

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 284 February/March 2007

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VETERANS IN MANAWATU

THE HENDERSON BLACK SHADOW

- BOOK REVIEWS • RALLY REPORTS
- UPCOMING EVENTS





Information Required
 These photos are a sample of a collection supplied to Beaded Wheels some time ago with no information regarding the event details and dates. Can you assist?

PHOTOGRAPHS REQUIRED
 Our current stockpile of historic photographs for this page is dwindling. Submissions of suitable prints and information (where available) is welcome from all *Beaded Wheels* readers.

Please send original photographs of historic interest with any available information to *Beaded Wheels*, PO Box 13140, Christchurch 8141. **Laserprints/photocopies are not suitable.**
Photos will be returned as soon as practicable.

management committee

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

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

The Vintage Car Club of New Zealand Inc
 MANAGEMENT COMMITTEE
 Please note this information changes annually - these details are valid until August 2007

PRESIDENT
 Greg Terrill
 07 846 4355 president@vcc.org.nz

IMMEDIATE PAST PRESIDENT
 Leigh Craythorne
 03 342 9110 craythornes@atrix.co.nz

CLUB CAPTAIN NORTHERN REGION
 Rob Knight
 06 323 3104

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

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

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

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

Tony Bartlett
 06 867 9850

Diane Quarrie
 06 876 4009 dianeandgeoff@paradise.co.nz

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

SPEED STEWARD
 Frank Renwick
 03 352 4383 nickyandfrank@clear.net.nz

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

Beaded Wheels

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Editorial Committee

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

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E-mail

beadedwheels@vcc.org.nz

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Correspondence & Editorial Contributions

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

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The Vintage Car Club of New Zealand (Inc.)

National Office

Phone 03 366 4461 Fax 03 366 0273
Email admin@vcc.org.nz

Postal Address

P O Box 2546, Christchurch, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

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

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

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Beaded Wheels

Issue 284 February/March 2007



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Rosco's Rocky Road Rally, page 14.*



*South Otago Branch Annual Rally,
page 16.*



Remembering Jim Riley, page 19.



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COVER

Gavin Harris, 1918 Ford T speedster, at the Manawatu Veteran
Rally, see page 22. Photo Rod McKenzie



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president's message

I trust the new year has started well with many club rallying activities being enjoyed by all.

In my last report I mentioned the excellent work being carried out by the Technical Committee and in listing the members of this group I omitted the name of Roger White. Roger is an important member of this group and I apologise to him for this omission.

Later in this issue you will see an obituary for Elizabeth Nagle-Turnbull. Elizabeth was bestowed Life Membership in 1965 and had lived for most of her life in the UK. We extend our sympathy to her closest relatives.

Recently I have had the task of appointing a Rally Director for the next International Rally to be held in the Wanganui area in 2012. Three excellent applications were received for this position, and I have pleasure in advising that Bruce Hutton is the successful applicant. Bruce joined the VCC in 1986 and held the position of North Island Club Captain from 1987 – 1996. His current employment as a police forensics photographer and his involvement with other organisations in administrative roles all enhance Bruce's credentials for this task.

I have heard of some restoration projects that are currently underway with planned completion for the 2012 Rally. It is always interesting to follow the progress of these and it would be great to read of ongoing advancement of any restorations in future *Beaded Wheels*.

Over the last 12 months there have been some notable achievements attained by our members. Don't forget that these are potential recipients of the John L Goddard Trophy. Any financial member of the VCC can nominate a member for this annual award. It may be for a significant restoration, memorable motoring journey or an important historical article or articles published in *Beaded Wheels*; or some special service to the club. Nominations for this Award close on 30 June 2007.

For other details of this award please contact your Branch Secretary.

Last year the VCC, via the Speed Steward, sent a letter of support for the construction of a new motor racing facility at Hampton Downs, which is adjacent to the Drag Racing facilities at Meremere,

North Waikato. Subsequently we were asked to attend and support this at the resource consent hearing. Although this was new territory for me I attended on behalf of the VCC. While I was only there for a relatively short time it was quite an eye opener, particularly to hear some of the questions asked, statements made and objections lodged by interested parties. The outcome was however in favour of the construction of this facility.

