and much discomfort. It caused me to remember a conversation

## THE ALVIS

During the course of the interview, not surprisingly, cars made by Alvis were frequently mentioned. I reluctantly have to admit that at the time apart from thinking they were a class English car of slightly less quality than my Wolseley 15/50 I was in complete ignorance of them although earlier I had briefly admired a pristine example of the marque lovingly restored by Alastair McIntosh of Invercargill. For the benefit of the one or even two readers of this column who like myself languish in ignorance I have extracted some information from Colin and other sources relating to these vehicles.

The first Alvis was produced in 1920 designed by TG John and DPH de Freville and designated model 10/30. This and later vehicles used aluminium in their body construction and de Freville designed aluminium pistons. Colin says that the name Alvis is an amalgam of Al for Aluminium and "vis" the Greek word for "good". However there is scepticism among some Alvis enthusiasts about this.

The figures designating the model e.g. 10/30 refer to the design or indicated horse-power of the motor followed by the hp developed (brake horse-power).

The first vehicles produced had 4 cyl sv motors but the company went on to produce four cylinder push rod motors as well as six and eight cylinder units. From the outset the company concentrated on building high quality, long-life cars with a better-than-average performance and in the '30s their cars were among the most handsome of their peers and also some of the fastest.

In 1965 Alvis was acquired by Rover, private car production ceasing in the summer of 1967, although military vehicles were still manufactured.

Colin pointed out that although they were quite an expensive car a large number were brought to New Zealand and still exist today. Although made for normal use many were "hotted-up" by their very enthusiastic owners.



with an elderly friend who inquired how I was? I replied that I had few problems. He then asked if I was in pain and when I said no replied simply "Then you have no problems." bw

Footnote: Compiling this article aroused my interest in the Alvis car so I was understandably chuffed when recently attending a screening of the film *Ladies in Lavender* I found it featured a saloon version of the marque. The movie, a syrupy, maudlin costume drama set in England in 1935; with almost a complete absence of violence, sex and bad language proved eminently suitable for us living in the third age and was pleasant viewing.

As a bonus there was also a brief cameo role acted by a Douglas motorcycle but the main star was an appearance by a showroom-condition Morris Eight. (Could have been a Ten, not sure which.) It was housed in an old barn with an earth floor and without doors and although the car was exposed to the weather it showed no trace of bird residue, dirt, mud or any other imperfection, giving the impression it had just won concours.

The film is set in a little coastal village where vehicular access is confined to rough cart tracks closely flanked by vegetation and after the storm that raged in the opening scene these access ways were pock-marked with muddy pools. I was therefore quite surprised when after a trip into the village, on its return, Morry was still in mint condition, its chrome still brightly gleaming, its paintwork unblemished. But then I have no recollection of ever seeing vehicles in 'used' condition in other period productions either. I await with some interest the condition of the vehicles in Peter Jackson's *King Kong* some of which I gather were lent to the film studio by VCC members.

# Notes for builders of Period Specials

from the Dating Committee

Text by George Calder

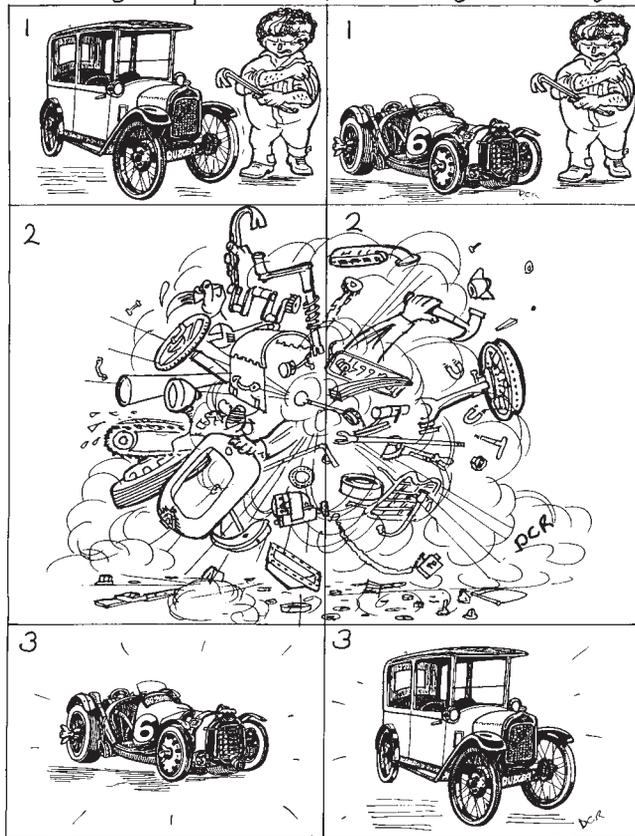
The Vintage Car Club of NZ (Inc) accepts a category of vehicle called 'Period Specials'. These are divided into two different groups.

- 1 Vehicle Identity Card designated group 'B' for modified vehicles which have been built up with all major mechanical components, especially the chassis, having come from original production sources.
- 2 Vehicle Identity Card designated group 'C', for vehicles where a new chassis has been built, or where no chassis previously existed. These vehicles have to be a very accurate copy of a vehicles (sometimes called a replica) or type of vehicle which existed.

Period Specials were originally built in period for a special reason. This was usually to enhance the performance of a standard vehicle or make it into a sports, trials or racing vehicle. When building a new Period Special from scratch today, it is necessary that the vehicle represents a period or facet of motoring history, i.e. it must be very close in build, character, and appearance to the type of special vehicle which were originally built in a particular period. You need to ask the question. 'Would what is being planned to be built have happened in the era of the vehicle?' If yes, the next question is 'Could it have happened in that period? i.e. could all of the major mechanical components have been available at the time that the vehicle purports to represent. Period Specials are dated by the more modern of the two components, the chassis or the engine. Once this date is established, no major mechanical component, style of the vehicle or construction method can be later than the VCC age grouping for the vehicle. e.g. Chassis 1929 with engine 1935, the vehicle is dated 1935 which is PVV group with a cut off date of 1945. The only exceptions are: mechanical brakes can be

## Creating a Special

## Restoring a Vintage



converted to hydraulic operation, different carburettors and superchargers can be fitted. Turbochargers and disc brakes can be fitted to Post 60V vehicles only. For Period Specials Group 2. The VCC accepts such vehicles provided that they are either a very accurate copy in every respect to a vehicle which existed or very close in style with correct components to vehicles of a particular period. Lookalike vehicles with incorrect mechanical components are not acceptable. The VCC of NZ (Inc) code for Period Specials can be found in Appendix E of the Club's Vehicle Technical Code. The code seeks to indicate what is acceptable to the VCC. There are however, some vehicles which may appear to comply with the code but which are not accepted by the VCC. Decisions on such vehicles are made by the Dating Committee of the VCC. If you wish to check what you are planning to build will be acceptable to the VCC send all your details and plans to The Registrar, VCC of NZ (Inc), PO Box 2546 Christchurch. bw

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# 50 YEAR AWARDS

## Willis Brown

Banks Peninsula

*Text George Calder*

Willis Brown was recently presented with his 50 years of membership of the VCC award by Club President Leigh Craythorne at a dinner party held by the



In 1955 Willis purchased Bill Hamilton's 1927 Bentley 4½ of Brooklands racing fame. It was in this car that most of his Vintage Car Club motoring was done over the next 34 years of ownership.

The car was used for many events including racing on Oreti Beach. Once, on a trip through to Queenstown, a hillclimb was entered and won, even though three bags of coal were being carried under the rear tonneau!

For the 1965 Haast Rally, Willis was responsible for the Southland section of the event and also for coordinating the overseas entrants. Willis also served the Club as Chairman of the Southland Branch for two years and was their branch delegate to the Executive for many years. He was also instrumental in getting the Southland Vintage Car Club to join the National VCC as a branch.

*Left: Willis Brown (right) with his Bentley 4½ litre. Below: Willis in the 1927 Bentley 4½ litre at an early Canterbury event.*



Banks Peninsula Branch. Willis has been an active member of the club during his 50 years of membership, formerly with the Southland branch and now with Banks Peninsula.

To Willis, his 50 years of membership of the VCC represents 50 years of good friends, good cars and lots of wonderful memories. Although a Southlander, Willis still had a lot to do with early club events in Canterbury and enjoyed the company of many of the members of that time, some of whom he still gets to see at the midweek outings. His first Vintage car was a 1921 Sunbeam which he had when a foundation member of the Southland VCC which was formed in 1954. Willis was an official at the first Dunedin-Brighton Rally and also attended the first Deans Bush Rally in 1954.

Many enjoyable events have been attended over the years. As well as the locally held International rallies the Bentley was shipped to Australia for the 1970 Bi-centennial Rally.

As well as the Hamilton Bentley a number of other vehicles were owned and enjoyed. These included: Lagonda Rapier, three '50s Bentley saloons, a second Bentley 4½ litre of 1929. Army Jeeps and several Jaguars, including a 1968 E type which was purchased new and is still in use. However, Willis says that the Hamilton Bentley was his favourite. Willis wishes to thank the Vintage Car Club for the wonderful times he has enjoyed as a member over the last 50 years. The Vintage Car Club thanks Willis for the contribution he has made to the club and congratulates him on his 50 years of membership.



*Above: Leon takes his FIAT Zero for a spin on an early club event.*

*Right: Leon in action in the Aston Martin DB3S at Ruapuna Park. (Photos Euan Sarginson)*

## Leon Witte

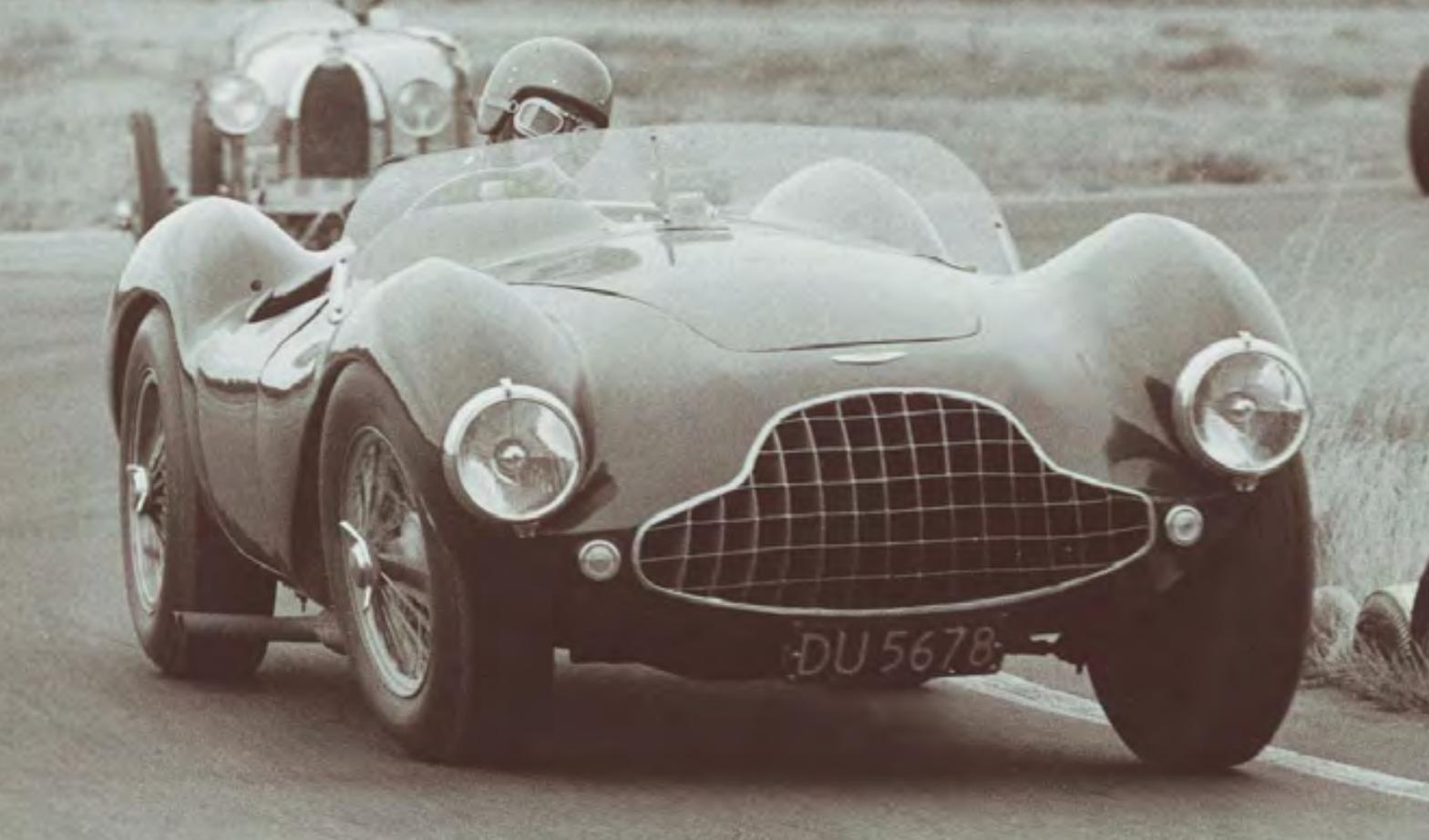
Banks Peninsula

*Text George Calder*

Leon Witte was presented with his VCC 50 years of membership award by Club President Leigh Craythorne at the recently held Banks Peninsula Branch Mid Winter Dinner Party. Leon Witte has been an active member of the club over his 50 years of membership both in using his cars and serving the club in official positions. Here are some of Leon's car activities over the years.

Leon was interested in cars from an early age and started competing in Canterbury Car Club trials and speed events from around 1949. His first car was a 1933 Singer Le Mans 4 seater sports car which previously had numerous owners and required lots of repairs. When replacing a piston with a new one, which cost seven shillings and six pence, it was found that all of the other pistons were different sizes! On trying to sell the Singer the only deal available was as a trade in on a Model A Ford. After a few months use, the Model A was sold with a profit of £30 being made. After campaigning the family Morris Oxford for a time, a share in a brand new MG TD was purchased with his mother being the major share holder. His mother was eventually paid out and the MG was used and enjoyed in many competitive events before being sold prior to some time spent overseas in 1954. During this period there was involvement with the VCC and various events were attended including the 1954 Deans Bush Rally. On returning from overseas Leon says that he was 'pushed' onto the newly structured National Executive of the VCC in the position of Club Captain. This time was enjoyed as the Club was expanding and forming itself into branches which required quite a lot of travelling to various events. Leon served on the Register and Dating Committee at this time and also the committee for the first National Rally at Picton in Easter 1957.

This rally was the first time out for his recently acquired 1912 FIAT Zero. It required a marathon effort to get the car



ready and a marathon to drive it to Picton. The journey was started from Christchurch at 7am with two other passengers and Picton was finally reached around 5am the next day! Here are some of the highlights(?) of the trip: The crank handle fell off on the Waimakariri bridge. Tyre blew out on the Ashley bridge. Magneto packed up at Parnassus and took hours to fix. Another blowout before Cheviot where lights were needed as it was getting dark. The lights soon packed up so they only had kero sidelights to go by and passing cars kept blowing them out! Kaikoura was reached by midnight. A good Samaritan from Kaikoura guided them in with his lights, fed them and fueled them up for the rest of the trip. They travelled on, fixing the radiator at Ward. It was a frosty night so they were freezing cold, especially the back seat passenger. Picton was reached and some rest was taken just before daylight and the rally. It was this type of attitude and determination from our early members that set a standard for the spirit of the VCC for the years to come. Leon continued to serve the Club during these early years and was on the organising committee for the Haast International Rally in 1965. For the event he was responsible for planning the routes, assisted by Bob Turnbull, and setting the required average speeds. It was all very competitive. Over the years a number of cars have been enjoyed and Leon still owns the old FIAT Zero. Other cars have mostly been of the sporting variety and have included: 1953 Aston Martin DB3S sports racing car, 1934 Alfa Romeo P3 racing car, 1932 Bugatti GP

type 51, 1928 Bugatti type 44 Tourer, 1962 SZ Alfa Romeo, 1968 Ferrari 330 GTC. Leon also enjoys using his wife Lois' Riley Brooklands and Imp models. Leon states that the VCC has been, for him over the years, the source of meeting many wonderful people. The VCC congratulates Leon on his 50 years of membership.

### Roy S. Ferens Otago

Roy joined the Otago Branch of the Vintage Car Club in 1954 and along with others successfully tendered for a Dennis Fire Engine from the Roxburgh Fire Brigade in 1955.

The Dunedin Fire Brigade had imported the machine in 1917 as a first aid machine, and when purchased was on pneumatics which made steering very hard work

The first adventure was a drive from Dunedin to Christchurch, which took 17 hours with a support team helping on the way. Roy and friends were attending the 1955 Deans Bush Veteran Rally in their capacity of representing the Club's first Branch. The return to Dunedin was done in stages. The engine was not noted for being economical. They used 98 gallons of fuel for the trip.

Roy was a member of the Otago Branch Committee and held office as Chairman from 1957-1958 and helped with the Dunedin - Brighton Run (then a combined committee

of the Automobile Association of Otago, Dunedin City Council and the Otago branch.)

Roy competed in the Dennis in all the Dunedin-Brighton Runs to 1960 when the three owners, Bob Oakley, Michael Haggitt and Roy Ferens sent it to the Queenstown Motor Museum where the late Brian Middlemass kept an eye on it. The team was busy raising families and competing in more sporting vehicles and it was not until 1968 that the Dennis appeared at the Dunedin-Brighton Run again, transported to Dunedin courtesy of the NZ Army. From 1968 to 1972, between late January and early February, Roy was heavily involved with the Army and in camp at Waiouru when the Dunedin-Brighton Run was on, so missed out for a few years.



*Roy and Shirley Ferens on the 1916 Dennis Fire Engine (joint owner with Bob Oakley), Pictured at Dunedin-Brighton Run start.*

Bob Oakley on his 1912 Regal, setting the hillclimb record in the mid 1960s.

The team had difficulty finding storage for the Dennis and it was finally accepted by the Otago Settlers Museum and put on display in their Transport Gallery. With the help of the Fire Brigade Restoration Society, Roy and friends have been able to continue to compete in Veteran runs.

One of the highlights of Roy's 50 years in the club was to drive the No 6 Dennis in the National Veteran Rally in Dunedin in 2004 and to meet up with other drivers who are still sane and continue to have a sense of humour after 50 years. The Vintage Car Club of New Zealand (Inc.) congratulates Roy on his 50 years of membership.

## R.E.N (Bob) Oakley Otago

Between 1951 and the formation of the Otago branch in 1954 Bob was involved in Otago Sports Car Club events and as Speed Convenor organised the first Dunedin National Championship Street Race in 1953.

Bob joined the newly established Otago Branch of the Vintage Car Club of New Zealand and from 1955 was a member of the Dunedin-Brighton Run Committee which was a combined committee comprising representation from the Automobile Association of Otago, Dunedin City Council, and the Otago Branch of the Vintage Car Club.

Bob was on the Branch Committee from 1958 to 1968, as Chairman and along with Michael Haggitt organised the first Dunedin Brighton Run in 1955.

In 1961 he competed in the Hawke's Bay National Rally and was overall winner with his 1912 Regal. 1965 saw him competing in the Haast International Rally coming 2nd in the Veteran Class and 13th overall.

From 1965 to 1972 Bob competed in a variety of events with the Vintage Car Club and the Country Gents Club with speed meetings at Dunedin, Levels, and Ruapuna.

In 1972 Bob was requested by the National Club to plan, organise and operate the 24 hour relay race held on the old Renwick circuit as part of the 1972 International Rally. Some 770 vehicles competed over 24hrs on this circuit.

He competed in the Pomeroy Trophy events in his 1956 Berkeley and 1934 Alvis and organised the Vintage Car Club Eligibility Trial for the newly formed event, Southern Festival of Speed, which revived the Oval Street Circuit in Dunedin.

Bob has restored and still owns the following vehicles; 1912 Regal, 1934 Speed 20 Alvis, 1914 Brit Cyclecar and a 1956 Berkeley.



Bob has been a Committee Member of the Otago Branch for 12 years, 25 years on the Automobile Association of Otago with one term as President and is now a Trustee of the Otago Motor Club Trust.

There are several notable endeavours recorded in the VCC 50 years book which Bob and Judy were part of in the earlier years of the club. These remind us of the driving conditions often encountered in the late '50s and '60s. An example being the need to drive over Evans Pass (the road tunnel was not complete until February 1964) to Lyttelton for the Regal to be loaded and hoisted over the side onto the overnight ferry to Wellington, and then early next morning came the drama of unloading in the same way, in an effort to attend the 1961 National Easter Rally in Hawke's Bay.

The Vintage Car Club of New Zealand (Inc.) congratulates Bob on his 50 years of membership of the Club.

## Graham Dalton Otago

Graham joined the Otago Branch at its second meeting and was later recognised as a foundation member. He and four of his mates. Allan Ward, Barry Mayfield, Keith Henderson and the late Eric Woodmancy joined up, all with Model A Fords.

With some of these mates, he attempted the restoration of a 1913 Wolverhampton Star, but wedding bells interrupted this venture. Graham relates that beginning with the initial Dunedin-Brighton Run, he didn't miss a year when he wasn't marshalling at this event for the next twenty-five years. He remembers many things such as the runs to the Lee Stream Hotel and Mrs. Bramwell's delicious salmon quiche and the Invermay Hill Climbs, during one of which he took one of his AJS motorcycles to the top.

Graham held office as scribe on the Otago Branch committee, duplicated the

*Graham Dalton with his Model A. Taken in the earlier years of his VCC membership.*

copies of the Newsletter and was also House Convenor at the Park Street premises. His interest in motorcycles, mainly Henderson Fours and AJSs led him to donate the Motorcycle Restoration Cup which is competed for each year. He still takes an interest in checking out motorcycles which are being restored and makes himself available for presenting the Restoration Cup at the Branch AGM each year.

Arthritis in the hands and early retirement put an end to most of his Vintage related endeavours. Despite this, Graham is still known to take an interest in Club activities, even if it is to come out and have a look at all the vehicles lined up outside the clubrooms before departing on a club rally.

Graham's work and involvement with the club has been made easier with the support and patience of his wife Dorothy.

One Branch member says Graham has given sterling service to the Branch for the whole 50 years and continues to do so. He must hold some kind of record marshalling at trials, hill climbs, street races, motor shows and Dunedin-Brighton Runs. In all of these activities he has been utterly reliable and conscientious, come rain, heat, dust or whatever. He has asked nothing in return.

The Vintage Car Club of New Zealand (Inc.) congratulates Graham on his 50 years of membership. BW



# PRESIDENTIAL AWARD

At a recent Hawke's Bay Branch function, it was with pleasure that President Leigh Craythorne presented Diane Quarrie with a Presidential Award.

**D**iane Quarrie has been an active and participating member of the Vintage Car Club of New Zealand (Inc.) for thirteen years, joining in 1992 after moving back to Hawke's Bay from Hamilton where both she and her husband, Geoff, had been very active in the Waikato Branch.

Activities with their vehicles include navigating for Geoff in their 1915 GWK in numerous Veteran events (they recently completed the TTT Tour around the Thermal area of the North Island) along with other rallies in their 1931 Chevrolet Sedan.

Diane is a valued and contributing member of the Hawke's Bay Branch. To date, she has been Editor of the Branch newsletter *The Mag* for five years and Chairman, also for five years.

Where Diane has truly excelled has been in her efforts and involvement with the Hawke's Bay Art Deco Rally. Napier (and much of Hastings and other Hawke's Bay towns) was rebuilt in the 1930s following the disastrous earthquake of 3rd February 1931. The architecture in vogue at the time was of the Art Deco style. Napier is now considered the Art Deco Capital of the World. This is recorded every year with a "not too serious celebration" of the period.

An integral part of these celebrations is the participation of the Vintage Car Club members with their vehicles. Their presence in this weekend was relatively low key until Diane commenced the running of this event in 1997 and it is through her that a fun run for 20 or 30 local cars has grown to an icon event of close to 200 entrants annually. The event itself (non VCC) has also grown immensely and it is no coincidence that the event has grown at approximately the same rate as the Branch rally. The people of

Napier who run the Art Deco Weekend liaise closely with Diane who is widely respected and appreciated by them for her input on behalf of the VCC into what has become a tourist "must do" in Hawke's Bay in February each year.

Entrants now are coming to Hawke's Bay from all areas of the country and overseas to the event. Diane has enthused the membership by her dedication and example in having most participants turn out in period clothing in their pre-1945 motor vehicles.

Membership of the Hawke's Bay Branch is growing at an unprecedented level (about three new members each month on average) and this growth is predominantly because of the enthusiasm for this, the Branch's biggest event of the year. The Hawke's Bay Art Deco Rally is now recognised as one of the largest annual branch rallies in the country.

It was with much pleasure that the Vintage Car Club of New Zealand (Inc.) presented the Presidential Award to Diane Quarrie for her dedication and enthusiasm for the Art Deco event each year and for her untiring efforts in assisting to establish this icon event on the calendars of so many Vintage motorists. **BW**



# WOW

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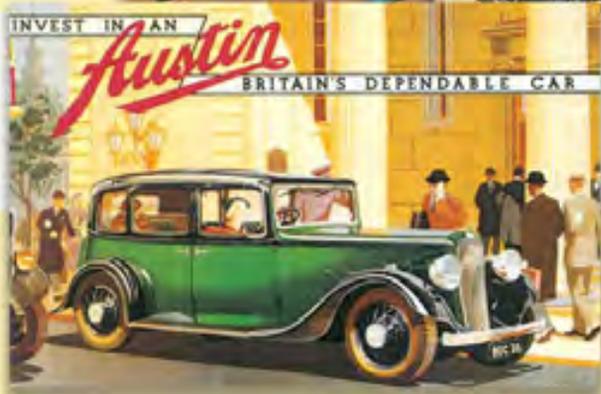
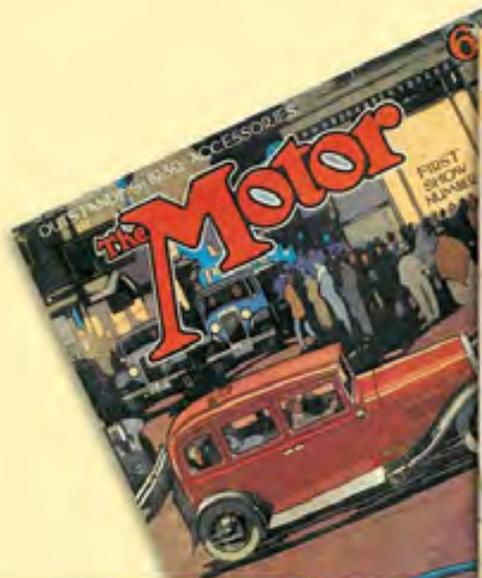
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# AUSTINS in New Zealand

Part II

Peter Fry continues the story of Austin in New Zealand from last issue

Photos Alexander Turnbull Library, Evening Post, Auckland Public Library, Vintage Austin Register, Douglas Wood, Jack Whittaker

Despite the smirks of the skeptics, Sir Herbert's faith in his brain-child was quickly vindicated. The Seven's cheeky lines and lively performance soon won it a following among young professionals. A car they could afford was sheer luxury, even if its 6" drum brakes had little noticeable effect on the car's forward motion. It was three years before the drum-size was taken out to seven inches. By the end of 1923 a small number had reached our shores. One of these dainty 'pramhoods', to be seen at the Ferrymead Heritage Park in Christchurch, represents the car once used by a well known Canterbury character, the ubiquitous Nurse Maude.

But the Austin Seven was hardly a twinkle in the Old Man's eye when his man in New Zealand, George Scott aiming at the virtually untapped farming market in Southland appointed his second Austin distributor. Dunedin-born Percy Vickery had trained as a builder and architect but

1924 Seven Tourer restored by Ross Haynes to represent the Nurse Maude car. Photo VAR coll.

at 21 he moved to Invercargill and, after a spell in the bicycle business, tried his hand at importing motor cars. His early success can be put down to a canny idea of importing, personally, petrol and tyres to keep his fleet mobile.

In 1919, in partnership with his brother Tom, Percy formed P H Vickery Ltd, and secured the Austin franchise for Southland. By the early '20s, operating from imposing new premises in Dee Street, Vickery was selling Austins as fast as they could import them. Farmers were also taking an interest in the company's one-and-a-half-ton trucks and 20hp tractors. Later, a sales outlet was added in Gore, and the Vickery influence would soon spread further. In 1930, when English Motors the Otago Austin agents failed, Vickery and John Black bought the business and formed a successor company, Austin Motors (Otago) Ltd.

From 1921 for almost half a century the Austin "Mecca" for central New Zealand

Hastings C.1920. Austin 20 chassis made a good platform for colonial coachwork.

was Magnus Motors of Wellington. Founder Godfrey Magnus arrived from his native Victoria in 1897 and like Crozier and Vickery, began to trade in bicycles. A tall, dignified man-about-town, Magnus was respected for his kindly manner and an unerring nose for good business. In 1907, in partnership with E V Sanderson, Magnus handled Douglas motorcycles and Metallurgique and Zedel cars.

In 1913 Magnus-Sanderson moved into imposing new premises in Wakefield Street and it was here, eight years later, that its association with Austin began. By then Sanderson was long gone and before the first Austin reached the showroom the Company was re-styled Magnus Motors Ltd. At that time Dodge was the breadwinner. In 1921 Magnus sold £100,000 worth, while sales of Austins, dogged by the factory's supply problems amounted to just three cars. By 1930 though, Austin sales outnumbered Dodge by two to one.



STARTLING ANNOUNCEMENT!

REDUCED *Austin* PRICES

7 1/2 Family Tourer	210	185
7 Saloon	250	215
12 1/2 Clifton Tourer	412	365
12 Open road Tourer	465	418
12 Windsor Saloon	515	455

PARTICULARS OF ALL OTHER TYPES ON APPLICATION

The old BRITISH CAR

MAGNUS MOTORS LTD Wakefield St.

Strong Austin Agencies in the central region included Anderson & Hansen, later distributors for Hawke's Bay and Poverty Bay, J C Ingram & Co of Nelson and Hudson & Burnham of Horowhenua.

In 1922, with the Seven launched and the Austin Company safely back in the hands of its directors, the name of the game was consolidation. The flagship Twenty was offered as an open tourer, an all-weather coupe and for those who liked to be driven, a landaulette. Although performance played second fiddle to comfort, the tourer would cruise happily at 55-60 mph on the open road. A rakish Sports-Twenty, designed to cruise at 75mph but reputed to be good for over 90 appeared in 1922, but due to production difficulties was all too soon withdrawn. At least two of these rarities found their way to New Zealand. One, believed to have been imported by Prime Minister Sir Joseph Ward, survives in England.

The new Twelve came as a handsome five-seat tourer, a pretty two-door coupe and, from 1923 a dignified, square-rigged saloon. The Twelve's progress on the road can best be described as unhurried. Top speed was given as 48mph but a comfortable cruising speed was between 38 and 42mph.

Production Sevens, with cc rating raised from 696 to the classic 747, began appearing early in 1923. The Chummy tourer remained the only significant offering until 1926 when it was joined by a pert little top hat saloon.

Here in New Zealand the Austin sales network was expanding rapidly. Austins had been seen on the streets of Auckland as early as 1911. G W Spragg of Lorne Street seems to have made several sales but by 1914 he had gone with Wolseley, a marque then at the peak of its popularity. Much more significantly, some time after World War I Auckland agent Dexter Motors (successor to Dexter and Crozier) sold its stock and interest to the partnership which, in 1924, would become Direct Factory Distributors for the Auckland Province, Seabrook Fowlds.

After war service as a pilot in the Royal Flying Corps John Seabrook, with his younger brother Philip, began selling trucks from Lower Queen Street. In March 1920 they moved to the Symonds Street/City Road premises which would remain the Company's head office for fifty years. To run the business as a full partner John recruited a 26 year old ex-army officer, William Fowlds.

Some said the Seabrooks were mad to link fortunes with a British manufacturer. They certainly had a point. The Americans were streets ahead in mass-production techniques, and Austin had just come through a near fatal crisis. Furthermore,

while its larger offerings seemed sound enough dealers were far less sure about the Seven, the butt of joke writers and cartoonists since its introduction. It was felt that the "baby-bath" hardly rated the title motor car and would soon go down the gurgler. For a while it seemed they were right. Though the little car was cheap at only £178 and cost just a penny a mile to run, Aucklanders were not exactly queueing up for it. But Austin representative G H Scott managed to beguile Seabrook Fowlds into ordering two cars a month!



Top: Francis Powell, Seabrook Fowlds first Austin client. Photo D. Wood.

Above: "Up to its axles" Philip Seabrook on 1927 reliability trial.

In the meantime the partnership's first Austin sale, a Twelve tourer, old stock from Dexter & Crozier's showroom, was made in March 1925 to Francis Powell, a Mt Eden grocer. Some thirty years later the car was traded back to Seabrooks and survives to this day. Another Dexter Motors Twelve had gone to Douglas Mill of Remuera who had replaced the body with one of light plywood, tweaked the mechanicals and raced it at Muriwai beach, winning the NZ Light Car Cup and heralding Austin's long association with NZ motorsport.

By mid 1925 the sales book at Seabrook's had begun to look quite healthy. There was a steady trickle of customers for the Twenty, also available in the now-fashionable saloon and limousine form, and despite a hefty price-tag of £475 in 1924 the Twelve was winning plenty of admirers. Its performance hardly set the

world on fire but it looked good on the road and if you did not get there it was seldom the car's fault. But it was clear that the real money spinner would be the Seven. From the first the little car's agility over country roads had endeared it to such folk as farmers' wives, vets, district nurses and teachers – anyone who had to make regular trips to and from town. They told their friends and Scott's two a month quickly became ten a month.

But to crank up Seven sales even more Seabrook Fowlds embarked on a series of rigorous reliability trials. In 1925 Philip Seabrook, now an equal partner in the firm, took a stock standard Chummy to Wellington and back (about 1,000 miles) in 48 hours. Two years later John coaxed a similar car over miles of mud, ruts and rock to Spirits Bay in the Far North. Philip did a re-run soon afterwards and in October 1927 drove another Chummy to Wellington and back, via Taranaki, covering 955.5 miles, averaging 49.9mpg and using just half a pint of engine oil and three pints of water.

To help drum up city customers John Seabrook took a Seven to Rangitoto, driving over scoria through waist-high scrub to the lip of the crater. Later on, a network of 'roads' was laid on the island and in August 1930, to mark their opening, nine Austin Sevens took council members on an inaugural tour. The urban customer was also wooed by the formation and patronage of Austin clubs, making it possible for owners to enjoy organized ambles to favourite picnic spots.

By the mid 1920s Austin was firmly established as one of Britain's leading family car makers. This was largely thanks to the Seven, which was at last being taken seriously. The little car was growing up fast and its astonishing feats on the race track and in reliability trials were making traders the world-over sit up and take notice. But the Seven's shadow was not quite big enough to hide its larger stablemates. The powerful and beautifully made Twenty still had a faithful clientele, and proved a popular chassis for light commercials and ambulances. But it was the Twelve's utter reliability that gave weight to the Company's famous slogan 'You BUY a car, but you INVEST in an Austin'.

In 1926 and 27 came a couple of new models. The 3.4 litre 6 cylinder Twenty and the 2.2 litre Light Six (Sixteen), were the company's answer to a call for greater mechanical smoothness. The 20/6 was never a great success, but despite irritating overheating problems, the Sixteen found a loyal following and with its sister-ship, the Twelve, survives today in greater numbers than any other similar sized European car of its period.

One surviving NZ Sixteen was bought



Top left: Petrol head and Otago agent Sammie de Beer aboard his Sports Twenty. Photo VAR coll. Above: Racing at Gloucester Park, Onehunga -George Smith in the works Seven "Rubber Duck" challenges for the lead.

Top right: Bruce McLaren in his Seven Sports, 1953. Photo PJ Whittaker. Above: Silken smooth 1929 Light Six Tourer. Photo D Wood.

from stock by August de Beer who, with his brother Sammie, had set up an Austin dealership in Dunedin. Austin sales activity in the province before WWI is not well documented but it is known that by the end of 1922 the de Beers were operating from premises at the corner of Bow and Castle Streets. Their books show that in their first full year they handled only a couple of Sevens and 17 Twelves. In 1924 they sold six Sevens, 14 Twelves, one Twenty, and six one-and-a-half-ton trucks. In 1924 Sammie de Beer, by all accounts a bit of a petrol head, imported one of the very quick Sports Twenties, fitted a light-weight pointed tail body and raced it at beach meetings, reportedly without much success. It eventually caught fire at Oreti and ended up being ignominiously doused in the sea!

Dunedin identity Les Nye, de Beer Brother's first apprentice, remembered that while the bigger Austins had little trouble climbing the city's formidable hills, the Sevens had to battle hard and that the early ones simply were not robust enough to cope with the district's often very rough country roads. "They were literally coming apart at the seams" said Les. "One almost new car was returned to us by rail. Both mudguards had fallen off and the front gooseneck was broken. The latter happened quite often and we had stronger ones made locally." In 1926 the de Beers fell out and August and two new partners, established English Motors Ltd in Moray Place. With the business went the Otago Austin franchise, but the Company was financially insecure and the 1929 depression gave it the coup-de-grace.

In the 1920s Austin cars evolved with

the whims of fashion. By the end of the decade closed cars had all but replaced the draughty 'ragtop' tourers, and the traditional coach built bodywork had given way to pressed steel.

Austin's first entirely new model in five years, the silky-smooth but feeble 1.5 litre 12/6 of 1931 ushered in an entirely new Austin range, followed by a much better Light 12/4, (so named to avoid confusion with the tried and trusted Heavy twelve, still coming off the line in small numbers. Then came a new small family car, the excellent 1.1 litre Ten, which would carry the company's image of solid dependability into the 1940s.

By the time Austin Ten production ended in 1948 almost 300,000 had been made. That included over a thousand imported to NZ for assembly locally. In the early 1930s NZ's Austin distributors had formed a National Federation and local car assembly was amongst their most significant achievements. It began in a small way in 1938 with the finishing of Tens which had been shipped from Britain in semi-knocked-down form, i.e. complete, but in primer and with just the wheels to be fitted. After WWII, as the NZ component industry grew, more local content was possible, such as seating and carpet, but it was not until the arrival of the A40 Devon in 1949 that full scale assembly from kits got underway.

Back in the '30s Austin had the market covered from end to end, from the ageing but still popular Seven, to an enormous and opulent 6 cylinder Twenty. Technically the cars were unadventurous, with side-valve engines, cart-springing and conservative styling. Sir Herbert, who was not

impressed by aerodynamics and reportedly did not even like swept-back windscreens, accepted styling innovations with a frown. But for all that, the cars were solidly made and in the main, their fine reputation was well earned.

Since 1923 the Sevens had had the small car market virtually to itself. Even the excellent Morris Minor of 1927 had hardly made a dent in its NZ sales figures, but by 1934 Ford, Morris, Standard and others were offering a serious challenge with their roomy and technically advanced Eights. Austin replied with a box of jewels; the Ruby, a radically re-styled saloon, Pearl cabriolet, and Opal two-seater. They abandoned the traditional tucked-in rear of their ancestors and even offered an enclosed spare wheel. At the front end the little gem sported Austin's new image 'teardrop' false radiator grille.

For a while customer loyalty kept the opposition at bay, and incredibly, in 1935 Seven production reached an all time peak of over 27,000. In 1936 its engine, which had rumbled away happily on two main bearings, was given an extra one and the cable operated brakes, never a Seven strongpoint were given a tweak by Girling. But for a car mechanically little changed in well over a decade, the tide was ebbing. In 1937, while Sevens were still being turned out in substantial numbers, the new order arrived in the form of the Big Seven, an enlarged Ruby with two or four doors, and a conventional chassis and fore and aft springing and a 900 cc side valve motor. An interim package pending the release of a new Austin Eight in 1939, the Big Seven found plenty of satisfied customers in New Zealand and gave excellent service for far

longer than its designers had intended.

Early in 1939 the Seven took its final bow. By then not far short of 300,000 had been produced, from humble Chummies and box saloons and vans to the hot competition cars which thrilled the throng on tracks as far distant as Brooklands and Teretonga. It is doubtful if any other car of its era (we will forget the Model T) introduced to so many all over the world, the joys and frustrations of motoring. And wouldn't Sir Herbert be proud to know that his prodigy still competes keenly today with much more modern sophisticated machinery?

Among the many New Zealanders who have blessed, and occasionally cursed the Austin Seven, were Formula One ace Bruce McLaren, who like thousands of others, grew up with one, and Sir Len Southward, who once serviced them. No one who knew Len can ever forget how much he charged for a de-coke and valve-grind, or how to get a Seven home after breaking an axle.

Kiwis generally seem to have enjoyed their long affair with Austin. Many had a soft spot for Sir Herbert's dependable, if sometimes stodgy motor cars with their quaint English names. Maybe the Windsors, Burnhams, Goodwoods and Cambridges made them feel at home. And didn't Ranelagh, Carlton, Whitehall and Westminster add a touch of British class.

In 1936 Sir Herbert Austin was rewarded for his contribution to Britain's motoring prestige by being made a Baron. He continued to preside over his company's fortunes till his death in May 1941. Private car production had been suspended in 1940 for the duration of the war to give priority to munitions, mainly Lancaster bombers and Hurricane fighters for the RAF. But on the very day he died, Lord Austin put his mark of approval to the designs of the new models to be introduced once the fighting was over. However, I'll try your patience with that story another time.

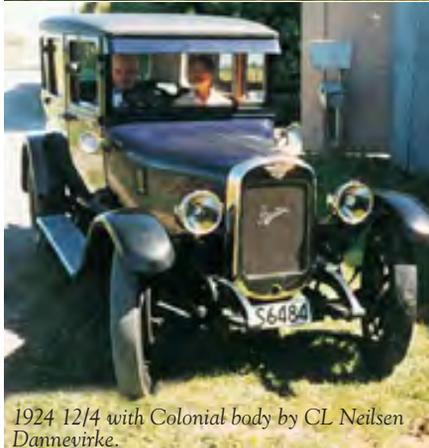
**BW**

## About the Author

Peter Fry is the President of the Vintage Austin Register of NZ Inc, which he founded in 1969. The Register has active branches in most main centres and a paid-up membership of about 650. Peter also confesses to being a none-too-active member of the Wellington Branch of the VCC and is hoping to make up for that when his 1925 Austin Twelve saloon returns to the road after its long hibernation. He would like to thank all those who helped gather the data over the years.



1935 10/4, Brian Pinfold and 1936 10/4 Austin Cocks.



1924 12/4 with Colonial body by CL Neilsen Dannevirke.



Showroom model, the Banks' 12/4



1931 A7 saloon, Vicky Ellis, Robert Simms



J Stanley.



1929 Austin, Jill Maunsell.



1930 Box Van



Graeme and Susan Welds 1922/23 Austin 20/4.

# Wellington Branch Club Captain's Safari

23-25 April 2005



David and Barbara Crooks 1935 Morris 8 sports



Dwarfed by the largest wind turbines in New Zealand, Te Apiti windfarm..

*Text and photos Winton Cleal  
(with help from the navigator)*

On a dewy but fine sunny morning 38 cars gathered at the Wairarapa Branch clubrooms where a very nice cup of tea/coffee, scones, muffins etc. was put on for us by the Wairarapa Branch. This was the start of the Wellington Branch Club Captain's Safari. Several months before, when the rally was being planned, it was decided to shift the Club Captain's Safari date to Anzac weekend. This was because Waitangi day did not give us a three day weekend. After checking with our neighbouring branches that they did not have anything of significance on we decided to go with Anzac weekend.