Some may ask why we would support such a venture. Not only is this a race circuit, there is also proposed accommodation, a convention centre, restaurant, administration facilities, corporate show rooms, workshops and driver training facilities. Overall there are many aspects of this complex which could be used for VCC activities or even as a base for a major rally in the future.

Recently I was made aware of a proactive approach the Manawatu Branch has taken in encouraging members to take part in the administration side of the Branch affairs.

This starts with an identification of those perhaps with some specific skills or interest in a particular area of the Club. An invitation is then extended to them to attend committee meetings and get involved with the operation of the Branch. Additionally the Branch Committee meetings are limited to two hours duration with business being dealt with quickly and efficiently without unnecessary delay.

This system appears to be an excellent way to introduce newer members to branch management and, coupled with the time limit on the length of the meeting, it becomes an enjoyable experience rather than a burden.

I would be interested to hear from any other branches that have introduced innovative approaches to draw new members into the club and its activities as well as the results they have achieved.

For those attending the National Veteran or the National Motorcycle Rallies, I wish you an enjoyable and memorable time. I'm sure the commitment from the Auckland and Canterbury Branches will ensure wonderful events.

Greg Terrill



as we see it

The last issue contained an excellent *Behind The Wheel* article by Tony Haycock with the subject being a 1923 Amilcar CS Petit Sport he occasioned upon during a recent visit to the UK. Following on from this I have had a call from the owner of such a car right here in New Zealand. Alex McLennan of Gore Branch has recently completed a restoration on his relatively rare 1924 Amilcar CS Petit Sports 903cc and we will be including his story on this car in the next issue.

As far as contributions go we usually have no problem with rally reports as they always seem to roll in as required. The *Idle Torque* contributions keep on coming although I will take the opportunity once again to remind the *Idle Torque* contributors that the limit is 300 words and sometimes we can get a bit compromised when we get much in excess of this. What we do need is more contributions for *Behind The Wheel*. We want to know more about the vehicles our club members own. We can't drive them all ourselves but we can read about them! Over the years we have presented in excess of 60 *Behind The Wheel/Handlebars* articles and we wish to do more. Looking at the numbers of vehicles available within the club, this then should not present a problem. All it needs is a willing car owner who is happy for someone to have a short road test in it followed by putting pen to paper and submitting a story on the vehicle. If you look at past *Behind The Wheels* you will get an idea about what is required. It is easy to do, we all enjoy reading about others' vehicles, and who knows, if the photos are good enough your pride and joy may even appear as a cover photo! We do need good photos, and they can be hi-res digital these days (minimum 4 mega pixel). And don't worry; we can tidy up the text if that's your concern.

How about teaming up with someone who you think could put a bit of a story together about your vehicle and letting us all enjoy the fun.

As always we appreciate getting stories about restorations and also articles of a slightly more technical nature as a lot of our readers enjoy these too.

I hope you enjoy this issue.

Kevin Clarkson
Chairman, *Beaded Wheels*



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

national office news

Subscription Time Again!

Your invoice renewals will be sent out mid to end of February so keep your eyes open. If you don't receive yours then please let your Branch Secretary know before mid March so they can advise the National Office. You don't want to have the late penalty payment because the postman has lost yours! VCC Membership subscriptions are due 31st March 2007. Membership cards are forwarded to financial members in April.

Vehicle Database

Don't forget to let National Office know if you have changed your address or sold/purchased any vehicles.

Executive Meeting

The next Executive Meeting will be held on the weekend of 3 and 4 March 2007 in Wellington. Should you have any matter you wish to be discussed by the Executive, please advise your Branch Chairman or Delegate.

Wishing to transfer your membership to another branch?