The first run was through the picturesque back country roads of the Wairarapa answering questions and finding silent checks, also including a timed section. One question which had us puzzled was "Where would you find the Parson Bird?" It wasn't until we got further along that we realised this referred to Tui Brewery Company just south of Woodville. The first stop was at Woodville for a cuppa

and petrol. After leaving Woodville we proceeded over the Saddle road to the Manawatu, which took us under and around the largest wind turbines in New Zealand. What a sight - the latest in wind generation beside the old cars. By this time the weather was starting to deteriorate, though not nearly as bad as it was to get (we were in for exciting times with regard to the weather). We proceeded through Ashurst and on to Kimbolton where lunch was provided for us at the local hall. After leaving Ashurst we drove through the Pohangina Village. There are several steep downhill sections here and a lot of care was required. On a clear day you can see Kapiti Island in the distance.

The competitive section had finished now and we could stop wherever we liked and look at the scenery as desired. We were heading towards Taihape. One of the instructions said "Avoid Peep-o-day Road." Why Peep-o-day? Because the pioneer surveyors did not see significant sunlight for weeks in the heavy forest.

When they reached the ridge, they saw sunlight across the valley and the day peep through. We were now passing through an area where the government in 1890 encouraged small scale farmers to settle and develop the land. The land was subdivided into 100 to 200 acre blocks. This is in the Rangitikei area which was badly hit by flooding and slips last year. You can still see signs of the damage to the surrounding land and roads. At this point we came out onto SH1 south of Taihape and instead of turning right to Taihape, our overnight stop, we had to go left to Mangaweka for petrol. This was because there was no petrol in Taihape as both service stations were non operational. As cars queued up for petrol one of our members was seen to put lawn mower fuel from a can into his Chrysler. Rumour has it that the car then needed to be pushed to the bowser. All cars stopped for the night in Taihape. We took over the Gumboot Restaurant with 80 people for dinner and a great time was had by all. However, during the night the sky opened up and down came the rain and the temperature dropped.

## Sunday 24 April

The next morning a quick trip to the local museum and then on to the section of the rally that I think most of us were really looking forward to. This was the Gentle

*Far left: Eric and Karen Knight and their 1926 Oakland near Taihape.*

*Left: Ray Duffell 1928 Austin Seven driving under the Poplar trees near Taihape.*





Top: Lunch stop on Monday at Oruawhoro Homestead. Above left: Lunch stop at Timahanga Station. Above right: Crossing one of the many bridges on the section of road from Timahanga Station to Napier.

Annie, the road from Taihape to Napier. Millions of people go past the start of it but very few travel across it. The road has been widened over time because of logging trucks. There is only 27 km of gravel now, but it is steep in parts and you get up to an altitude of 3,040 feet. The rain came down and some brave souls kept their hoods down; then the sleet came and finally the snow – and most of the hoods were still down. Stan Garmonsway suffered a blown heater hose on the Jaguar which was quickly fixed. Len Wilson who was Tail-End-Charlie was called to help another car which had carburettor trouble. A bed sheet was put under the car so if anything dropped it could be quickly found. Lunch (which was catered by the Brown Sugar Café in Taihape) was at Timahanga sheep station wool shed. And the weather was freezing. The toilets (which were provided for shearers) consisted of a shed with Rams and Ewes on the appropriate doors. These rooms were the warmest as the farmer had put on the hot water for us and the cylinders were in there – they were nice and warm.

The temperature continued to drop and the farmer became concerned that we

might get snowed in. So it was decided to get going as soon as possible.

We continued over the Gentle Annie to Napier, and most took the time to stop and look at the scenery and take photographs. We arrived in Napier at dusk and continued on to our overnight accommodation. That night we made our way to dinner which was hosted by the Hawke's Bay Branch. It was a tight squeeze, but we all fitted in, and had a wonderful meal with a lot of fun and games.

### Monday 25 April (Anzac Day)

This was our final day so we were up bright and early to assemble at the Kennedy Park entrance at 9.00 am. The weather in Napier was perfect, but cool. We were given some optional questions to answer along the way, and also a raw egg which we were to try and cook, using ingenuity and imagination – this was to be judged at the lunch stop. Needless to say, most of the eggs didn't make it. We put ours on the manifold and it exploded! The smell of cooked egg was wafting through the car. Others used a bit more imagination and went into a café and got the chef to cook it whilst they enjoyed cups of coffee.

Our first stop was at Te Mata Peak in Havelock North, which has a very steep narrow and winding road up to it. The view was worth it – you can see everything from miles around – just amazing. We continued south through country roads following the coastline down and finally turned onto the SH2 towards Waipawa and Waipukurau. The Club Captain's Team had organised the lunch stop at the historical Oruawhoro Homestead near Waipawa and we were treated to a restaurant-style lunch, as well as a talk on the history of the homestead, which is now set in 40 acres of gardens and parkland. It was purchased from the descendants of Sydney Johnston, the original owner, by Peter and Dianne Harris in December 2000 and is undergoing a complete restoration. There is still a long way to go. There is a unique railway siding near the boundary of the property which was used for a visit by the Queen during her 1952/53 visit to New Zealand. Her train stopped there so that she could have a picnic lunch at the house.

After lunch we all headed home after a most successful and enjoyable weekend. **BW**

# the tale of the dark green dinosaur



*Text and photos Michael Jones and Mark West*

There never was a truer saying than "There's no fool like an old fool." When it comes to old fools and old motorcars there is no one I know who qualifies better for the title than I. Back to where this story starts. During my courting days circa 1960 I owned a very nice black TC MG which as every enthusiast knows was one of the prettiest, affordable fun cars of all time.

For car mad youngsters in those days there were so many nice British sports cars around in the streets of Johannesburg that the temptation to own something better without a top was sometimes irresistible to a young learner draughtsman passionate about cars but earning a pittance. When my closest pal at that time pitched up one day in a dark green TC my desire to own something else gained new impetus and when I read an ad for a 1948 Morgan 4/4 I just had to go and have a look.

That Morgan was something really different even in those days. I was able to dispose of the TC very smartly and was soon the proud owner of the Morgan, also dark green, just like my mate's TC. Morgans have never been common and when I drove it round the streets of The Golden City I felt that keeping up with the Joneses had taken on a new meaning.

I had a lot of fun and advanced my courting endeavours during the time I owned the Moggie, which was only a few months before I fell desperately in love with an Austin Healey 100/4. As I said, fantastic cars were freely available in those days and when I graduated from the Morgan to the Healey, I found myself in a totally different performance and comfort league.

Many years passed and I had owned as many as 50 cars over almost as many

years when I found myself one day in my workshop with nothing to rebuild. My good friend Dave Henderson told me one evening about a Morgan he had heard of that was looking for a new owner. Dave, who had rebuilt three Morgans, heard about this Plus 4 which was an abandoned restoration project lying on a small holding a few miles from Johannesburg. South Africa's Mr Morgan, Terry Moss, had



*The author driving his 1948 Morgan 4/4 at the Grand Central racetrack circa 1960.*

tipped Dave off before the mob found it, but Dave had too much on at that time and suggested I think about taking over.

Unlike my earlier impetuous approach, I did give the matter some thought. A few weeks later I asked my brother to go and inspect the car, and take a few photos so I could make up my mind before doing

the 1,000km plus drive to inspect it. The photos arrived showing a rolling chassis and dozens of boxes containing parts of the car stored in the garage. The opinion was that it looked a good restoration project if you could get it at the right price. A few more weeks consideration and I drove to Johannesburg from Port Elizabeth, had a look, made an offer and became the owner of the pieces.

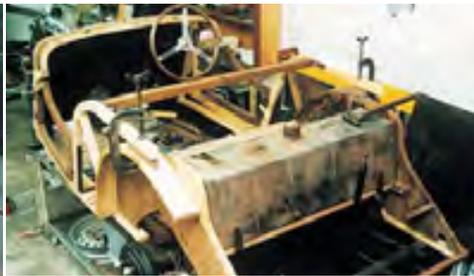
## **The real story begins**

My £200 investment, my new project was a 1952 Morgan Plus 4, last of the flat radiator Morgans, fairly rare and probably one of the most collectable because it still has that classic pre-war appearance but is powered by the well respected (ex Ferguson tractor) Standard Vanguard engine which Morgan bought from Standard/Triumph. In the case of my car, the original engine had been substituted by a TR2 unit to give it even more performance.

The Plus 4 is what every classic British sports car should be, low slung with sweeping mudguards, louvred bonnet and upright radiator in front with the spare wheel (in the case of Morgan, make that two) hung on the back. Lots of nice Smiths instruments, a short gear lever in just the right place and a sporty steering wheel. Big Lucas headlights complete the ensemble. The Moggie has all that and



Top: Good and faithful George fashioned a new radiator for Moggie.  
Above: The bodywork taking shape.



Top: Ash body frame.  
Centre: Unusual front suspension arrangement as first used in 1910.  
Above: Not much left to do.



Top: Lifting body shell onto completed chassis  
Above: Is there a better way to travel the long & winding road?.

more but the real charm of a Morgan is its unique features.

### An Individual Sports Car

The first Morgans were produced in 1910 and the early three wheelers had that unique feature, sliding pillar front suspension. This unusual design feature has been retained in all Morgans up to the present day.

The Morgan Motor Company is a unique part of Britain's colourful motoring history. It is the world's oldest privately owned car manufacturer being run to this day by the third generation of the founder HFS Morgan. A visit to the Morgan factory in Malvern Link today is like a trip back in time. Craftsmen still fashion parts by hand with tooling that dates back several generations. Many of the craftsmen in today's factory are the sons and grandsons of artisans who worked in the factory in the early days and retain that passion for creating fine hand-built sportscars.

Today's Morgan does not come cheap but if you decide that you can afford one, you will have to put your name down, your payment up front and then wait three years before you are able to take delivery of your Moggie which will be supplied to your own specifications in terms of colour, upholstery, choice of engine and many other design details which might include such trivialities as exterior door handles. But at the end you will own a vehicle that is unique. Morgans are really about individualism, character and sheer driving pleasure.

And what about comfort? If you want to know about comfort, buy something else!

### Boys And Their Toys

With my consignment of Moggie trash safely unloaded in my workshop, I was like a small boy opening his presents on Christmas morning. Besides the chassis and running gear, there was the engine, gearbox and body parts. But best of all was the collection of boxes containing all the small things that go into making a car really individual and smart. One box contained all the instruments and switches, all in excellent condition. The lights and radiator appeared and another box contained the shock absorbers and other suspension parts. Electrical components and original wiring harness were stored in another box, and so it went. Eventually the whole car had been unpacked and stored on shelves in my workshop for easy access when time came to use them.

Like marriage, restoring an old car should not be undertaken lightly, but reverently and discreetly depending entirely on the restorer's temperament because spanners and bad language do sometimes fly. Rest assured that as with any marriage, pain, regret, disappointment, trauma and a huge amount of expense goes with the job, but once you reach the point of presenting your new baby at the local car club for the first time all the bad things are quickly forgotten.

### On Your Marks Get Set Go!

The only way to properly restore any car, is to strip it down to the last nut and bolt, being careful to store and mark everything for easy identification later. If you are able to lay your hands on a parts book for your particular car they are a great source of reference.

Because Morgans are handbuilt to start with, they are an absolute delight to restore for anyone who has had any experience restoring other makes. For me, the biggest bonus was that this car had spent its entire life on the Highveld and had latterly been stored in a proper garage protected from the ravages of the great outdoors.

All the Morgan components were in superb condition with practically no rust on anything. What a bonus! The only downsides were the accident damaged chassis, the rotten body/framework, the right side bonnet which had a huge chunk cut out of it with tinsnips – presumably to clear the twin SU carburettors and air cleaners which had been substituted for the original single carburettor set up. The radiator was not usable which was unfortunate as the core is integral with the outer shell and would need a specialist to rebuild it.

For anyone passionate about restoration there is a kind of magic about starting with an absolutely bare chassis on trestles on your workshop floor. In my case I had built a custom-made support frame on castors where the chassis was at tummy level, which made working on it so much easier.



Boys and their toys.

At this point there is a wonderful sense of anticipation of the creative months ahead.

And so it was with this Morgan. The rebuild very quickly got into its stride as onto the newly sandblasted, straightened and painted chassis was added the rear leaf springs and the unique front subframe that carries the sliding pillar arrangement. You get the impression as you put a Morgan together that the car was never really designed, that it just evolved over many years. As a technological expression the M is literally as dated as the dinosaur.

The mechanical side of any restoration is really the easy part and goes together very quickly if everything is in good condition and nothing is missing. But the real challenge starts for the do-it-yourself restorer when he gets to the bodywork. Suddenly you need a real craftsman and there are huge challenges for anyone who is not a trained carpenter and sheet metal worker, particularly if you are attempting it with basic tools

### Old Dog Learning New Tricks

Carpentry is a very ancient craft and there is great satisfaction in fashioning anything out of wood and building an ash bodyframe for a Morgan is no exception. But make no mistake it is not for the fainthearted and many an expensive piece of ash is consigned to the barbeque fire before one is satisfied with the final result. The nice young man at Rare Woods in Port Elizabeth got used to me popping in for yet another length of expensive American ash.

I was fortunate that the entire original bodyframe was intact and although much of it was rotten, could be used as a pattern to make new members. But there was a good deal of wastage and it is a real challenge getting everything to fit properly, particularly the doors. With perseverance this vital part of the job was achieved which led to the really enjoyable part, fitting everything together.

I have a small compressor and as all the body components can be sprayed separately, I was able to spray everything myself. I chose Connaught green which is about as BRG as you can get and used normal Duco type paint for the job as it is far more forgiving for the amateur painter, is less toxic and considerably cheaper than the twin pack equivalent. Perhaps most important it gives the car a more authentic period look.

The upholstering in green leather was done by someone else and presented many headaches and disappointments. Eventually the result was everything I had hoped for. An original hood and sidescreens had been ordered from the Morgan factory by the previous owner and these I inherited with the other parts.

Of course the best part of any restoration is fitting all the shiny bits and pieces at the end. Decorative Plating had really looked after me well over the many months that I loaded them with countless bits for zinc plating and towards the end, the fancy bits for chromium plating. They never lost anything and never let me down when work had been promised,

Silverton Radiators and long-suffering George went the extra mile for me in fabricating the authentic-looking core into the shell which had been rolled by Jerry Van Antwerpen on his English body-wheel. And last but not least, an old acquaintance, John Bentall, did the all-important wiring as, in his own words, he just enjoys doing that sort of thing. Throughout, Dave Henderson kept a watching brief to see that everything was done properly and was always on hand if problems came up that were beyond my ability. Lucky me!

### Enjoying The Finished Result

The Plus 4 is a car that turns heads and creates a lot of interest wherever I take it. It looks like a thoroughbred sportscar and drives like a true classic. It looks exactly right in the chosen colour and the uphol-

stery blends well with the body colour. The Morgan weighs 840kgs and has an excellent power to weight ratio which should enable effortless cruising. The low center of gravity, rigid suspension and good handling should ensure a lot of confidence and fun when driving fast on undulating country roads. I have a feeling that the car will afford me much driving pleasure in the months ahead and is sure to bring back memories of those far off days when we did the hairbrained things in motorcars that all high spirited young lads seem to enjoy. For the next restoration does anyone know of a Healey 100/4 looking for a new owner and needing restoration? I am sure we could talk but don't tell my wife. **BW**



# WIN

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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](mailto: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  
hm 03 385 9821, wk 029 236 3796 (leave your name/number if engaged)  
email [kevin@vcc.org.nz](mailto:kevin@vcc.org.nz)

The lucky winners of the Beaded Wheels caps for this issue are Peter Fry and Tony Becker. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

# Overseas Events

## 2005

- November 4-6 VCC London to Brighton Run, England, 0044 128 0841 062  
 November 12-13 Bendigo Swap Meet, Victoria  
 November 12-13 VSCC of Victoria 60th anniversary Rally, Australia  
 rogerdupont@netspace.com.au

## 2006

- February International Historic Motorsport Show, Stoneleigh Park, Coventry, England, www.historicmotorsportshow.com  
 February Super Southern Swap Meet, Ballarat, Victoria, Tel 0061 3 5342 0702  
 February Annual Picnic at Hanging Rock, Victoria, Australia Over 2000 special interest cars, www.mradmc.com.au  
 February Retromobile, Port de Versailles, France, Autojumble, auction & displays  
 February Toowoomba Swap Meet, Queensland, 3 days, 2000 sites Tel 0061 400 345 564, www.toowoomba@netspace.net.au  
 February Sydney Super Swap, Hawkesbury Showground, Clarendon, NSW, Australia. superswap@optusnet.com.au  
 Feb 25-March 20 Classic Safari Rally 2006, African Continent, mail@endurorally.com www.toowoomba@netspace.net.au  
 March Annual Pre-1945 Indoor Swap Meet, 2 days, Wichita, Kansas, USA, www.aircapsswapmeet.com  
 March 19-April 2 Tassie Tour 2006, 15 day tour Tasmania, pre 1960s motorcycles Mike Glenday, Canterbury Branch VCCNZ, Tel 03 344 0425  
 Easter 50th Jowett Car Club of Australia AGM & National Meet Armidale, NSW, Tel 0061 3 9876 3526.  
 April World Classic Car Show, Essen, Germany, www.siha.de  
 April Scotland's Largest Autojumble, lizyglasgow@tiscali.co.uk  
 April 30-May 5 National Veteran Rally, Whangaratta, Victoria email: barryjoan@bigpond.com

A small selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. Readers are urged to check the date of any event with organisers before making plans to attend. A much more extensive list is available by country and period from Rob Knight, 48 Fairview Avenue, Feilding. Tel 06 323 3104 or fax 06 323 3102).

- June 28-July 5 1 & 2 Cyl National Tour, Bundaberg, Queensland Tel 0061 7 3283 3990  
 July Goodwood Festival of Speed, bookings@goodwood.co.uk  
 July 20-26 Centenary Event, Return to Le Mans, Jim Worsley Tel 01 382 543563  
 August Prescott Hill Climb, Gotherington, Gloucester, UK Tel 0044 1608 644777  
 August 30-Sept 2 Great Dorset Steam Fair, England  
 September 8-9 Beaulieu Autojumble, England, Tel 0044 1590 614654  
 October 4-7 Hershey Swap Meet, Pennsylvania, USA  
 November 3-5 London to Brighton weekend  
 November 18-19 Bendigo Swap Meet, Victoria 2007 TEA

## 2007

- TBA National Veteran Rally, West Australia  
 June Centenary Meeting Brooklands, Tony Hutchings, Tel 01 344 8442  
 June 10 to 31 July Peking to Paris, A re-enactment of the original 1907 event for Veterans, daniel.ward@threadneedle.co.uk  
 TBA Peking to Paris, 100th anniversary run, pre-war cars mail@endurorally.com., www.pekingparis.com  
 October 10-13 Hershey Swap Meet, Pennsylvania  
 November 17-18 Bendigo Swap Meet, Victoria

## 2008

- TBA National Tour to Celebrate 100 years Ford T, Model T Ford Club, Echuca, Victoria, Australia

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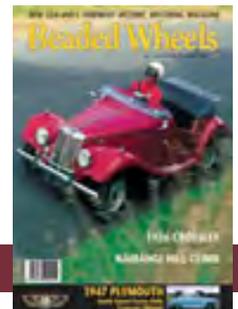
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## BEHIND THE WHEEL



# 1926 CLYNO 10.8hp Royal Tourer

I believe it is normal practice for someone who is driving a car for the purpose of writing about it to be unbiased and open minded. Therefore I must now admit I am neither. I prefer my Vintage motoring to be in one of two categories. 1: big, with Grunt (and yes, that is a capital G in grunt) or 2: Small, nimble and lively. The subject of this story could best be described as none of the above, more like midsized, underpowered and sedate.

*Text and photos Tony Haycock*

When one thinks of the lost marques of British motoring, names like Napier, Alvis and Riley immediately spring to mind as major, quality players now consigned to memory. Then of course there are the myriad of makers who sprang into existence immediately before and after the Great War who disappeared as quickly as they came into being. I am sure I am not alone in thinking that Clyno belonged in the latter group, however that would be doing this Wolverhampton-based concern a huge injustice.

In the mid 1920s Clyno Engineering Company was one of the major players in the British motor industry and in 1926 produced 12,000 vehicles, placing them third behind Austin and Morris. From there, things were to move to a rapid decline. Due to increasing pressure on production facilities, larger premises than the original plant which had been used since 1910 were needed. Pelham St had been in use during Clyno's previous incarnation as a motorcycle manufacturer, reborn as a car maker in 1922. A new factory in Bushbury opened in 1927.

Unfortunately production in the new plant did not begin until February 1928. With the stock market crash coming on top of the release of the luxury Olympic saloon, and a very down market 9hp model, the Century (aka the Cemetery) the wolf which was initially howling at the door appeared to have pups on the steps when the Rootes brothers, the main Clyno distributors moved their allegiance elsewhere. Trying to compete with Morris's new Minor and Austin's immensely popular Seven, whilst crippled with debt, was never going to work, and on 11 February 1929 the receivers moved in.

Purchased in the early 1960s and restored by the late Bruce Pidgeon this particular example of the marque is now in the care of son Michael and family. It is well known in most parts of the country for taking part in events which people with far more powerful and supposedly robust cars would not contemplate. It was my privilege to have the use of it for a weekend of real back country Vintage motoring.

Motive power is supplied by a Coventry Simplex side valve engine. This is trans-

mitted via a cone clutch to a three speed gearbox of Clyno's own manufacture, and a Moss differential. Ignition is by magneto, and being a dedicated American car owner, when being given my instructions on care and use of the car prior to departure, the bit about changing points, or fitting the spare mag. thoughtfully carried under the back seat in case of emergencies, was way over my head. Perhaps now would be the time to admit that my entire mechanical knowledge can be fitted on the back of the proverbial postage stamp, and my ability to put this knowledge to use is even less.

Ingress to the driving position is gained via the passenger's door as this is a three door body. Fitting of a driver's door would have been a waste of time anyway as the delightfully British anachronism of a right hand gear change and handbrake would make entry from this side somewhat difficult. Seating is soft but supportive and proved to be very comfortable even after an eight and three quarter hour marathon. Once ensconced in the driver's position, it is time to survey the extensive instrumentation, consisting of an ammeter and speedo. And nothing else. The dash

which started life as a tree also houses a glove box for the passenger, nickel plated push buttons for lights and dynamo in the central switch box containing the ammeter, and to the right of the steering column a separate button for the mag. And of course not forgetting the clock.

Starting is typical Vintage. Don't forget to turn on the petrol, which is gravity feed from a thimble sized tank under the scuttle. The choke is operated by pulling out a small tab attached to the bottom of the dash near your passenger's right leg. Push in the mag. switch, give it a bit of throttle either with the central throttle pedal (the proper place for it) or the lever which sprouts from the right of the steering column and looks like an escapee from a Fergie tractor. Find the starter button hidden out of sight high on the toe board and you are very soon rewarded with the sound of something like a happy sewing machine working away immediately ahead.

Once on the move the driving position could best be described as "reverse Italianesque". To be really comfortable the requirement would be for long legs and short arms, although the short arm requirement does disappear on the first to second gear change. The gearshift is the traditional three speed H pattern, and as the lever disappears to the right and forward it looks to anyone watching from the outside that you are trying to reach something under the bonnet.

Typical of small capacity engines of this period, due to the minuscule amounts of torque available, changing up is done with the engine revving at a rate which seems suicidal to those of us used to the fat lazy plodders from the other side of the Atlantic. The Ferodo lined cone clutch is very smooth for this type of arrangement, and up-shifting can be done effortlessly. Depress clutch pedal and find neutral. Clutch out and wait for the next phase of the moon. Clutch in and the next gear is easily selected. Coming back down the 'box, which is a very frequent occurrence, is not quite so simple as the weight of the cone means that while the clutch may be disengaged, everything inside the gearbox is still spinning frantically so it is important to get the revs right otherwise nasty noises can emanate from beneath the floorboards. Having said this it is still one of the easier Vintage gearboxes I have used, and is childproof compared to a cone-clutch four cylinder Chevrolet.

Performance is something which is not a high priority for a vehicle intended for the transportation of genteel Englishmen between villages. Normal cruising speed is a brisk 37 mph, and this is very definitely only possible on flat roads—very flat roads.

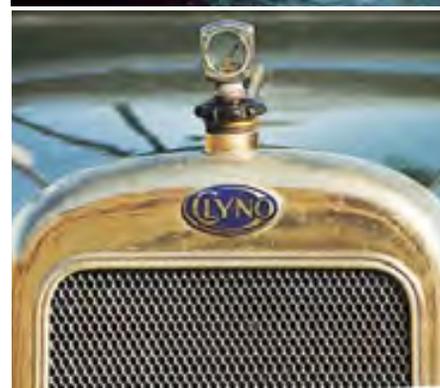
Until I drove the Clyno I was not aware that the Canterbury Plains are not flat. The Dunsandel Pass does not feature on my map of SH1, but I am bloody sure it exists. Travelling at this speed means fuel consumption is excellent. A fuel tank about the size of the carburettor bowl on my own car gives a range of 130 miles, for around \$25 worth of petrol. This sort of top speed in a larger vehicle could be a problem but in this case it is small enough that as long as I kept to the extreme left of the road, modern traffic was not hindered at all.

A six hour drive to Oamaru from Christchurch in a southerly storm on a winter's night is as good a way as any to check out what are often the failings of a Vintage car - protection from the elements, and the lighting. Lights are very good, one might even say brilliant. A crisp white light which gives a decent spread on the road ahead. Mind you, at 37mph they would need to be pretty awful before you could out-drive them. At the rear there is the usual single tiny CAV item, which when travelling long distance in modern traffic at a speed approximately half that of most road users didn't make me feel too secure, so I added a flashing bicycle tail light, clamped to the right hand hood support.

Weather protection is excellent for a Vintage tourer. The hood can be erected single handed but is a much easier task for two. With side curtains fitted, except for the driver's front which I refuse to use for reasons of safety and visibility, the inside stays surprisingly warm and very dry. I can not imagine driving in weather any worse than we did that night with strong winds, rain, sleet, hail and the odd snow flurry, and both myself and my intrepid passenger stayed warm, stupid and happy.

Handling is not really something relevant to Vintage motoring, and let's be honest, your average cart sprung Vintage car actually goes around corners in spite of, rather than because of the chassis designer's efforts. Also when someone lends you their car for a weekend it is not really polite to push it to its limits if you want to stay on speaking terms with the generous owner. And when the car you are using is ambling along at 37mph it will go around any corner flat out anyway. Although never designed as a vehicle for the sporting driver, the steering is superb. Very light, but with good feel at all times it makes this a very pleasant car to drive. Match this with a very effective four wheel brake set up and the Clyno is a car which drives far better than its specification on paper may suggest.

All up, I probably spent nearly 20 hours behind the wheel over the course of an



Top: Coventry simplex sidevalve engine.  
Centre: Engine plate with identification numbers.  
Above: Honeycomb radiator front on.

evening and two days. During that time I only needed to open the bonnet to check the oil in the mornings (didn't use any). It never looked like misbehaving, and was delightfully easy and comfortable to drive through every kind of weather and road condition you could imagine. It is not the type of car I could ever see myself owning, but it is definitely a car I have the utmost respect for, and I thank Michael and Louise for giving me the opportunity of experiencing this treasured part of their family history. BW

#### Technical Specifications

Engine	Coventry-Simplex
Bore & Stroke	66mm x 105mm - 1437cc (The car is now fitted with Austin A40 pistons - bore now approx 68mm giving 1525cc)
Cox-Atmos carburettor, CAV elecrics and Lucas magneto.	
Clyno built gearbox, (only one U joint - gearbox pivots with the Moss diff.)	
Wheelbase	8ft 10in.
Wheels	Goodyear 19" sankey type wheels fitted with 4.75 x 19 tyres. (Unusual because most sankey wheels are Dunlop)

# RESTORATION 1952 Chevrolet

Jim McIntosh text and photos



Jim McIntosh and Chris Whelan (right)

After the 2000 Rally at Hamilton I decided that a four door sedan was needed to complement our coupes. Where to find a suitable car? I remembered one that I had seen several years ago and contacted the owner. After an initial refusal he reconsidered and I purchased the vehicle.

After a 100 mile drive home accompanied by friend Chris, the real inspection got underway and it became apparent that major surgery was required. Preliminary repairs were done so that I could drive it to Dunedin and there it remained for many months in a restoration-paint shop. During this time Chris and I spent many days there assisting with any small jobs that we could manage.

Each visit revealed more and more dismantling until there was only a shell and I often despaired that it would ever be a car again. Progress was so slow and frustrating.

Replacement doors were called for and these still required repair. All the other panels received attention, so much time was spent on floor, pillars, wheel spats etc.

All the instruments were removed and some changed. Fortunately I got some spares with the car and could supply most of what was required. Eventually re-assembly began, guards, bonnet, boot lid, doors – it all took many hours and much patience.

The car started to look as if it would survive after all, the seats were put back and body undersealed. We chose a colour and then it was into the paint booth for many coats of our blue.

All glass, window winders, wipers, quarter lights (restored in Christchurch) head and tail lights, grill, body trim etc took more time but it was looking good. The last major work then was some repair to the leather upholstery and new carpet. The car was looking great and took part in a local show-swap meet before I got it home.

To complete, personalised plates were fitted and it has now taken part in several rallies including a trip to the West Coast which gave us much pleasure.

The icing on the cake has been being twice voted as Drivers Choice and also Restoration Of The Year.

The awards made all the work seem worthwhile. **BW**



Undercoating under supervision.



Waiting for doors.



Interior at shell stage.



At undercoat stage.



Final coats in paint shop.



Ready for action



Barrie Grant's Cadillac V16 after restoration

# CADILLAC NOTES

Text Maurice Hendry, photos Barrie Grant

Newman Brothers Coachlines was founded in Nelson in 1879 by Henry and Thomas Newman, who changed over to automobiles about 1912. Their history is related by J Halket Millar in the Reed Book *High Noon for Coaches*, about 1953. The title is very appropriate, as the jacket illustration by L C Mitchell looks just like something out of the Wild West.

Sir Jack Newman, born 1902 was second generation and became managing director in 1930. Among other things he brought the first Cadillac V-16 to New Zealand in 1933. It was a 1930 model which he purchased from Don Lee Cadillac in San Francisco. While he was in the USA Clarence Dixon of Don Lee, converted the V-16 to right hand drive. When Jack was about to return to New Zealand, he, Clarence, and others went to a football match on the Saturday before departure. Jack was supposed to start early next morning to drive to Vancouver to load the car on the RMS *Niagara* for the home trip. There was no Golden Gate bridge then and travel across the harbour was by ferry. Jack wanted to detour via the coast road to see the Redwoods and other scenery. It was nearly 1,300 miles to Vancouver with a customs stop on the Canadian border. Jack planned to spend Monday night in Vancouver ready for boarding early next morning. This meant 1300 miles from



Cadillac V16 before restoration.

Sunday morning to Monday night. George Roberts, the kiwi resident in San Francisco who sent many Cadillacs to New Zealand over the years delivered the car to the hotel early on Sunday morning gassed up and ready to go. No sign of Jack and his bed not slept in. The party were still asleep on the floor of Clarence's lounge. They had made quite a night of it. Two hours late, Jack began his trip. He saw the Redwoods, reached Vancouver and boarded the vessel on schedule. The roads then were nothing like they are today but he hustled the V-16 along and had no trouble making it. He said the car made 80mph seem like 40.

Jack used the V-16 as the family car for some years, and then it became a special service car for Nelson dignitaries, later a hire car for tourists. After ten years in Newman service it was sold and eventually many years later was bought and restored by Barrie Grant of Hamilton. I helped Barrie with the restoration, locating the original body, which had been replaced with a station wagon body and I also located the original crate of spares which had come with the car. None had been used, much to Barrie's delight. The V-16 body had been mounted on a Nash chassis and was at Tapawera, so Barrie and I went over from Blenheim, removed the body and got it ready for shipping to Hamilton. Unfortunately we had not taken many

tools so this job took quite a time, some of it spent cursing.

The V-16, as Barrie told in *Beaded Wheels* 254 has returned to Nelson and is the star exhibit in the Museum of Cars and Wearable Art.

Clarence Dixon of Don Lee Cadillac is the man who drove a stock V-16 sedan 10,000 miles around the USA, including a side trip to Cuba, in 24 days. Incidentally he averaged 8½ miles per US gallon over the whole trip equalling 10.8 miles per imperial gallon. This is also what Barrie used to average on trips. I mention this because the gas consumption of the V-16 is often grossly exaggerated. I never got any better than this with my Pierce Twelve, and the same goes for the big Packard and Lincoln V-12s, the Phantom III, the Hispano V-12 etc. People who have never owned such cars tend to embroider the facts. True top speed of the early V16s varied from 85 – 100 mph. depending on body style and axle ratio. A heavy limousine would accelerate from 10 to 80 mph in 36 seconds, all in high gear only. The 1938-1940 V-16 with square bore/stroke was a 100 mph car in full sedan form as my friend Ronald Barker in England proved with an electronic tachometer on his own V-16. It did 0-60 in about 14 seconds.

BW

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# AGM 2005

*Text John Coomber, Photos John Martin, Alf O'Sullivan*

The 2005 Annual General Meeting of the Vintage Car Club of New Zealand (Inc) was hosted by the Central Otago Branch and held at Cromwell from 12 to 14 August.

Members flying in to Queenstown were transported by local members to Cromwell and some South Island members experienced snow as they travelled over the Lindis Pass. The weather was cold but the venue warm and inviting.

Friday night saw the Executive meeting commence and an interesting discussion on mopeds and the proposed national moped rally to be hosted by Southland branch. To enter into the spirit, organiser John Martin displayed two of his mopeds at the front of the conference venue and they were the focus of attention. The AGM ran smoothly with general business being left until after lunch. One new member of the Management Committee was announced with the election of Frank Renwick as Speed Steward. A nice touch was the

presentation of a 25 year badge to organiser John Martin by Leigh Craythorne at the end of the meeting.

Those fortunate enough not to be involved in the continuation of the Executive meeting were treated to a bus tour of the surrounding area including a visit to a local winery where a video was shown of all the main vineyards in the area. The tour also visited the Wanaka Warbirds Museum and returned via Lake Dunstan.

A lovely evening meal was followed by the guest speaker Ashley Bell, who gave a spellbinding speech and video presentation on the life and achievements of the legendary Bert Munro and his famous record breaking 1926 Indian motorcycle. To top this off, the motorcycle was on display along with some of the parts Bert engineered and the old crash helmet he used to wear. George Begg's book "Bert Munro Indian Legend of Speed" was also available for purchase. The guest speaker

*Top left: Members enjoyed the opportunity to converse over dinner.*

*Top right and below: Bert Munro's record breaking Indian motorcycle was displayed at the AGM. Handling with care are from left Allan Sutton, Alan Mayhew, John Martin and Barry Walker. Photo Alf O'Sullivan.*

*Above: Before and after the AGM time allowed for some of the delegates to be shown around Central Otago. This group had just looked through John Taylor's collection enroute to Queenstown Airport. Left: 2005/06 Management Committee: Back row from left: Bob Ballantyne, Gary Beaumont, Rob Knight (Club Captain Northern Region), Julie Cairns (Administration Manager), Frank Renwick (Speed Steward), Greg Terrill, Kevin Clarkson (Beaded Wheels Chairman).*

*Front row from left: Rod Brayshaw (Registrar), John Coomber (Secretary/Treasurer), Leigh Craythorne (President) Diane Ross (Club Captain Southern Region), Betty Wallace (Archivist).*

was followed by a clever skit based on the names of motorcars of yesteryear, and members of the audience were called on to take part in this.

Sunday morning provided a visit to the local clubrooms and parts shed and a wonderful morning tea supplied by the Central Otago women prior to our departure. Our thanks go to John Martin and all his team who supported him in planning and running a superb weekend for us all.

**BW**



## JOHN L GODDARD TROPHY 2005

The V12 aero-engined Sunbeam special (featured in issue 240 of *Beaded Wheels*) and the Art Deco bodied 35 hp 8 cylinder Sunbeam which has a New Zealand history as a Governor General's car and a beach racer.

The third and most recently completed of these projects is the 1906 Grand Prix Darracq. This car has a documented international racing history and features in an article by the recipient in *Beaded Wheels* issue 273. These three projects were restorations of heroic proportions with many components to be found or made.

Over the years the recipient has attended many rallies organised by the Club including Irishman Creek, North Shore and Waitemata Branch R'Oil Can and all the Pan Pacific Rallies.

He has also taken part in other back country events. These events have been undertaken in a wide range of his and his partner's cars, which currently include Riley Lynx, Delage D8, 35 hp Sunbeam and in the past have included a 12-16 Sunbeam, 3 litre Twin Cam Sunbeam, 3 wheel Morgan, Austin 7 Nippy and several Austin 7 Specials. All these cars have been immaculately presented which demonstrates the high level of the recipient's skills and his commitment to the New Zealand Vintage Car Club's philosophy of preservation and use.

Over the years, a number of articles have been published in *Beaded Wheels* on his commercial restorations. In issue no. 199, the 1901 Löhner Porsche that Wallace restored and then drove in a London to Brighton Rally for its owner. Other cars

As is traditional the winner of the John L Goddard Trophy for 2005 was announced at the recent national AGM. Achievements in the field of restoration including a number of fine Vintage and Veteran cars together with long distance rallying made Wallace McNair a worthy winner of the John L Goddard Trophy for 2005. Although a professional restorer, it is for his own cars that the award was made. In particular three of his cars warrant special merit.

to have featured in *Beaded Wheels* are the Tipo KM Isotta Fraschini (issue 228), in issue 220 the 3 litre Twin Cam Sunbeam previously owned by his partner is featured. Other commercial restorations of note include 1922 Austro Daimler 'Sascha', a 1911 Prince Henry Austro Daimler and a 60 hp Mercedes.

The recipient is still active as a commercial restorer, now working on a 1928 Type 33 Bugatti for a New Zealand client.

For his contribution of articles to *Beaded Wheels*, his participation in many club events and the restoration of numerous notable cars, it was with much pleasure that Wallace McNair was awarded the John L Goddard Trophy for 2005.

**BW**

## Bill Richardson Honoured

VCC member the late Bill Richardson has been honoured with the announcement of his induction into the New Zealand Business Hall of Fame. Bill was named as the third of six laureates who will be inducted at a gala dinner in Auckland within the next few weeks.

The accolades from business colleagues upon the announcement of this honour reflect the high esteem that he was held in in the community. His contribution to Southland was recognised by Invercargill Mayor Tim Shadbolt who commented on his extensive and generous support of projects such as Rugby Park and Stadium Southland (venue for the Vero 2006 Rally) as well as his world famous truck and machinery collection.

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Michael Currie's 1914 Humber.

## Sounding the Brass

Rob Knight

While perambulating about the country with an ear and an eye to the grapevine your scribe has learnt of much brass activity to sound off about since last issue.

At the Rotorua Swap Meet I met up with Paul Fussey who reports steady progress being made on his 1912 Austin 10hp, but he needs a radiator. Also chatted to Ivan Allen who has been test driving his own newly completed single cylinder Cadillac, while finishing the body of a similar car for Dennis Scanlan. In true Ivan Allen style, both these vehicles will be immaculate.

A visit to Alan Price at West Auckland revealed a partly restored Clement Bayard. Alan has made his own patterns and has had much casting work and machining completed, including a new gearbox case and new rear hubs; daunting stuff. He still has to tackle making the elaborate radiator and rebuilding the body among other jobs. There is a whole lot more activity up north, with work being done on Overlands, De Dion-Boutons, a Paterson, an Arrol-Johnson, a Hudson and others while a Studebaker and a Westcott have found new owners. Space precludes reporting more detail at this time.

The Curry Humber had its first real outing at the Wellington Colonial Cup Run on a cold afternoon in June. Looking quite splendid it behaved impeccably and deservedly won the Colonial Cup. The driver was justifiably as excited as a dog with two tails.

A Taranaki Branch outing earlier in the year included a visit to Keith Steel in Hawera who has, among his collection of Cadillacs, a 1917 model which was designed to be chauffeur driven.

Apparently this striking vehicle is under restoration, as is Tony Wilson's 1914 Calcott in New Plymouth.

Howard Sims reports that he is still very gingerly learning to drive the Ford T but did manage to take it into Masterton and back without damaging anything other than his nerves.

Rumour has it that Tony Prebensen is determined to have the 1903 Holley ready for the Manawatu Veteran Rally on 15 October. Its debut is keenly awaited by all.

It is sad to learn that the health of long time Auckland Veteran stalwart Charlie Liddell has forced him to sell his beloved 1910 Hupmobile.

On the other hand, it is heartening to learn that the ranks of likely active Veteran owners within the VCC are increasing with new members and others rejoining. At Glenbrook, father and son, Quentin and Chris Lawrence have been talking about getting the 1913 Ford T in going condition to attend the Vero 2006 Rally. Quentin has just rejoined the Auckland branch having been a Waikato member some years ago. Many years ago former member Nigel Webber sold his lovely four cylinder Buick to pursue his passion for large steam engines. It seems that at least one small steam engine was also an attraction as Nigel's very early Stanley Steamer "is now up and running" and he has rejoined the VCC through the Hawke's Bay Branch. A near Veteran, in the shape of a 1919 Wolseley tourer, will soon be arriving in Manawatu in the hands of Stephen Prosser who recently transferred from Rangiora to Ohakea and has been persuaded to join the VCC. This car has been in the family for over 40 years. It was long thought that the Wolseley was a Veteran of around 1916 until Stephen's father checked serial numbers with the VCC of Great Britain and discovered it was a 1919 model. Also new to Manawatu Branch are Peter and Jennifer Thomson who are custodians of the extensive motorcycle collection gathered together by Peter's father, the late Andrew Thomson. Among the collection, which is well worth a visit when in the Manawatu, are several rare Veteran machines.

For anyone wanting to get involved with Veteran vehicles there are a number of projects, and some restored vehicles on offer at the time of writing. Dick Andrews has a 1916/17 Oakland which has had some work done already but needs a complete rebuild. Paul Hicks has a magnificent 1910 Napier Landaulette Taxicab for sale which will be almost ready to roll after painting and upholstery. The Madgwicks in Auckland have thoughts about reducing their fleet by selling the 1908 de Dion-Bouton. Also up in the north is a rare 1916 Briscoe billed as a reliable touring Veteran. Len Haycock has his father's 1918

Hudson tourer for sale. The last issue of *Beaded Wheels* carried two advertisements for unrestored vehicles for sale from the Brian Rankine collection, including a rare car 1911 Flanders raceabout, a 1912 Wolseley and a 1914 Titan tractor, while also in the same issue Grant Taylor was offering a 1915 Swift. An advertisement for a 1904 Chenard et Walcker project was seen on the notice board at Rotorua Swap Meet. Casual enquiry among the locals revealed that the seller was Geoff Brennan, formerly of Paraparaumu and no longer a club member. By all accounts this would be a challenging project to build a very rare car. There is even something for those who might prefer two wheels. Wally Hunt, pleading age as a barrier to riding, was offering his recently completed 1913 Royal Ruby V twin motorcycle for sale in August. Anyone buying one of Wally's restorations can expect to get a machine built to a high standard. And look out for the ex-Nigel Browning colonial-bodied 6 cylinder Buick roadster in the Te Puke Autobarn auction in October. It is to be hoped that all these vehicles can find buyers in New Zealand and not disappear offshore.

Back in January a very battered and rusty chassis side rail was found during a clean up along the banks of the Oroua river in Feilding. It had obviously been washed out of a grave by the floods of February 2004. The right-side chassis rail measured about 13 feet from front of dumbiron to rear cross member and carried the remains of  $\frac{3}{4}$  elliptic springs and right hand gear and brake levers, making it likely a quite large Veteran. Surprisingly a brass plate was found still riveted to the inside front face of a rear angle brace. About 60mm x 30mm it features an eagle with wings spread perched atop a circle in the centre of which are the entwined letters deciphered as RO & Co. The plate also carried the words "Registered Trademark". Nobody has yet been able to identify the plate. One thought is that RO & Co may have been proprietary chassis makers, otherwise why so coyly hide the plate? A copy of the plate and details have been sent to the research libraries of HCC and AACA in USA in the hope of solving the mystery.

Veteran motoring events scheduled for the next rally season in the North Island can be found in August/September issue of *Beaded Wheels*. A list of known coming Veteran events worldwide has been compiled and is available, on request, from the writer. The Veteran Car Club of GB regularly runs some interesting events, including tours extending to several days; e.g. the Creepy Crawly for one and two cylinder cars attracted some 80 or more entrants this year. USA has a good range of events spread over the regions of the HCC and AACA.

BW

# Selwyn Henry Fredrick Jackson

Waitemata Branch  
22 June 1927 - 8 August 2005

Selwyn Jackson was known to many as "Spud," particularly in Christchurch where he spent his early years and joined the Vintage Car Club, and where he formed a lifelong passion for English sporting Vintage and Post Vintage cars. The car Spud most used on club events was the 1935 3½l Lagonda, which was rebodied by Spud and his brother Ashley many years ago as a 4-seater tourer. Spud always drove with the hood down but was saved the decision on whether to put the hood up or down, as he did not have a hood fitted until quite recently.

Spud joined the Vintage Car Club not long after it's formation in 1946 in Canterbury and was elected to the committee at the second AGM in March 1947. Spud formed a great friendship with two of the founding members and stalwarts, Andy Anderson and Rob Shand. In 1949 Spud & Rob Shand organized informal "Paper Chase" runs. In 1950 he

was hillclimbing a 14/40 Sunbeam and that year he was also on a committee to organise a rally in Christchurch for the Centennial year and Selwyn was chief marshal. In March 1951 he entered the NZ National Championship Hillclimb with a Vauxhall 30/98 where he was successful and dominated the Vintage section and came close to nobbling the moderns. Later, in 1966 Spud, with Ron Roycroft entered the Wellington Club Captain's Trial in the then Mike Poynton owned Hotchkiss, and without the benefit of practice, proceeded to make FTD.

In 1984 Selwyn joined the Waitemata Branch and he attended a large number of mainly speed events and long distance motoring events and had always been a starter for our yearly winter 'tops-down' R'Oil Can Rally (his name was on the list for this years entry but a broken arm needing an extended stay in hospital prevented him from being on the start line). In 1986 Spud had the dubious honour of winning the R'Oil Can and organised the run the following winter in 1987 taking the Branch members to Dargaville. I remember this well as Spud made me the winner.

Spud was elected Chairman of Waitemata Branch for the 1993-4 year.



1996 saw him, with Dion Coleman, enter the Targa Rally, Selwyn was always on for something free and Dunlop had offered sponsorship for five Vintage cars. On checking the car on the second day Selwyn found it had worn out four brand new tyres, about \$1,800 worth in 500 miles! and Selwyn was not a happy chappy. By the end of the Targa Rally the two spares were bald as well! but they did come in at second place.

The Vintage Car Club offers its sincere condolences to Girda and Selwyn's family.

Rest in peace Spud, if there are cars where you are, you will be in your element.

Max Jamieson  
Waitemata Branch Member

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# 7th National Ford Model A Rally Easter 2005

An extensive collection of Model As congregated over Easter this year to enjoy all that the Hawke's Bay has to offer

Above: Line up of cars at Paul Holmes, "Mana Lodge" Hawke's Bay  
Below: Paul Holmes starting the Sunday Rally, driving Roger and Carolyn Anderson's 1928 Phaeton  
Center: Waiting on the Fashion Judging before the start of Sunday's Rally  
Bottom: Rear view.

Text and photos Neil Malcolm,



The 7th National Model A Rally 2005 was held at the Hawke's Bay Race Course in Hastings over the Easter weekend, 24–28th March. The venue was ideal in every way. The entrance was creatively set up as a "Blokeshed", and the registration area was tastefully decorated and proved to be an enjoyable socialising area. The upstairs area was great for an era fashion display, a very popular hat making demonstration workshop and Hubley racing.

We were thrilled to have four couples from USA and 11 couples from Australia attend our rally, and we hope they returned home with many happy memories. Henry A Bear, MAFCA'S travelling ambassador, also travelled from Bakersfield USA to take part and loved every minute of the weekend and his stay with our club members.

Thursday night's Noggin and Natter was very well attended and friendly and set the tone for the weekend.

Friday was a free day enabling entrants to visit various places of interest and on Friday night we were honoured to have Paul Holmes officially open our Rally followed by dinner, skits and light entertainment.

Saturday was judging day and an open day for the public. This was well supported and gate takings of \$1,500.00 were donated to Cranford Hospice, Hastings. Era fashion was encouraged for the evening function with most dressing for the occasion. Spot prizes were given away each night and thanks to generous sponsorship every entrant received a prize.

The Sunday Rally started at Mana Lodge, Paul Holmes' lovely homestead at Poukawa and it was a delightful setting for the 130 cars to start the run, which was a rural run with a lunch stop at Elsthorpe Domain, through farming areas, past beaches and wineries throughout Central Hawke's Bay. Dinner that night was followed with Prize giving and a much enjoyed "It's In the Bag" hosted by "Seldom Anygood". A framed Ford rugby jersey was donated to our Club for auction, and a hilarious auction followed, with it going to one of our rally contestants.

All good things must come to an end and there was a large attendance for the farewell breakfast Monday morning with old friendships renewed and many new ones made and the rally over for another two years.

As quoted in a recent *Restorer* by John Frazee, 2005 President of MAFCA—"It is true that Model A people are the friendliest people in the world."



Left: 1917 Grant on the road.  
 Top: Partially restored on blocks.  
 Above: the treasure to be sorted.

# Grant on GRANT

Text and photos Barrie Grant

Around 1916 Grant cars were brought to New Zealand by the Jones family of Featherston. In the 1970s Jim Grant of Queenstown, now of Tai Tapu, bought a collection of spares from a man in Central Otago, these Jim on-sold to a man in Wellington (perhaps Neil Fyfe). I would be interested to learn of any previous history of these bits from Central Otago.

In *Beaded Wheels* No. 34 June 1963 there is a road test of a 1917 Grant. This being my surname I just had to take notice and think to myself that it would be nice having a car of one's own name. However at that time our family had just moved to Tokoroa to establish a garage service station having left behind our new home in Hamilton. So the dream was gone but not forgotten.

Moving on to 2000 there was advertised in *Beaded Wheels* No 245 a Grant radiator for sale in Wellington. I thought that this would be better hanging in my workshop than the advertiser's. When I rang him and was asked if I would like to buy a car in bits in Wellington the answer was a rapid—yes!

A letter to Neil Fyfe confirmed that he had enough bits to make a car and he would sell them. Meanwhile I learnt of some more Grant parts in the possession of John Muter at Stratford. These

could be viewed on the way to Wellington. I tell John I will decide on his Grant bits after viewing Neils'. I decide that the Wellington parts are all that is needed as amongst them is a newly built tub and a reconditioned engine making this the steal of the new millennium, Ha Ha!

At home with the treasure I spent long hours sorting it out, very proud of the engine, only something is missing. What can it be? Oh yes that engine at Stratford had the name "Grant" cast onto the side of the block whereas this one has only a plate on it stating "Grant motor supplied by Falls Motor Co." Yes, Grant had sold manufacturing rights to Falls Motor Company. What do I do? Go without sleep for the rest of my days? No way. Back down to Stratford and get the other engine.

In a book written about the early days of Hawera, *Harvey Come Quick*, mention is made of a Grant car wrecked by a train and the only thing salvaged was the engine and gearbox. Dr Harvey had an FN car which had destroyed its engine and it was then fitted with a Grant engine. This could be the engine I have.

Bits were sorted, and restoration began with only a cowl, new rear body tub and guards. Much head scratching went on but, luckily I had some sales promotion advertisements. These are always to scale and it was only a matter of measuring the 25 inch

wheels I had and scaling the body dimensions off this. But hello – the new body tub I had convinced myself and others was a bargain did not fit! However I had the original so used that and sold the remade one. All was not lost.

Work progressed over a couple of years with the odd hiccup and I was finally able to drive it home two and a half years after I first saw that radiator for sale. We have now had the Grant up and running for two years, it has been successfully out and about on local branch events.

Grant cars were imported into New Zealand by WD Dobson and Co. and one known agent being HG Jones of Masterton, the grandfather of Allistar Jones, also of Masterton, who restored the Grant Car featured in *Beaded Wheels* Number 34. On the road with three litre engine and 4:1 compression ratio cruising is about 40 mile an hour and performance is not great, however on a non-stop run Sydney–Melbourne–Sydney pre 1918 it achieved 24 miles per gallon of petrol and 900 miles to a gallon of oil. I had hoped to take it on the 2006 Rally but because of distance and the chaos 40 mile an hour would create on today's busy roads I decided not to. In 1917 a 6 cyl. overhead valve Grant cost \$795 and I paid \$935 for one tyre tube and liner!

BW

## HANDY HINTS

- Remember sales brochure pictures are usually to scale.
- To form a panel curve over a wooden body frame clamp steel to wood frame. Fasten 20kg weight to top edge of panel warm panel and hammer to shape with rubber hammer.
- To get correct curve of body put a nail at each side of the floor plate at widest point, this usually being a rear of front door opening. Using a long length of 1" x 1/4" wood, hold on front of cowl and rear of body. This curve is the correct shape for the floor plate.

## Ralph Watson – Special Engineer

Researched & Edited Trevor Sheffield

Published by Trevor Sheffield

Softcover 172 pages

Reviewed by Mark Dawber



Like me, most older New Zealand motorsport enthusiasts will have heard of Ralph Watson, and may even be aware of the cars he has built, but know little of the story behind them. Ralph's story has been in need of telling for many years, more so now because he is in his 80s and in failing health. Trevor Sheffield is a long time friend of Ralph and felt it his duty to do something about it, particularly as Ralph was keen to see the true facts put in print after erroneous stories had been written about his cars in the past. The book covers in great detail the design, construction and competition careers of both the BSA and Lycoming specials, as well as the other projects which have consumed almost all of the lifetime of Ralph Watson. Of particular interest is the inclusion of all of Ralph's notes relating to calculations made during construction of his specials, showing that a great deal of thought went into them and that they were not just thrown together with the first parts that came available. The subsequent histories of the cars is related by their later owners and Trevor Sheffield has tied the whole story together.

This book has been privately funded and put together on a tight budget so there are no colour photos and the layout is not up to the standards seen in big budget publications – in a way this reflects the unpretentious nature of its subject. Some of what is contained in the book has been published before. Much of the prose is as written by the various contributors, so the purist reading it would feel the sentence construction is sometimes lacking however this is part of the attraction of the book – using the words of the contributors.

The book is now in its second printing and most of the typographical errors seen in the first printing have been corrected. This second edition contains an epilogue updating the story. Ralph is now in a nursing home in Te Aroha and his aero engine was taken there for him to see it running as, due to a fall, he had been unable to finish it himself.

Buy the book for its fascinating detail and the achievements of its subject. Available from Techbooks Akld, Capital Books Wgtn, Fazzaz Chch and Offen's Books and Toys Mosgiel

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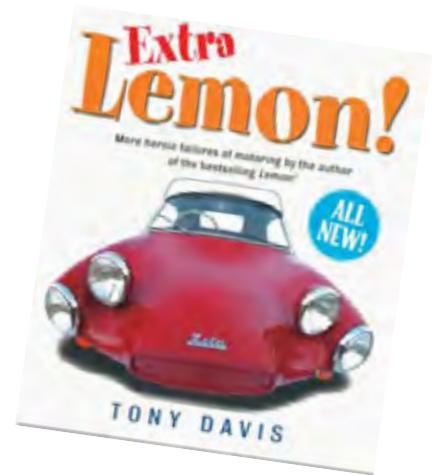
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Softcover 164 pages

Reviewed by Lindsay Wogan

A fun-filled little book featuring "The dull, the bad and the ugly." This book concentrates on post World War II vehicles and has an Australian bias. I thoroughly enjoyed dipping into it – it was worth it just to find that someone had built a car called an Edith – although a three-wheeled dodgem-like device powered (?) by a 197cc Villiers two-stroke and expected to haul three adults along stretches the boundaries of the term 'motorcar'! No wonder a survivor called it "the very worst car I ever had the privilege to ride in."

The book runs the gamut from Alfa to Zil by way of the Bristol Blenheim, Isuzu Minx, Ligier, Moskvitch, Quasar, Scamp, Trabant and Tucker. There is a giggle on every page and I won't spoil it by quoting them. Look for a copy, at \$19.95 is is good value. I am going to look for the author's



previous book *Lemon*, if it is as much fun as this it is a must-have.

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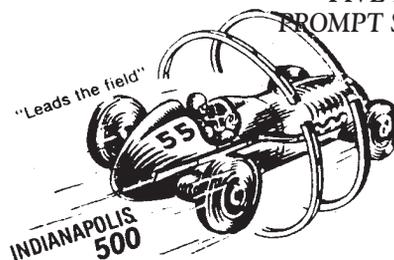
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We are pleased to confirm that at the end of July entries were over 960 with still some latecomers due. Entrants come from Australia, Brunei, Canada, Hong Kong, Ireland, Japan, Great Britain and the United States, not to mention every branch of the Club in New Zealand.

Over seventy Veterans and more than 350 in the Vintage class means that with pre-war cars included, the bulk of the vehicles entered are over 60 years old.

We will be contacting all entrants shortly with details of their Monte Carlo start points and times as well as any other things they need to know. Some routes may need to be re-allocated in places where there is no further accommodation.

The day at Teretonga Park, while allowing the exercise of cars that wish to use this famous race-track, will also be a great opportunity for all entrants to meet in an informal picnic atmosphere without the distraction of the general public.

There is a great variety of entries, rare and interesting and we have been delighted with sagas of epic rebuilds and decades of work that will culminate in this event. Who knows how many more of such events will occur in future?

Alastair McIntosh  
 Publicity  
 (for Rally Director, Russell Hawkes)

*Joe Marsden's 1934 Alvis will be hard to miss around the rally sites.*



## Checklist



- Still time for late entries - just!
- Order your jackets etc - these will be in your rally pack
- Confirm your VIC details
- See you in January



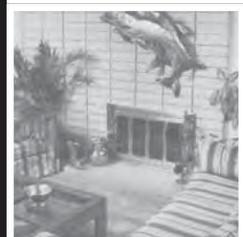
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Deadline for copy 10th of month preceding publication.

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1929 CHRYSLER 5 window coupe with dickie seat and golf club door. Older restoration, quality touring car, all of the important spares. One owner since 1964, negotiable to good home. Phone 06 357 5921.

1929 ESSEX COUPE. Good condition with new upholstery and roof. Runs well and ready to rally for summer. Reg on hold \$13,000 ono. Phone 09 412 9806. Mem.

1930 MODEL A ROADSTER restored and in perfect condition. Offers around \$36,000. contact Charles Liddell phone 09 636 4882.

1950 FORD PREFECT 3/4 restored, new paint and upholstery all new window rubbers – window track etc. Huge list of spare parts including spare motor and gearbox front and rear suspension, many many thousands of dollars spent, rego on hold. Needs genuine enthusiast to finish must be viewed you won't be disappointed, \$3,500. Phone Ian 07 849 4966, please leave message will talk to you at my expense.

1956 AUSTIN TRUCK, model WFK 30. No registration or WOF, could be restored or used for parts. Contact Neil Farrer phone 06 343 6248. Mem.

1974 MORRIS MINI TRAVELLER, reg on hold, in excellent order, can be sold as is, or with new reg and WOF. Contact Neil Farrer 06 343 6248. Mem.

### AUTOMOTIVE WOODGRAINING

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

### DISTRIBUTOR PARTS AND SERVICE

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

1962 HILLMAN MINX FOR SALE good mechanical order some rust. Reg on hold plus trailer load of spare parts for further info. Phone A Bright 07 549 2812, price negotiable.

1974 TRIUMPH 2500 TC, MOD, reg on hold. Offers. Phone 03 358 4049, or email ainge.n@xtra.co.nz

AUSTIN 12/4 1939. Very tidy car, engine been removed for recon, new parts supplied and a lot of spare parts, rego on hold. Offers. Phone 09 570 1124 or 021 153 3235.

CHROME 16" METAL WHEEL TRIMS. Top quality only 449.95 set 4 inc freight. Large selection of American Classic diecast models 1/8 scale from \$69 inc Freight Delta Diecast 03 377 0029 All major credit cards accepted.

DODGE DD 1930 completely stripped to chassis and fully restored. Back on road approx 7 years. Seldom used \$16,500. Phone Jim 03 326 6924.

### HUBCAPS – ANY PROBLEMS CONTACT ME

I now produce either hubcap skins or complete hubcaps. These are top quality replicas. Pressed not spun to the closest possible original specifications. I can manufacture any model that uses the skin system plus many others provided they do not exceed 10½" in diameter. For more information phone Dave Patten Replica Manufacturing (2003) Ltd, Ph 027 247 7956, 160 New York Street, Martinborough. Email dave.patten@wise.net.nz

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**Ronald Lever,**

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Phone 09 278 3888 evenings.**

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

**AUTOGRAPHS:** We are proud to offer an Autograph Book containing Autographs of most of the International and top local drivers of the 1961 and 1962 series, complete with letter of authenticity. A very serious piece of NZ Motor Racing history. Contact us for complete details. Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 3664404, www.wheelsonpaper.co.nz or email info@wheelsonpaper.co.nz.

**HENROB OXY-ACETYLENE WELDING & CUTTING** torch only uses 4lb gas pressure, in good condition \$400. Grayson Metal lathe and stand, suit home workshop \$600. Phone Ivan Kendall 06 343 1160 or email ivan-jackie@paradise.net.nz

**HANDBOOKS AND ILLUSTRATED PARTS LISTS:** More than 800 Handbooks and Parts Books. These mainly cover the period Post WW1 to the 1950's. Check our website www.wheelsonpaper.co.nz, Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 3664404 or email info@wheelsonpaper.co.nz.

**HOROWHENUA BRANCH PARTS SHED** has for sale: 1928 Reo motor, diff, fuel tank, bonnet and two wooden wheels. 1920 Dodge 4 motor and gearbox. 1928 Chevrolet diff. 1925/26 Essex bonnet. 1925 Dodge 4 motor. 1937 Chrysler 6 motor. 1930s Dodge DD motor. A pair of Austin A40 wheels. Austin 16/6 steering wheel, box and tie rod ends. Phone Callum after 5pm 06 364 7238.

**MOTORCYCLES,** semi complete. Excelsior 1953, James (early '60s) and others. View in Rotorua. Tenders – highest or any not necessarily accepted. Phone 07 348 1471.

**PAIR HOUK** 66 spoke wheel hubs 6 stud base, take 4 1/4" hub nut, \$80 pair. One right side Houk 4 1/4" hub nut, 10g coarse thread, \$60. Brass Tillotson side draught carby 13/16" throat, very good condition, ex USA, \$60. 3 1/2 Bezel mount Splitdorf 1915 ammeter, exc con \$50. All plus freight, Allan Harris, Hawke's Bay, phone 06 877 7527. Mem.

**MAGNETOS, REWINDS, PARTS AND SERVICE,** all types, units bought and sold. Contact Chris Slater, Coil Winding Services, Hupenui RD, Greytown, Wairarapa. Phone/Fax 06 304 9466.

**MOTOR CYCLE BOOKS:** Many rare titles available including *Vincent Vee Twins* by Harper, *Norton Twin Restoration* by Bacon, *Always In The Picture (Velocette)* by Burgess and Clew, *M V Augusta* by Colombo and Patrignani, *Francis Beart A Single Purpose* by Clew. Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 3664404 or email info@wheelsonpaper.co.nz.

1915 SWIFT '15', 4 cyl., 3 litre. Chassis rebuilt, loose bolted for final assembly. Radiator rebuilt, new core, cap, badge etc. Three engines, two gearboxes and rear axles. Non-original steering box. No body but bonnet and guards for patterns. Lamps, horns, many sundries. Good set of 21" Sankey wheels. Believed third known survivor, interesting project. \$15,000. Grant Taylor, phone 06 879 8517.

**MOTOR SPORT:** Arrivals include *Montelhery* by Boddy, *50 Years With The Speed Kings* by McDonald (Dunlop Mac), *Nuvolari The Legend Lives On* by Agostini, *British Racing Green 1946-1956* by Klemantaski and Frostick, *Drivers in Action* Klemantaski and Frostick, *Flat To The Boards* by Messenger and Wood. Check our website www.wheelsonpaper.co.nz, Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 366 4404 or email info@wheelsonpaper.co.nz.

**NEW MOTORING BOOKS:** We have a large shipment from England due early October which will include *Auto-Architect Autobiography of Gerald Palmer*, *Motoring Art of Harold Connolly*, *Borgward* by Venz, *Riley The Legendary RM's* by Price, *MGT Series in Detail TA to TF 1935-1954*, *Jowett Advertising the Marque*. Check our website www.wheelsonpaper.co.nz, Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 3664404 or email info@wheelsonpaper.co.nz.

**OLD & RARE MOTORING BOOKS:** Latest arrivals include *Automobiles Voisin* by Courteault, *The Immortal 2.9 Alfa Romeo* by Moore, *Georges Roesch and Invincible Talbots* by Blight, *Rolls-Royce Ghosts Phantoms and Spectres* by Oldham, *Studebaker The Complete Story* Cannon and Fox, *W O Bentley Engineer* by Bastow, *Touring Superleggera* by Anderloni and Anselmi. Check our website www.wheelsonpaper.co.nz, Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 3664404 or email info@wheelsonpaper.co.nz.

**PEUGEOT** 504 R & L Sil assemblies \$40 pair, Ford 100-107E RHF & RHR doorskins \$40 pair. Ford Zephyr Mk1 taillight \$20. Valiant VC R & C taillights \$30 pair. Austin Flying A emblems large and small \$15 each. Triumph Toledo 1500 gearbox \$100. Triumph Motorcycle 1939 range parts book, mint \$60. Ducati factory posters high quality colour, cut away 750-900 SS bevel Desmo \$12 each. Phone 07 868 1062, Thames.

**PLYMOUTH ROADSTER 1928.** Fully restored reg & WOF, Vic and spares. \$30,000 ono. Phone Cedric 09 424 2255.

**RENAULT DAUPHINE** windscreen Volkswagon screen 35 x 11 1/4 inches. Both good condition. Offers Bill Munro, Stokes Valley, phone 04 563 6342.

**SELL PERSONALISED PLATES '29NASH'** at the current market price of \$555. Never used. New distributor caps for mid 20s Cadillac, \$75 each. 1913 and 1914 Cadillac handbooks. Contact Kevin Casey, 116 Mornington Rd, Dunedin. Phone 03 453 0818, email: leadlights@ihug.co.nz

**SU FUEL PUMPS REBUILT,** we rebuild your pumps 6V and 12V. We also stock a full range of spare parts. All work fully guaranteed. Contact SU Fuel Pump Services (NZ), 31 Forests Road, Stoke, Nelson. Ph Barry Johnson 0274 528 178 or 03 547 0076 afterhours. Email: bgjohnson@xtra.co.nz

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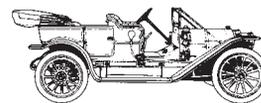
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**VALVES** exhaust quality stainless for Vintage engines. Available in blank form or machined to size required. Contact; George Calder, 307 Hoon Hay Road, Christchurch. Phone 03 338 5372, Fax 03 338 5482. Member.

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



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**2/4 COMPETITION TOURER** Nonagenarian (1912 American LaFrance) complete with all manuals, special tools, kit of general tools, ready for action on the day anywhere in the world. Entered in 2006 Vero Rally #1021. PO Box 12038, Chartwell Sq. Hamilton.



**1953 BSA GOLDEN FLASH** 112 miles on motor rebuild. Excellent condition. Reasonable offers considered. Phone 07 868 2143.



**FAMILY FUN CAR** All five photos of one adaptable vehicle on the day. One title, one insurance policy, one WOF, one garage, yet tourer, two seater or racing car to suit. Sherry Roberts photo.



**1967 MORRIS MINOR 1000** Van goes phone 0274 465 401. Offers. Phone Graeme Blackley, 06 356 5557, fax 06 356 9729, email: services@blackley.co.nz

## Te Puke Vintage Auto Barn MONSTER AUCTION

**Viewing Friday 14 October,  
Auction Saturday 15 October,  
Auction starts 12 noon.**

For details contact Ray or Paul  
Singleton, 07 573 6547.  
Full list will be on our website  
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| 1915 Buick Roadster              | 1939 Nash Sedan           | 1955 Ford Customline           | 1974 Rover P6B                |
| 1924 Willys Overland             | 1941 Army Indian m/c 741  | 1955 Chrysler New Yorker       | 1975 Mercedes 450SL           |
| 1925 Fiat 509 Tourer             | 1947 Austin <b>SOLD</b>   | 1947 Morris Minor              | 1976 Chrysler Regal           |
| 1926 Buick 26/24 Roadster        | 1948 Morris <b>SOLD</b> E | 1958 Landrover Fire Engine     | 1977 Ford Granada <b>SOLD</b> |
| 1927 Erskine Sedan               | 1948 Chrysler Windsor     | 1963 Jaguar MkII 3.8           | 1938 Panther Redwing 100 + SC |
| 1929 Hillman Straight 8 boattail | 1948 Morris Minor Lo Lite | 1963 Ford Zephyr               | 1952 BSA Bantam 125cc         |
| 1928 Renault Viva 6 sedan        | 1948 Alvis TA 14 Woody    | 1964 International AB120 truck | 1953 AJS 500cc road           |
| 1934 Ford Y <b>SOLD</b>          | 1950 Rover 75             | 1965 Hillman Super Minx        | 1953 AJS 500cc scrambler      |
| 1937 Terraplane Hudson Coupe     | 1951 Austin A40           | 1966 Jaguar E type             | 1963 Triumph Tiger 90 350cc   |
| 1938 Buick 46S Sports Coupe      | 1951 Austin A40 Devon     | 1967 Jaguar E type             | 19?? DKW Peda <b>SOLD</b> ter |
| 1938 Morris 10 Series III        | 1951 Morris Oxford        | 1968 Ford Mustang hardtop      |                               |
| 1939 Buick Coupe                 | 1952 Daimler Consort      | 1969 AEC Ranger Housebus       |                               |
|                                  | 1952 Humber Hawk Mk IV    |                                |                               |
|                                  | 1953 MG TF Replica        |                                |                               |
|                                  | 1953 Ferrari 500 Special  |                                |                               |
|                                  | 1953 De Soto Sedan        |                                |                               |

**Pre 1976 Vehicle Auction** This is the ideal opportunity to list your Vintage or Classic vehicle and be part of an exciting day's trading. Whether it is a car, truck, bulldozer or an old fuel pump – this is the place to move them along. *Enter Now.*



**1916 DODGE TOURER.** Very tidy condition a large motorable Veteran. \$27,000. Phone 03 486 1685. Mem.



**GENTLEMAN'S ROADSTER** In one vehicle with container kit as used in overseas ventures to date by cargo ship or Boeing 747 with driver, navigator along for ride. Telephone 064 7 853 8114.



**1967 MARK III ROVER** 3 litre possibly best in NZ. Always lived in Canterbury, plus spares. \$15,000. For further information phone 03 327 8111. Mem.



**DAY AT THE RACES IN STYLE** After all these years driver and navigator both too long in the tooth. Time for new team to take over. Engine No. 176. cbsheldon@xtra.co.nz

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- A unique opportunity, seldom available on the market
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The parts are being offered for Tender. A full list of parts is available in either Word Document by email, or mailed hardcopy, upon request to address's listed below.

Tenders close: 30th November 2005

Tenders accepted by email or post to: Email: [camLill@xtra.co.nz](mailto:camLill@xtra.co.nz)

Post: Citroen Car Parts, 163 Bordesley St, Christchurch 8008

N.B. Highest or any tender not necessary accepted



**1946 HILLMAN MINX.** Restored 2003 mint condition two pot paint. Reg & WOF 1946 Minx personalised plates. Lots of spares. Got to be the best in New Zealand. \$7,000. Phone 06 876 7677. Email: [the-unwins@xtra.co.nz](mailto:the-unwins@xtra.co.nz)



**1926 MORRIS OXFORD FLATNOSE 1926,** 14/28 engine, in original condition. Two door with Dickey seat. Goes well. Rebored several years ago. Third owner. Price \$18,000 ono. Ph/fax 07 868 2416. Mem.



**1930 HUDSON SUPER 8** Restored by late Maurice Dodds. Burgundy draylon seats, inside doors. Burgundy/black paintwork. Reg & WOF. Phone 03 544 6451.



**1923 FIAT 501** engine balanced 'S' head and final drive 60mph +, 35-40 mpg. Five new tyres, documented history from new. Second car dismantled and running gear from 3rd car and spares. \$36,000 the lot. Phone 06 877 4083. Mem.



**1937 AUSTIN OPAL** Just 500 miles since ground up restoration of \$12,000 including motor recondition, new radiator, all chrome etc. \$14800. Phone 03 365 7803, 03 355 6556 (a/h). Mem.



**AUSTIN A40 DEVON 1951** Column change, very original condition. 100,000 miles. First owner, wife of Austin dealer. Reconditioned motor. Badges and emblems intact. Ideal for restoration project. Offers wanted. Phone 03 544 8735.



**1930 FORD MODEL A 2 door sedan.** Very low miles since full restoration (1985). Very good mechanically, new gearbox & clutch. Has VIC, rear luggage carrier, QH headlights, new tires, many new & used spare parts. Lovely condition inside & out. \$18,000. Phone 06 345 5080 or email [ian.mcivor@xtra.co.nz](mailto:ian.mcivor@xtra.co.nz) Mem.



**ALL-OUT COMPETITION.** This configuration for all out and out competition. Four photos taken on same day. Toured all USA, Australia and New Zealand to date. Where tomorrow?



**1938 HUDSON IN EXCELLENT CONDITION.** one owner. Phone 03 684 3385 or email [danielsr@ihug.co.nz](mailto:danielsr@ihug.co.nz)



**1957 VANGUARD 4 PHASE III** and parts restorable Offers. Phone Graeme Blackley, 06 356 5557, fax 06 356 9729, email: [services@blackley.co.nz](mailto:services@blackley.co.nz)



**1929 ESSEX COUPE** Good condition with new upholstery and roof. Runs well and ready to rally for summer. Reg on hold. \$13,000 ono. Phone 09 412 9806.



**DODGE DD 1930** Completely stripped to chassis and fully restored. Back on road approx. 7 years. Seldom used \$16,500. Phone Jim 03 326 6924..



**1974 TRIUMPH 2500TC** Very original car, done only 57,000 miles. Total strip and clean skin, top quality paint job. Now ready for assembly-owner no longer able to complete project. Any reasonable offer considered. Phone Dean Williams 07 843 4195, email gascylinder.supply@wave.co.nz



**1925 FIAT 509 ROADSTER/TOURER** Fully rebuilt 6 years ago. done about 1, 000k since. Beautiful English leather upholstery, new hood, runs well. Available to view at Te Puke car barn. Will be auctioned there on Saturday 15 October.



**"CLAUDE" 1958 MORRIS COMMERCIAL LC5**, current registration and WOF, used regularly as a work truck. Contact Neil Farrer phone 06 343 6248. Mem.

**RALPH WATSON – SPECIAL ENGINEER.** This great book by Trevor Sheffield has been reprinted and is again available to New Zealand enthusiasts. This fantastic story of Watson and the great Lycoming Special must be the best historical motor racing record ever. Available from Offens Books and Toys – 141 Gordon Road, Mosgiel. Phone 03 489 5211. And we are still at the recommended retail price of \$32.50 plus \$4.00 post.

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

1931 CHEV BLOCK REBORED but unassembled with crankshaft and camshaft fitted. Other parts also available include radiator, stoneguard, head, valves, starter motor, new conrods and assembled generator. Phone 03 445 0738 Cromwell or email lesleymiller@xtra.co.nz Mem.

1934 AUSTIN 10/4 LICHFIELD 'BELLA' older restoration, but still in very good condition. Original papers, reg & WOF on hold. Also 1935 10/4 spares car (restoration started) \$6,500 for both ono. Phone Leo Martin 07 846 4248, Hamilton.



Don't forget to notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our December/January issue closes 10 November 2005.

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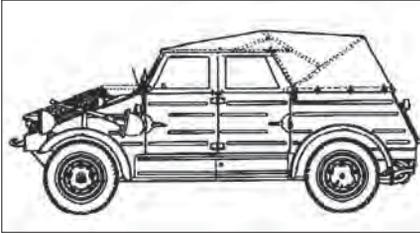
**WHEELS ON PAPER LTD:** Canterbury Swap Meet Weekend, we will be in the Trades Tent, down below the Club Rooms. Friday and Saturday evening, we will also open the shop from 7pm – 9.30pm, as we can only take a limited range to the Swap Meet. Wheels on Paper Ltd, 5/173 Chester Street East, Christchurch, Telephone 03 3664404. Normal Shop Hours Monday, Wednesday, Friday 11am-5pm, Saturdays 10am-4pm or by appointment.

**WANTED TO BUY**

**BSA MODEL L PARTS WANTED.** EIC magneto, Amac carburettor, petrol tap, compression tap, oil tank cap, kick start lever. Also interested in other parts. Phone Ashley on 04 239 9642 or email ashleyblair@xtra.co.nz Mem.

**BSA 1911 REAR WHEEL** with belt rim, front wheel, 1911 motor or crankcases petrol tank, muffler with magneto mount, footrests and brake pedal. Phone 09 228 6833 or write PO Box 495, Pukekohe.

**DODGE/FARGO TRUCK 1939-47** dash-panel and gauges wanted. Any information welcomed. Phone Alan 03 385 9207.



VW KUBELWAGEN WANTED TO BUY 1940s model (see picture), in any condition or location. Or any information on ones whereabouts would be gratefully received. If I find a kubelwagen, it will be lovingly restored and kept in New Zealand by a Vintage VW enthusiast. Any leads, rumours or stories would be appreciated. Phone Wayne 03 356 0912 or email w.vandermeys@ext.Canterbury.ac.nz

OIL CO ENAMEL ADVERTISING SIGNS, any motoring related signs, Motor Spirits, Tyres etc. Any items, Big Tree, Texaco Sternol, Europa, Sinclair, Valvolene; oil bottles, delivery drivers hat and jacket, badges, sample tubes of oil. Interested in anything related to early motoring. Phone 09 444 4066 R Ballantyne. Mem

EXPERIENCED RESTORER FOR FULL or part-time mechanical work on Vetern and Vintage cars in a large private collection. Preferred location top half North Island but lower half and SI also considered. Lodging can be provided for a successful application. Correspondence to: Restorer wanted PO Box 4438, Kamo 0131, New Zealand.

HILLMAN OR SUNBEAM IMP – preferably in roadworthy condition. Willing to inspect anywhere. Keen buyer, good home. Phone Roger or Glenys 03 417 4111. Mem.

MID 50s RILEY 1.5 OR WOLSELEY 1500 4 door saloon, unrestored original, restored or unfinished project. Phone 09 427 9920 or write M. Arthur member, 609 Horseshoe Bush Road, RD4 Albany 1311. Alternatively email: m.arthur@xtra.co.nz

REQUIRED MODEL A SEDAN 1929 or '30 pick up any considered phone 06 357 0098.

VINCENT BLACK SHADOW, prefer complete running bike with matching nos but anything considered. Please phone Phil Oswald 06 376 6712 or write P Oswald, Kaitawa RD1, Pahiatua. Email p.oswald@uol.ac.nz

RUDGE PARTS incomplete bikes abandoned projects etc. Phone 06 838 8543 evenings. Mem.

SUIT 1955 MK I FORD ZEPHYR SALOON – accessories, dx metal o/side w/screen sun-visor, metal bird type bud deflector, 6 oval imitation chrome ex. Ports, 2 chrome deluxe badges, set of 4 narrow style 13 chrome wheel trims, inside w/screen mntd 12 volt spot light, radiator grille badge. Phone Jack 03 215 7198. Mem.

TRIUMPH MODEL H clutch footrest arms belt-rim inner primary Model P wheels forks, tank fittings model rear wheel hub brake one side sprocket the other clutch lever plate tank and fittings especially oil tap valve Gear change shock absorber any other parts. Phone 09 533 8050 taylorhq@clear.net.nz

WANTED URGENTLY TO FINISH RESTORATION 19inch split rims for 1928 Standard 6 Dodge. Advance, retard and hand throttle levers for centre of steering wheel. Please contact Wayne 03 217 3787 or email: silverwolf@xtra.co.nz

WANTED WHITE METALLING GEAR including pots, thermometers and jigs. Phone 025 684 1560.

# SWAP MEETS & rallies






**BREBNER PRINT ART DECO WEEKEND**  
HAWKE'S BAY TODAY  
Feb 14 - 15, 2006

This anniversary of New Zealand's greatest natural disaster will be commemorated over 10 days with an exciting programme (Feb 9th to 19th, 2006) that concludes with the 18th Brebner Print Art Deco Weekend Rally.

As a part of the 75th Earthquake Anniversary cars will take part in a travelling road show incorporating a stage show, vintage cars, a steam train and military bands. This roadshow will perform in Napier, Hastings, Wairoa, and Central Hawke's Bay.

Open to Vintage Car Club eligible vehicles up to and including 1945.

Entry forms are available from the Rally Directors - Geoff and Diane Quarrie, Ph/Fax 06 8764009 or [dianeandgeoff@paradise.net.nz](mailto:dianeandgeoff@paradise.net.nz)



**Vintage Car Club - Hawke's Bay Branch Inc**



West Coast Branch Vintage Car Club of New Zealand (Inc)

## Annual Scenicland Rally 18 March 2006

We invite VCC members to join us in our Annual Rally. Enjoy the scenery, climate and hospitality of the wonderful West Coast.

Entries Close 1 March, 2006.

Enquiries to Club Captain:  
Pat Knowles Phone 03 768 6840



President:  
Kevin McGirr Phone 03 768 7655



NZVCC Inc Bay Of Plenty Branch



# SWAP MEET & MARKET

SUNDAY 16 OCTOBER, 2005 -SATARA COOLSTORE

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- BOOKS OLD & NEW • A MUST FOR CAR ENTHUSIASTS • FOOD • HOT AND COLD DRINKS •

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

Further information from Ray Nitschke 07 573 9264 or Jack Anderson 07 576 6346

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



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OTAGO BRANCH

## 52<sup>nd</sup> DUNEDIN – BRIGHTON RUN

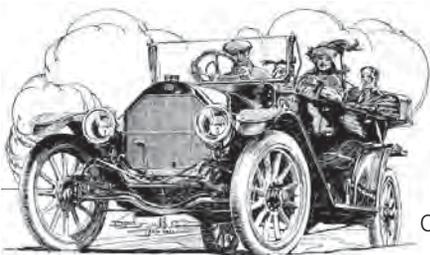
29 January 2006

also 2<sup>ND</sup> Founders Prince Henry Tour

31 January – 2 February 2006

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Contact: Branch Secretary: Mrs Marion McConachie  
P O Box 5352, Dunedin (03) 453 0404  
Email: bmmconachie@xtra.co.nz

OR Tour Director: Mr John Gray  
(03) 476 7773 (home) (03) 477 9147 (work)  
Entries close 16th December 2005



North Shore Branch Vintage Car Club

# Annual Swap Meet

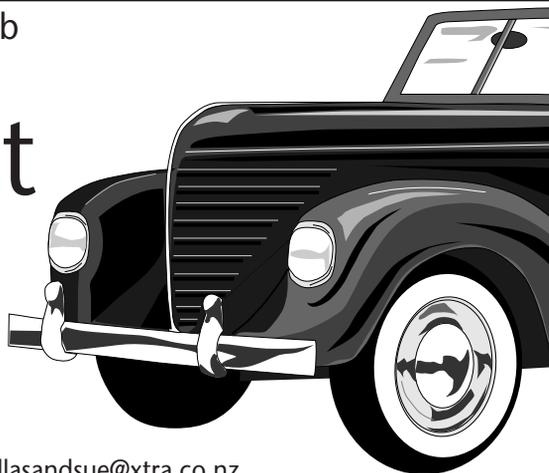
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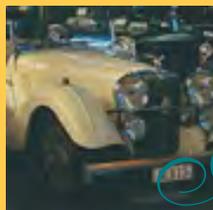
Saturday 22 1-4pm: Registration  
Meet & Greet  
Sunday 23 Rally Day and Dinner  
Dinner Theme: "Lord Nelson's Battle of Trafalgar"  
Monday 24 Farewell Morning Tea

### FOR FURTHER INFORMATION

Jim Wareing Ph/Fax 03 544 9998  
Email: [jimnkyra@xtra.co.nz](mailto:jimnkyra@xtra.co.nz)  
Rob Thompson Ph/Fax 03 547 5120  
email: [robkaren@ts.co.nz](mailto:robkaren@ts.co.nz)

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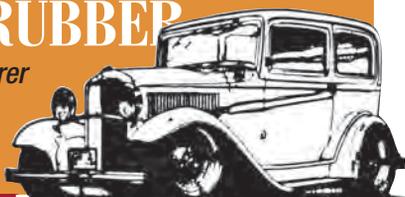
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**Deadline for AUGUST issue 10 JULY**

We welcome Idle Torque contributions telling us of branch activities but request that these be limited to a maximum of 300 words.

## Ashburton

Roger Hart

With the “team” putting so much effort into organising lots of future activities we all hope those ever increasing fuel prices don’t dampen member’s enthusiasm. In this respect Bill Datlen and family organised an Economy Run which saw twenty-one cars and occupants topping up their tanks and weighing in. Some very restrained driving followed on the drive to the Highbank Power Station. Then back to town to top up again and the calculations. These revealed some surprises - no car had a speedometer that read a 100% correct. Three under-read with all others over by between 1.5 to 30.8%. The Jaguar XJ6 at 2290kgs was the heaviest, just upping the Chrysler Airflow’s 2210kg and the lightest, a MG Midget at 970kgs. Randomly selected mpg figures achieved are: 1929 Dodge Sedan-21.92, 1937 Vauxhall 14/6 23.57, 1942 Ford V8 20.14, 1959 Morris Minor 40.09, 1954 Armstrong Siddeley 27.02, 1955 Mercedes 26.72, 1974 MG Midget 50.3 and 1978 Triumph 2.5 TC 30.33. Full results in the next *Blowout* mag.

Branch members are going to be lucky and be able to experience the showing of *The World’s Fastest Indian* (The Bert Munro Story.) just 15 minutes after the world premiere opens in Invercargill on the 12th of October.

A recent Guess What and Antique Roadshow Club night had local expert Barbara Jaine date, identify and give estimated values for the wide variety of treasures brought along by members. Many of these, which included a wheel mounted, early brass odometer, very early garage workshop equipment and a double-barrelled elephant rifle, had interesting histories.

Eight local members ventured south recently to defend the Quizco Cup against South Canterbury branch. They tried very hard and David Oakley tells the story “we tried cheating, lying, throwing tantrums but in the end they were just too good for us. But it’s our turn to set the questions next year!”

Other quotable utterings – Chairman Jim Lawton “The club needs new blood of which I have a limited supply, so on that vein I will be looking for a pint or so from members or maybe just a little help occasionally”. Also Bill Datlen on recounting experiences in the Balcairn Sporting Trial “Started, farted, slipped and fell” as he and the Fosa Special slithered to fourth place overall.

## Auckland

John Stokes

Motorcycles: Eric Welch has bought a Sprunghub Triumph Speed Twin which debuted on our Fish and Chip Run. Don Green is progressing with his Norton Dominator restoration. Graeme Apanui purchased an Army Indian Scout for use in the Rubber Duckie rally. Tim Gilbert has rejoined with his ’51 BSA, ’62 Norton Atlas and a BSA C15, Keith White has joined with a 1951 Velocette MAC 350 cc

Veteran: Kevin Barbour has brought Charles Liddell’s 1910 Hupmobile, Quentin Lawrence has joined with a 1913 Model T Ford roadster.

Vintage: Quentin Lawrence also has a 1922 Ford T tourer and two 1926 Model T sedans. Norm Pye has temporary custody of the late Cliff Macken’s 1928 De Soto roadster so this should keep his hand in things Vintage for a while. New Vintage owners are Terry and Joss Costello with a 1930 Ford Model A Fordor sedan, Hugh Stevens with a 1929 Ford A pick-up, Bruce and Colleen Smith also have a 1930 Model A Fordor sedan and Bruce Denny brings in a 1931 Rover 10/25 saloon

PV PWV P60V: Terry Boyle has bought a 1938 Buick and Bernie Snalam is thinking about doing something with the remains of the Allard P3 he bought from the late Ron Roycroft some years ago. It will not be bodied as a saloon. Welcome to Andrew Jenner 1962 Porsche 356B, Paul Carly 1936 Hillman Minx, John and Trish Glover, 1936 Austin Seven, Ross and Julie Stewart with 1956 and 1957 Rolls-Royce Silver Clouds, a 1958 Rolls-Royce Silver Wraith and a 1954 Austin A30. In addition the Smiths mentioned in the Vintage paragraph also have a 1956 Ford Customline and motorcyclist Keith White has a 1970 Ford Capri 3000 GT.

Rallies: Aucklanders were placed highly in the Waikato Double Fifty rally with Rodger and Val Ball first overall and first commercial in Mark McAlpine’s 1928 Model A pick-up, Russell and Joycelyn McAlpine 1930 Model A second fast Vintage, Shirley and Jason Bovis 1928 Model A 3rd fast Vintage. Dale and June Golding 1950 Vauxhall Velox 1st PW, Jim and Dee Welch 1952 Riley Special 2nd PW. Alan and Sharran Price 3rd PW. Colin and Pam Bell 1964 Ford Mustang 1st P60V, Peter and Lorraine Crowther 1969 MGB second P60V. The fancy bronze team trophy is now back in our club rooms.

Spares: The John Poole, Eddie Murphy, Don Johnston, Peter Wood and associates group are steadily improving and enhancing our spares area.

## Banks Peninsula

W. Crapo

One might think that the middle of winter would see normal people seeking warm and dry activities to occupy their time. It would appear that many of our number are not so normal, judging by the size of the entry, and the spectator gallery for the annual Balcairn trial.

For the uninitiated, the Balcairn is a series of tests basically designed to see how far an old car can make it up a muddy hillside/riverbed. To be successful it pays to drive something light, nimble and very much expendable, hence the proliferation of Austin Seven specials. Due to the lack of inclement weather, the organisers, our resident Francophiles Williams and Haycock had to look hard to find proper muddy bits, and resorted to the practice of clutch killing restarts while the assembled masses of Austins were climbing cliff faces. Despite their best efforts, nothing broke, they were not assaulted (except verbally) by disgruntled entrants, and a bloody Austin Seven still won. Once again Phil Mauger took home the highly coveted “Old Boot” trophy after an extremely close and competitive day of playing in the mud, while Malcolm Cameron managed to take out the long wheelbase class (and a rather large fence-post!) in the Brooklands Chrysler.

Just to prove we cater to all tastes, our next two upcoming events are on the road for a change. The Topless Tour is not as it sounds - a drive for wrinkly old men with no shirts on, but rather a weekend of



Palmers, father and son, took the main award at the Banks Peninsula Branch Topless Tour. Photo Scott Thomson.



Topless Tour organiser Jim Riley's special poised for no-frills adventure.



Frank Renwick - alias Robert Benoit starts the Delage in Otago frost, photos Scott Thomson

challenging motoring in the Otago region, for pre-war open cars only, then followed by the Opening Run, a more sedate event where we even let PWV sedans along to play, to signal the official beginning of the new motoring year.

Goings-on in various shed/workshops around the district include newly elected National Speed Steward Frank Renwick replacing the two-piece crankshaft in the 3 litre Bentley with another consisting of the correct number of pieces- i.e. one. The Pidgeon type 37A Bugatti is in for some major engine work after almost (but not quite) succumbing to exhaustion after one long run too many. Our Club Captain who was the last person to drive it can still be heard on a quiet night chanting "It wasn't me.. it wasn't me.."

In the same stable the Fiat 501S is almost ready for the road after major diff. surgery. Chairman Williams has bought a Citroen Big 15 Six, but as it is only 1/8 scale, and consists of 1000 small bits of plastic it hardly counts. The Haycock Durant 614 is almost ready for the road after an 18 month absence, but rather than get his own hands dirty, he sent it to the North Island and set his long suffering father and brother to work. It is also rumoured that after several trips to Dunedin to bring back large trailer loads of what can only be described as scrap iron, that a Durant special is also planned.

John Newell is due back any day now from a winter in Antarctica where in between becoming intimately acquainted with penguins, he found time to strip and rebuild the engine in the ex-Robson Vauxhall 14/40, now belonging to John and sister Claire, a car with a very colourful branch history.

### Bay of Plenty

Jim Webb

At Bob and Ruth Taylor's house at the Minden, where there is an outstanding complete 360° view, the Club's mid-week group gathered on 15 June for a pot luck lunch. A clear sky, beautiful sunshine, crisp

air and magnificent viewing from such a supreme vantage point. Ruth's advertised soup was in big demand by the gathering of almost forty. Thank you to the Taylors.

Moving on to 26 June, Deidre Hammerton and John Lucas had us meet at Raparapa Reserve just over the Kaimais where twenty cars lined up for a full day's rallying. A 10:30 am start taking the back roads to Te Aroha. Questions abounded. All clearly set out in large print. The number, just counting those for the morning section, was amazing! A sheltered venue for lunch was appreciated and then in the beautiful old Anglican Church, on the 1769 organ, Deidre treated us to some well known tunes. Next came a visit to a very old villa absolutely filled with memorabilia of a bygone age all outstandingly displayed. More instructions and more questions followed and off we set via back roads to Paeroa by-passing Waihi and arriving in the rural town of Kati Kati. At this stage all the navigators had writers' cramp and after checking in with one hundred miles behind us we were relieved. First prize must go to Deidre, the 'Question Queen', as she certainly holds the record, and to her brother John for all the preparation.

Our mid week outing on 10 July saw Jack Hoven direct a dozen or so cars, representing all sections, to a wild life park at Nature Place. This 20 acre reserve is on the outskirts of Tauranga city and shows dramatically what can be done with a low-lying area which 10 years ago was a squelchy quagmire and is now drained and planted in native trees and shrubs. It houses dozens of different species of animal and bird life! With our 'Explanation Layout' sheets we encountered streams, ponds, a fernery, a picnic and barbecue area all teeming with various forms of creatures that could fly, wriggle or squawk. Parrot talk was prevalent in the aviary and proof was heard in the cattle area that only a little bull could go a long way in volume! He almost drowned out a most interesting talk by our host Mark

Patterson who has had a life-time of experience in zoos and circuses. Nice one Jack and Jenny, the organisers!

Welcome to new members: Bill Biehler from the Wanganui Club with his beautifully restored Bedford 1948 Model K Truck and his 1956 Vauxhall car: Graeme and Raewyn Fenn with a Hillman, a Plymouth and a Chrysler and Clive Taylor from Taranaki and his 1923 Alvis Tourer.

It is with deep regret that we have to report the passing of Allan Hunt. Allan and his wife, Jill, won the best restoration last year, with their 1930 Model A Sedan. Although Allan had failing health for the last four years his willingness and helpfulness to other members was outstanding. The large attendance at his funeral showed appreciation from the Movan Club, the Caravan Club and the Vintage Car Club.

Sunday 12 July was our Club Captain's half day run and although the weather looked doubtful 23 older cars, including three MGs, pulled away from the Marist Rugby Football Club rooms and headed up through Welcome Bay, where there are more massive housing developments. When we reached Rocky Cutting we turned off to the right to attack the Papamoa Hills on a real country road which has magnificent views taking in the ocean and Te Puke township. By this time we were all in brilliant sunshine winding down to sea level. Rotary Park and beach was our final stop for afternoon refreshments. A 'spot on' run Les and Jan!

The Classic Flyers' Aircraft Museum on Jean Batten Drive was our venue on 10 August for our mid-week outing. Our cars, neatly lined up in front of the big hangar, made an impressive picture. Members we hadn't seen for ages came out of the woodwork, to view this recently opened museum and the many wartime planes on display. War records were clearly shown and a most interesting explanatory talk was given. The line-up of planes, mainly privately owned, looked impressive with

many of various dimensions featuring in the displays. Names, maker and dates are too many to mention but two Harvards often seen and heard in the sky above Tauranga stood supreme. This was something special. Thank you Jack.

On 14 August many Bay members paid a visit to our neighbouring Rotorua Branch to visit about five of their garages where we discovered some outstanding restorations underway. No half measures - full body-off rebuilds that included a 1959 Austin Healy Sprite, a 1936 Chevrolet Sedan, a 1956 Jaguar plus a beautiful '30 Chrysler 66. There were over 25 of us who were all very impressed. A big thank you to Sulphur City, for the invitation and for refreshments too at their Club rooms.

Roll on summer!

### Canterbury

Tony Becker

Another dry winter with crisp mornings and many sunny days has brought good numbers out for branch events. Of course, the odd outing got mixed treatment but mostly conditions have been kind. The motorcycle section is preparing for the National Motorcycle Rally in 2007 and Phil Jeeves seeks input of ideas from members. Riders may have fond memories from previous rallies they would like to see re-used, or other innovations. The Hanmer Motorcycle Run was again well supported considering the wintry but mostly dry July day, with about 30 starters. Taking by-roads where possible, the route via Waikari, Greta Valley (lunch stop) Gore Bay and Waiau is a riders' paradise, particularly through the Leader Valley. An excellent day for blowing away the cobwebs of winter!

Alan and Liz Parris entertained the commercial section one evening last winter. The contents of his suburban home hideaway left members quite literally staggered. Their vineyard, complete with home distillery, - and 60-odd vehicles nestling around, mostly in secure dry cover, should be a motoring enthusiast wife's worst nightmare, but apparently not to Liz. Like 'topsy', the storage, projects and vehicles just keep growing. Then there are the chooks, the beehives and friendly animals to look after, - not to mention that Alan holds down a demanding day job at Linwood College...as well as his best known VCC responsibility; Chairman of our branch Swap meet committee.

The popular 9-90s section held their 'bring-and-share' mid-winter 'Christmas Dinner' at the Barn in the warmth of its lovely fire. In August, Bruce and Maureen Forbes mapped out a tour to their Waiau district on a stunning day that kicked off from Waikari. This took us via Hawarden to an authentic 19th century sod cottage

at Waiau where the sandwiches and coffee came out. Highfield's historic 28-stand woolshed followed, then home via Leader Valley and Cheviot. A truly great day out.

The author of our coming history publication, Colin Rae, has made an appeal for photographs of early branch motoring and social activities. These are sought for possible use in his forthcoming book.

Speaking of books, branch Librarians Owen Gennet and Kay Shaskey continue to run and develop an excellent library. Considerable depth of old-car-related info is stored so accessibly. The library is a very popular place on Noggin and Natter evenings!

Finally, the NZ Classic Car Show at Pioneer Stadium in August featured at least one unique VCC eligible car; an attractive 1974 Leyland 'Force 7' hatchback coupe, owned by Lance Wagstaff of Hawera. Powered by an alloy 4.4 litre V8, it is the only example in New Zealand. Coming from one of the smallest production runs of just 56 examples, this one build No.1, made at Leyland's Zetland plant, Sydney. It was exported new to England as a gift for Leyland Chairman, Lord Stokes, before more recently coming to New Zealand thanks to Lance. The car has covered more miles by sea than by road, with just 32,000kms on the clock.

### Eastern Bay Of Plenty Sue Moore

Just a short report this time, as Branch activities have been somewhat quieter over the winter months. Walter McFarland made the 1,100km journey from Timaru to Whakatane in his 1915 Studebaker without any major incidents and now has a short list of priorities to work on before it goes back out on the road.

We had a very interesting speaker at our June club night, a Mr Ed Reid who demonstrated equipment he manufactures for disabled people. (None of us know when we or one of our family might fall into this category)

Instead of a July run, members met for a combined Pot-luck tea, monthly meeting and video evening. The result was that the meeting was better attended than usual and everyone enjoyed the choice of three home-made soups and a sumptuous dessert! The videos ranged from The History of the Motor Car, various VCC Rallies and the humour of Dave Allen.

In August, sixteen Eastern Bay of Plenty members joined the Rotorua club in their Garage Raid. Most drove over in their modern cars although Tom Needham took the opportunity to give his Alexander Lloyd a good run. After lunch at the Rotorua club rooms, four different garages were visited

and a good line-up of restored vehicles were given the once-over, including a 1936 Chevrolet, 1936 four door Morris sedan and a 1959 Austin Healey Sprite - very sporty!

### Far North

Dave Duirs

Winter usually sees club activities slow down, but support and participation in events has been very strong recently with particular emphasis on socializing.

Richard and Vicki Clark hosted a mid week run out Kerikeri way, meeting at Redwoods with ten couples on a wet day which kept the Vintage cars at home, but folk took the opportunity to take their time over a good meal with no hurry to go home.

The Noggin 'n Natter at the clubrooms had intelligence on the line with a "trivial pursuit" type challenge organised by Robin and Lorraine Parker which created some good laughs.

George Coulson and Rob and Therese Lilley had a big challenge as they organized their first rally taking folk around the Kaeo, Matauri Bay (viewing the Rainbow Warrior memorial). Whangaroa harbour area followed by planning the Annual Dinner which incorporated our annual awards night our venue was the Whangaroa Big Game Fishing Club. A great turn out of 53 members enjoyed a beautiful meal complemented by a six piece band which had the toes a tapping and the shoes a dancing, interspersed by some high jinks as deserving members were presented with awards for their skills in rallies and good services rendered. This was a great social night out which was NOT dampened by a local announcing that the boys in blue were to interrupt our journey home for a while!

For our August club meeting 58 members and some from Dargaville and Whangarei, gathered at Peter and Cecilia Odell's museum in Kerikeri for a lively meeting followed by President Rosco Pennell giving an animated commentary of his video of his recent huge motorcycle adventure around



"Clubman of the Year" Naomi Mason with Captain Robin Parker (L) and President Rosco Pennell, Far North Branch.

South America. This kept some “busy” until the early hours of the morning!

It's countdown time to our Autojumble and Car Show on 7 January at Taipa on the sea and we would love to have visitors from afar.....do mark your calendars for a real Far North week end.

Club Captain Robin Parker made a point in his recent newsletter report re the state of some of our main roads between here and Auckland. We hear a lot about upgrading motorways and “finding” available funds to spend on what looks like politically expedient projects close to an election when in fact, the standard and maintenance of what we have is being eroded. Indeed some of the “repairs” in this neck of the woods have been very amateurish to say the least, and have not lasted long and it has been an easy winter!

There are a good number of lambs and calves about so summer is on its way... Happy motoring and we trust all the preparations for the Vero Rally are coming along well and that we have a ball in Invercargill.

### Gisborne

Rodney Clague

Our June run organiser Rosalie Douglas had everything organised for a good afternoon's motoring except the weather, resulting in a low turnout of members who took part in a run around the city environs taking in coastal views at their worst before finishing at the Douglas household for afternoon tea.

Dorothy Hopps is getting a reputation for putting on very interesting runs and the Ladies Run held in July was no different. Dorothy had researched and printed bibliographies of local women who had “made a difference” to the settlement of our district, and I am told it was very enlightening. Dorothy supplied afternoon tea back at the clubrooms following the run.

Our annual dinner was held on Saturday 6 August, with 48 people including Mike Little and Gail Menzies from Wairoa and Keith and Adele Winstone from Tolaga Bay sitting down to a lovely meal at the local RSA. A great evening, although at the time of writing no one had owned up to removing the meringue from the lemon and meringue pie, leaving us just a lemon pie.

The August run took the form of a shed raid where we visited five sheds following a pot luck lunch at the clubrooms: First to Ron and Dorothy Hopps where we were able to view products from Riley, Wolseley, Jaguar, Daimler, Standard and Skoda to name a few; then to Mark and Sue Dunn's to view their collection of Model As, Dodges, Buick and Model Ts; Terry and Jocelyn Wood to see the progress on their Austin A40 pick-up; David Clark and the beginnings of his Model A closed cab pick-up; and finally to

Tony and Lynsey Bartlett's to have a look at the Morris MO Pick-up which their son Gavin is hoping to get up and running, by the time he goes for his driver's licence at the end of this year. A great afternoon.

The final part of the current renovations of our clubrooms was completed recently with a platform and ram being installed outside our new emergency exit door by Brian Butler, Terry Wood and others.

As far as vehicles go, the ex-Rod Clague 1963 Ford Anglia Van has found a new home in Rotorua; former member Trevor Cook has sold his 1923 FIAT 501 to Wellington; another former member Mark Dwyer has transferred his Triumph Super 7 Sports Roadster and Daimler Conquest to the Waikato, but has left behind an unusual Fiat Granturo Coupe for the branch to dispose of. It appears to be of late-50s style and seems to be fairly complete with minimal rust around the sills, although I must confess I really haven't had a good look at it. Something quite different for the discerning Fiat enthusiast!

### Gore

Raewyn Dodds

As I write this report we are experiencing one of the mildest winters down here for a long time. Spuds are in, shorts are on, woollies are away! We are practicing for the Vero Rally in January! Gore members are looking forward to meeting all the other participants from around the country and world during the Monte Carlo Runs and over the days of the Rally.

We also have another social event to plan for in the next year – our 40th Anniversary is to be celebrated in June 2006. Our Sub-Committee is trying hard to track down any older members who have moved on to other clubs or retired from VCC-ing. Any help in this area would be appreciated, contact Murray Proctor at murrayproctor@xtra.co.nz or ph 03 208 4768.

We have had our Annual Dinner and Prizegiving in July. We were well fed, well entertained and well pleased with those who received trophies, certificates and particularly for our three members who received awards for 35 years, Barry Newland and 25 years, Bill Ainge and Barry Graves.

Our next outing is the beginning of September when we intend to run our inaugural P60 Run. Hopefully this will bring out some of those cars that can go a bit faster and travel a bit further (in a shorter time than our Austin Seven). The more ‘demure’ cars will also have a run on the same day, but shorter, and all end up together for a pot-luck tea.

I am pleased to be able to say that our two vacancies from the AGM have been filled. We now have Mary Tremaine as Secretary, and Murray Low has taken on



*Deco Decanted: Jazz band in Charlie Black's 1930 Ford phaeton.*

Assistant Club Captain. Everyone can now enjoy another year of pleasurable runs and organised meetings.

We were really pleased to have the date our Bi-annual Swap meet confirmed at the National AGM, this will be held at our Gore Club Rooms, Waimea Street on Sunday, 9 April 2006. Everyone needs to mark their calendar now – perhaps the wives could help sort out what is to go there! We have plenty of space for stalls and always have a good turnout of willing buyers and of course, where there is a Vintage Car Club there is always good food to be had.

### Hawke's Bay

Rod McKenzie

The winter has been pretty mild since all the rain we had in June, and the turnouts for the runs have been very good, which makes it very satisfying for the organisers of the events.

The mid-week runs are still popular with the retired members, who go to some interesting venues throughout the region.

The “Deco Decanted” weekend saw a number of our members turn out dressed in their winter finery for the day, a prelude perhaps to the real thing in February. It was a good opportunity to air the period winter clothes, as it is much too hot in the summer to be showing some of those clothes off.

Coming activities include the annual hill climbs at Te Onepu and Pukeora which will be well over by the time you read this, the annual Safari Rally which this year is going to Taihape, and in November the Annual Veteran run and Homestead run are being held in Central Hawke's Bay. And, of course, there is the 75th Anniversary of the Hawke's Bay Earthquake which is being included with the “Art Deco” event in February which promises to be a real beauty and a heap of fun.

Members are working on their cars restoring and maintaining them, and one or two have been bought and sold during the winter. Snow Bellerby's 1936 Vauxhall has gone to the Waikato, and speaking of Vauxhalls, Wayne and Marie Evans have purchased the 1957 Vauxhall Cresta from Bruce Carrad. Bruce has purchased an early

model Cortina. I have seen work in progress at Bryan O'Brien's upholstery workshop on a couple of Model A Fords, a Model T roadster from 1926, a Vintage Morris, an Austin Seven from the mid 30s, and very soon he will be starting to completely re-upholster the Hawke's Bay VCC Rolls-Royce Silver Ghost in black leather. We hope to see the well-known icon of the Hawke's Bay roads motoring again for the celebrations in February.

## Manawatu

Robyn Corpe

Results from another very enjoyable Brass Monkey run held on June 18th.

1st Derek Haycock - 1929 Chevrolet

2nd Len Haycock - 1929 Chevrolet

(Son and father 1st and 2nd. An excellent family result).

3rd Graham Toms - 1952 MG TD

Spot Prize-Lucky Draw - Mort Andrews.

Thanks to Trevor Hardy for organising the rally- another good night with a soup and buns stop at the Halcombe Hotel. Eighty miles was covered with interesting back country roads and the usual silent checks.

It is with great sadness we report the death of two members - on June 25th our past and very able Club Captain Roy Haywood died suddenly and on July 23rd Eddie Holmwood, a veteran gentleman and foundation member died aged 88 years. Both will be sadly missed.

We welcome Peter and Jennifer Thomson from Rongotea as new members. They are well known for their motorcycle museum.

At the July Club meeting Ross and Carol Elston, Essex owners, from Tui Promotions in Pahiatua gave a very interesting talk and showed us an array of promotional items - tee shirts and polar fleece jackets - that they arrange and produce themselves.

At the August meeting our Secretary Ron Persson gave an account of the AGM at Cromwell and his interesting side trip to Wanaka. This was followed by a talk and photo show by Allan Hardacre about the Portugese part of his recent overseas trip with Suzanne and their daughter. Allan introduced the talk with the history of Portugal and then showed us interesting images of Lisbon and up the coast to Oporto. The ancient buildings were magnificent, inside and out. Members appreciated him sharing the holiday. Another time our large screen has been put to excellent use. Our Tourer Editors Brian and Shona Burroughs have recently purchased a 1936 Pontiac. After being in a shed for 25 years the car can look forward to a full restoration in time. Several members are still busy with restoration jobs and looking forward to completion. Happiness is ... driving a restored car to Invercargill.

## Nelson

June Campbell

Our intrepid astronomer Peter Knowles intended to fascinate us with some star gazing through his telescope on our July Club night but nature presented us with a wet night. Was he thwarted? No! He brought along his working model of a Stirling heat engine invented in the early 1800s by a Scottish clergyman (named Stirling) to show members. Peter fired up the primus and had the motor running silently on the table, this motor has no valves, no boiler and very few moving parts.

In August new member Burkhard Strauch was our guest speaker for Club night. Burkard and his wife Sabine, spent nine years sailing the oceans of the world in their 42ft yacht "Penelope" and had some interesting tales to tell of the South American/Easter Island/Pitcairn Island leg of their journey.

Club run on 17 July started off in warm, sunny conditions but after leaving Richmond and heading up into the Moutere hills conditions got colder and colder. (Speaking for myself in an open vehicle). Not to worry, the welcome at Pauline and Murray Schwass's home situated amongst old apple orchards and wineries was warm and the 33 vehicles and 52 people who gathered here for afternoon tea were most impressed with the work these two have done with their ex-packing shed over the last two years. They have turned it into an interesting and comfortable home which is adjacent to their extensive collection of motorcycles, cars, trucks, fire engine and memorabilia which is well displayed for others to also enjoy.

Temperatures leading up to the Annual Snow Run seemed more like Spring but members who drove up to Lake Rotoiti were treated to all 4 seasons in one day. 24 vehicles from Nelson, 13 from Marlborough and one from Westport along with their passengers who enjoyed soup and a barbecue lunch were even treated to snow showers sweeping down the lake prior to leaving for home. On a light hearted note, prizes awarded were.

1st prize - Burkhard Strauch for guessing the distance from the Old Golden Downs Village to the Lake (Prize - screwdriver)

2nd prize - George Richardson for being furtherest away from the correct guess (Prize - tape measure to check the correct distance on his way home)

3rd prize - Best Hat for the Snow - Diane Lewis (Diane had a full length fur coat and a large Russian fur hat)

4th prize - Person that most needed a good hat for the snow - Des Plummer (Des is balding and the sandflies were busy)

Our motorcyclists have enjoyed runs to Canvastown and Kaiteriteri taking in visits to inspect John Stanley's Riley 9 car and Des Hayes motorcycles and 2CV Citroen on the way home from the latter run.

Trafalgar 200 Rally at Labour Weekend. The organising Committee have moved up a notch and entries are now being received. More from out of town at this time of writing but trust our local members can't bear to miss out on the fun. The guys have organised a great weekend's entertainment, don't forget to bring along your eye-patch and parrot to the presentation dinner.

## North Otago

Tony Aker

Since my last communication the AGM has been and gone and we now have a Patron in the person of Wilson Spite, a very long time member and deserving of this distinction.

We now have a new Chairman, Treasurer and Club Captain and we thank those who have stood down from these positions for their past contributions. Several others have returned to the committee to serve another sentence.

In late May our Homestead Run incorporated the second half of the Jack Crump Memorial Cup Run and was a trip covering country not often travelled by North Otago members.

We travelled to Glenavy via SH1 and then onto the Glenavy-Tawai Road to the first checkpoint. The thirteen participating vehicles then travelled towards Ikawai and then via Redcliffs Back Road, Elephant Hill Road, Serpentine Valley into Pentland Hills Road to the Waikora Homestead. This is the home of John and Liz Chynoweth. Here we walked around the outbuildings viewing a number of Vintage vehicles including several early 50s Hillmans living in retirement.

The Homestead had an interesting history, being constructed in stages from the late nineteenth century to the 1960s and being an amalgamation of several former public buildings transported from Waimate.

Then came the Around the Mountain Run. The object of this was to travel round a circuit Oamaru, Timaru, Fairlie-Tekapo-Twizel, Omarama, Kurow and back to Oamaru with a lunch stop at High Country Motorcycles between Fairlie and Kimbell.

Waimate and Timaru members joined on the way and a total of 23 vehicles and crews took part. At the lunch venue we viewed a wide range of motorcycles including an Army Indian and a Royal Enfield of outmoded design but nevertheless brand new having been imported from India. There were also two vast American utes both with engines of over 7 litres capacity.

Participants travelled home by routes of their own choice with only a few getting right round the block. The snow encountered near Tekapo was a deterrent to several. We gave up near the Balmoral Camp as the arc being cleared of snow by the wipers was becoming smaller and smaller and we chose to travel back via Rollesby, Pareora Gorge and Waimate. Certainly a different and most enjoyable day.

Our most recent outing was a non-competitive tour of the Windsor-Ngapara area which is being reticulated for irrigation. John Miller compiled this. His considerable local knowledge, together with the research he had done made the afternoon most informative. Stops at good vantage points on the way allowed John to point out significant features of the scheme. The extent of the irrigation is impressive as is some of the terrain expected to be traversed by center-pivot type irrigators and the development costs are staggering.

The Club did well again at this year's Autospectacular in Dunedin. Our site, with a wedding theme, took out first prize and trophy for the best presentation for the second successive year. Heats of the Spannerman contest took place throughout the day and the North Otago team of John Bringans and Gary Gibson came out the overall winners. With the payment we received for marshalling duties and the prize money associated with the competition it was a profitable day for the Club. Sincere thanks to all who took part.

### North Shore

Peter Aitken

The Club AGM has seen several changes to the committee - Roger Duke steps down after three very successful years as chairman. During his term, many improvements have taken place with the help of the committee. A full repaint to the exterior of the clubrooms (including the roof), men's toilet alterations, and floor lining to the social club area. The grounds have been improved, with the removal of the sewer overflow venting system, which was an eye sore, and has tidied up the south side. The restoration shed has many improvements, with various machinery purchased including a four-post hoist, and donations of numerous hand tools.

The Branch has been well served with strong leadership and the future, with a growing membership, looks bright indeed. Welcome to incoming chairman, Dallas McNeil and vice-chairman, Brent Mathieson. Also, two new/old or old/new members Dick Andrews and Peter Lloyd are back on committee after a break, and new to committee, Rex Cottrell. We are still hoping that someone will 'put their

hand up' for treasurer. Paul Collins and Len Woodgate have changed places for Club delegate.

North Shore/Auckland Combined Rally on 26 June was held on a beautiful winter's day, with 30 cars entered - Auckland members the Pyes and McAlpines jointly just squeezing our Kevin Lord and navigator out of 1st place. Two against one - 'is that fair?' Triple Combined Rally with Wellsford and Hibiscus Coast on 21 August saw 27 cars entered, with lunch at Kaukapakapa Hall and finish at Whangaparaoa. A bus load are travelling down to Horopito weekend of 3 & 4 September for a variety of reasons - I wonder why?

### Southland

Paul Rodmell

About 56 cars with their attendants Southland Vintage Car Club member and two from Gore turned up at the Thornbury Vintage Machinery Club at the start of the Southland Garage Raid on Sunday 14th August to view their very interesting line up of machinery and equipment. Some members were especially interested in the TK Bedford, built around a Massey Ferguson Tractor.

Robert Shearing's shed, which has a very good display of well restored John Deere tractors was visited next. He is also restoring a 1957 Chevrolet Coupe and has got AC Millars Bakery, No 1. 1934 delivery van, which needs a lot of work done on it.

Winston Saxton's own private museum was the lunch stop where the Thornbury Vintage Machinery boys cooked up a very good barbecue. Winston's museum has a good display of farm memorabilia from old swede sacks to shearing stand machines, old telephone box phones, bottles, magazines, papers, cars, tractors and motorcycles This was an excellent display well worth the visit.

Lindsay McKenzie's garage had an impressive line up of very well restored vehicles, such as two Dodges, a Chrysler, a Model T Truck, two McCormick steel wheel four wheel drive tractors, two Gigs, one complete and one being restored.

Raymond Shearing has a very impressive shed, about 100 metres long and about 45 metres wide, housing mainly International tractors. There was also a collection of Bedfords, and a 1914 Republic truck.

The highlight for some was the Euclid 12A twin engined dozer. It spent approximately 22 years buried under 52 feet of water and silt. It took seven weeks with three big pumps to pump out the hole, and one digger and two dozers to get it out. Raymond Shearing has got both motors and gearboxes going now and it will be a very impressive machine when it is restored.

The Mid-Week Run continues to provide a very pleasant social outing for about 30 or so members each month. During August Louisa and Alan Black organised a great run on a lovely day travelling through Kennington, Edendale and Wyndham to Tokanui. the *Rumour* Editor was presented with the wooden spoon, since he had written the wrong month in the *Rumour*.

### Taranaki

Colin Johnston

The annual pilgrimage to the big swap meet at Rotorua saw a large turnout of members both in the visiting/buying and selling situations and they were joined by a very large crowd which makes this swap meet a must for people who are hunting for that elusive part to complete their restorations. As usual the organisers of this event work very hard to keep everyone happy and they are to be congratulated for the smooth running of this event.

On a recent Sunday run we were treated by John and Rosie Norton. Entrants viewed a collection of badges from vehicles of various makes and Vintage. Then on to the main collection an extensive range of MacDonald's toys and other mostly diecast models of trucks, cars, army and construction type vehicles. All housed on a section of mezzanine floor in a large workshop.

The Wanganui Annual Rally was attended by three members. Timed and straight line navigation was used and Phil and Bev Roper came home with second prize in their section.

Thirty one members attended the annual Mountain Run this year. The day was fine but road conditions were rather slippery as we neared the Mountain House due to snow on the road. Bertha our host had the mulled wine on for us and lunch was held in the lounge with a welcome fire to add to the atmosphere.

All members are very pleased that our branch will be hosting the next AGM of the club in New Plymouth in August next year.

The meeting will be held at the Plymouth Hotel where their facilities will do us proud and we all look forward to this event as this is the first time that it has been held in Taranaki. Doug Surgenor is the chief organiser who will be helped by a very enthusiastic and willing band of helpers.

### Taupo

Jack Hindess

The annual Brass Monkey run was held on the afternoon of 19 June. This is the closest Sunday to the shortest day. Gone are the days of the freezing night runs that used to test the mettle and stamina of those brave enough to drive an open car or ride their motorbike. The day was fine and while we only had seven cars competing, those attending enjoyed a town and around

run organised by Joe and Beryl Ridley. The winners were Keith and Val Moore in their 1957 MG Magnette.

A few of us attended the Rotorua swap meet in July and three days later we held our Posh Pot Luck Dinner on our normal clubnight. This was a fine affair with ladies and gentlemen all dressed up for the occasion. Chairman Joe Ridley, complete with top hat, welcomed us at the door and we all enjoyed a happy hour prior to the meal. It was evident that some wardrobe shrinkage had affected some of the gentlemen's attire, but you don't have to fasten all the buttons on these occasions.

Taupo had its annual Hobbies Expo in the Events Centre, near the clubrooms, which is a much larger venue than the Great Lake Centre where it is usually held. The branch had a stall featuring David Grayson's lowlight Morris Minor and my 1934 Austin 7 Special and 1952 BSA motorcycle. The expo is mainly centred around the model train enthusiasts, but there was a number of other hobby and craft groups in attendance. Some interest was shown in the cars and we may even gain some new members.

August clubnight saw Roger Dalziel, a retired 747 pilot give us a very entertaining talk about his flying experiences as well as those during his term as Director of Civil Aviation.

It is with sadness that I record the death of Frank Maxwell who had been our branch Chairman for some years. Many members from this and other branches attended Frank's funeral and there was a good number of Vintage vehicles in attendance. Our condolences go to Janice and her family.

## Waikato

Lesley Webster

At our club night on 13 July we had a great turnout to hear guest speaker Sgt Bruce Lumsden of the NZ Police refresh members on the road code and the new road rules.

Another great turnout for our club event in July when 35 vehicles started at Morrinsville on a beautiful day. We all took picnic lunches and toured through rolling countryside to Kopu and Paeroa. We visited a model barn, yesteryear barn display and after the picnic lunch stop also fitted in a stop in the L & P town for some antique shopping and then on to the model train exhibition.

Club nights coming up have a variety of topics and guest speakers. We have the Ladies Rally on 28 August with this year's theme being country and western, we are also looking forward to this rally as it usually draws other club's lady members to enjoy a day of pampering and fun driving their cars.

Kairangi Road Hill Climb is now on the 18 September. Mark 20 November in your calendar as this is the Waikato Swap Meet. Get your parts and bits and pieces together and come to sell or buy. Always a great day.

Our membership continues to grow.

## Wanganui

Fay Chamberlain

A few new members have joined us recently. It is great to see this happening, and also to see the attendances at club nights consistently up. We have lost a great club member to the BOP Branch recently – please look after our Bill up there!

Fund-raising has enabled the branch to reduce its branch levy next year. This is a very popular move with the majority in favour. Raffle ticket selling will be required to keep the levy down, but this can be a very enjoyable social thing to do. Thanks to Ed Boyd, vice chairman, for arranging and organizing this aspect of the club. A new datascreen has been purchased and we are all looking forward to the first movie afternoon on the next 4th Sunday. BYO tea and parts shed opening.

Speaking of parts – the enthusiastic parts shed team, plus some volunteers with utes, got permission from a certain Wanganui gentleman to see what could be found in his shed. The neighbours did not know it existed until chainsaws and axes hacked their way through the jungle. See photos. Thank you Jim Payne. Some very useful stuff there!

A few of us are preparing for Vero 2006, accommodation, ferry bookings etc. This is a little daunting, it will be my first International and in addition I have never been to Invercargill. So far the phone calls and emails have been really helpful. Great work Southland.

## Waitemata

Keith Humphreys

This time, Santa, aka Club Captain, Michael Greig, arrived disguised as Mr Bibendum, that ancient mascot of Michelin tyres.

Yes, it was our annual Mid Winter Christmas event at the Whatipu Lodge.

And much to Jacqui Goldingham's delight, as she is an avid collector of all things Michelin Man orientated (amongst other things) she swooped on this rotund figure as it struggled to get through the door with cries of "I've always wanted one."

Another fun filled evening at Whatipu with all sorts of absurd gifts distributed by Santa/Mr Bibendum amongst Christmas carols sung with great gusto if rather tunelessly by the well lubricated enthusiasts, and an excellent and honest dinner.

This year's organiser of our premier event, the "R'Oilcan Rally," Ian Bradley, was looking very concerned at the poor



Top: Wanganui branch shed hunters!  
Above: "Look what we found..."

entry for this major event, especially as it had taken some time and effort to find a suitable venue to feed an accommodate the 60-70 entrants normally expected, let alone the time and effort required to plot a rally of this length. (Usually 300 miles in the one day).

Typically, at the last minute, the event was almost oversubscribed.

Ian got us north fairly quickly with a loop down to Port Albert for morning tea. From there it was Waipu via Mangawhai where we turned inland to arrive at the Poroti Pub for lunch.

The final leg took us through some very interesting country and testing roads to finish at the superb Taipa Beach Resort. Here a superb smorgasbord meal satisfied all and the climax of the event as usual was the nomination of the winner!

The lucky recipients were Alan and Eleanor Kerr partly as punishment for entering a top down rally in a tin top, but also because there were whispers that Alan had a good final venue in mind for a future "R'Oilcan."

All in all a superbly organised weekend setting new standards with instructions (although a few still got lost) and perhaps a reflection of Ian's long and expensive training in the Royal New Zealand Navy. It's gratifying to see evidence of our taxes being put to good use.

Most recently, Steve Sharp organised a "Breakfast Run" which was well attended, but looked more like a Riley Club Run with four Rileys entered. These included Ivan Cranch's recently finished Riley six cylinder



Wellington branch members had at work during the festival rally.

roadster looking very suave in red over black, and Dean Salter out for the first time in the ex Allan Booth Riley 9 Kestrel.

On a sad note, we have to report on the passing of a very long-time club member, Selwyn (Spud) Jackson. An obituary appears in this issue of *Beaded Wheels*.

Finally, it is a matter of pride to this Branch, that one of its founders, Wallace McNair, has been presented with the Jumbo Goddard Trophy. Wallace is a deserving recipient of this prestigious trophy, and having known him since our early Austin 7 days, I am only too aware of the amazing restorations of some of the worlds rarest and most desirable cars he has accomplished in his lifetime. A quite incredible and probably unique achievement not only in New Zealand, but possibly world-wide.

Congratulations Wallace.

### Wellington Elisabeth Smits-Brouwer

Spring is in the air and we are all busy with our Vintage cars preparing them for upcoming summer use. The agenda for the next few months is already fully booked with swap meets, rallies and other meetings. Many of the Wellington Branch members are preparing and planning their trip down south to the Vero Rally in January; for some it will be their first International Rally.

In July we had the annual Night Trial on what can hardly be called a winter's night. It was mild, no wind, while the sky was clear with a big beautiful full moon that seemed to follow us everywhere; all in all superb conditions for night motoring in open tourers. Stan Gammons way had again succeeded in providing a most enjoyable evening rally during which the only reported mishap was a failed petrol pump. The journey took us from the clubrooms up the Hutt valley, through Pinehaven onto the dark and winding Blue Mountains Road; quite a challenge for the headlights of

some of the older cars. Tony Reid, our new chairman, has promised to do something about the lights on his Lea Francis as during the tight corners up Blue Mountains Road he kept running out of lit road. Aidan, his son and navigator, feared for his life several times when the car was swooped into the blackness. Over the hill, through Whitemans Valley, back past Wallaceville, and then by a fairly direct route with the obligatory straight-line navigation back to our clubrooms. Here all enjoyed a very generous potluck supper whilst Stan and his team did the sums. It was truly great to see the large number of entrants and the enthusiastic children who participated in the night trail; our young navigators are becoming quite skilled and competitive!

A few weeks later we had our mid-winter potluck dinner in the clubrooms that was decorated with Christmas lights and with a big Father Christmas overlooking the event. Nearly forty people joined in this pleasant and social evening.

The recent Festival Rally was set out as a Scatter Rally whereby the participants had to plot on 1:50,000 maps twenty-four locations using the coordinates provided. For each location the teams had to answer one or more questions. The team who scored most points by answering the questions within the two-and-a-half hours allowed was the winner. The rally finished in the clubrooms with a nice afternoon tea. The winners of the Festival Rally were:

1. Kevin Buck and Joanna Hine 1955 Ford Zodiac
2. Shane and Jinesse Taylor 1961 Ford Capri
3. Julie Engebretsen and Robin Simpson 1968 Riley Elf

The heavy rain that fell during the last Saturday of August did not stop Kerry, Carolyn, Dianne, Noeleen, Helen and myself coming to the clubrooms to listen to our guest speaker Carlene Bealing with her character dolls. It was nice and very interested to look at the many different characters she had made, each with its own name, speciality and history. The dolls were all made from scrap material: the bodies from American car lining. But, as car restorers know too well, it is often difficult to find parts or materials for our hobbies. Carlene told us that her lining supply factory in America recently closed down and she now has to find other sources. After a shared lunch we got busy sewing, embroidering or looking in the books with traditional patterns.

We plan to have another Ladies Sewing Day early next year and hope to see all our Vintage Car Club Ladies then.

### Wellsford

Rita Jorgensen

One of our club members Karl Stachel brought some very fine examples of wood moulding to our June meeting. He also showed some of the blades used for this

intricate work and gave us an insight into the processes involved in this industry.

It adds to the pleasure of an outing to have a nice fine day and this was the case for our annual winter woollies wander. Over 40 vehicles were assembled at the Matakana Country Park for the start on 2 July. The tour took us out to Leigh, over the hill to Pakari and on to the Tomarata Lakes for a short stop. We had a wheel change there after a puncture in the Chrysler Windsor but were soon on our way again on a scenic route to Waipu for lunch at the primary school. A very welcome spread of soup, rolls, savouries and cakes. On the road again we turned out west through the Paparoa, Maungaturota areas. Then down Highway one to Te Hana and around the Port Albert area before heading finally back to the Warkworth Craft rooms at the Show Grounds. A good outing organised by Vivienne and Brian Guest. Along the way we had to spot silent checks, answer questions and note the locations of several photographs. After a cuppa and chat everyone moved on to prepare for the evening function. We had an excellent dinner at the Warkworth Men's Bowling Club after which the winners were announced. The couple who have the pleasure of organizing next years Wander are Brenda and Leon Salt who were in their 1928 Ford A. Leon said he already had the route worked out – just do this years in reverse, this raised a good laugh.

A tour of the Morris and James Pottery at Matakana was organized for Sunday morning, with a shed raid and a barbecue lunch at the Sandspit Motor Camp.

At our July club evening a Special General Meeting was called to vote on a name change for the Branch. The name of Wellsford/Warkworth was voted in almost unanimously and was presented to the AGM in Cromwell. As most of our members come from the Warkworth area and our meetings and swap meets are held there it seemed a logical change without losing the original Wellsford name.

A weekend trip to Whatipu is coming up. Where is 'Whatipu'? Watch this space.

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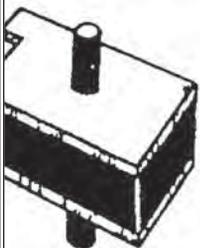
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