Please remember, to do this, the relevant forms must be completed. These can be obtained through your branch secretary. Branch levies do vary so the fee may vary from the annual subscription notice you are forwarded if it relates to the branch that you transfer from.

National Office and Archive location

Our renovations are nearing completion at our offices in Aberdeen Street, Christchurch. I am holding off including photos until it is fully finished.

NOTICE OF MOTION

One proposed Notice of Motion has been received and a copy has been sent to each branch. Please ask your Branch Secretary for the details on the motion received. Submissions on this proposed Notice of Motion must be received by the proposers no later than 20 March 2007. The rules for Notice of Motions are as follow:

Alteration to the Constitution

The following procedure shall be followed:

- "Proposed" Notices of Motion must be in the hands of the Club Secretary/Treasurer not later than 10th January and signed by at least two financial Members.
- Submissions on proposed Notices of Motion must be received by proposers no later than 20th March.
- Proposers and seconders of Notices of Motion will be responsible for ensuring that they are clearly worded and free from ambiguity after considering submissions received. Notice of Motions must be in the hands of the Club Secretary/Treasurer no later than 20th April and must have been subject to clauses A and B above.
- Notices of Motion must be posted to Branch Secretaries by 10th May and published in the June/July issue of Beaded Wheels.
- Voting papers as prepared by the Club Secretary/Treasurer must be supplied to all financial Members not more than 42 clear days and not less than 26 clear days before the Annual General Meeting.
- Completed voting papers must be in the hands of the Club Secretary/Treasurer not later than 8 am on the 5th day preceding the Annual General Meeting.
- The general provisions of Rule relating to receipt, validity and counting of votes will apply as they affect this rule.
- The Constitution may only be amended, added to or replaced by a resolution of seventy five percent majority of financial Members voting by postal ballot.

VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 March, 2007 or email beadedwheels@vcc.org.nz

FEBRUARY

6-11	Auckland	National Veteran Rally
13-18	Hawke's Bay	Art Deco Rally
16-18	Canterbury	National Motorcycle Rally
19-25	Canterbury	Motorcycle After Rally Tour

MARCH

3	Southland	Veteran Rally
3-4	Hawke's Bay	Running Board Run
9-11	Taupo	Branch 40th Anniversary Rally
10	Northland	Branch 45th Birthday Rally
11	Horowhenua	Ted Green Motorcycle Rally
11	Gore	Vintage & Veteran Rally
13-21	South Island	Veteran & Vintage Tour*
17	Otago	Swap Meet
17	West Coast	Scenicland Rally
24	Eastern Bay of Plenty	East Coast Rally
24	Horowhenua	Swap Meet
24-25	Horowhenua	Triangular Veteran Rally
25	South Canterbury	Mid Island Rally
25	Southland	Restoration Rally
30-31	Waikato	Mooloo Meander Motorcycle Rally
31	South Canterbury	Winchester Swap Meet

APRIL

6-9	Gisborne	North Island Easter Rally
6-8	Otago	South Island Easter Rally
21-22	Taranaki	Maunga Moana Rally
22	North Shore	Northern Raid

MAY

6	Ashburton	Swap Meet
7	Waikato	Hillclimb
14	Wellsford	Swap Meet
19	Southland	PW/ P60v Rally
20	South Canterbury	PV/PWV/P60v Rally

*This tour from Kaikoura to Timaru is being run by Dianne Ross and takes in the West Coast Scenicland Rally

OTHER EVENTS OF INTEREST TO OUR READERS

23-25 Feb NZ National Classic Scooter Club, Nelson
6-8 April National Model A Ford Rally in Christchurch

If you are interested in joining the Vintage Car Club our website www.vcc.org.nz has membership application forms and your local branch contact details. You may also contact your local branch directly for application forms and details.

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,

We were thrilled to see the wonderful John King photo of our Jaguar XK 120 on the December cover. A small correction, our car is the ex-Ray Archibald XK120. I can see how John King was confused as we have a picture of the wonderful Sybil Lupp stuck to the bonnet, visible in the picture next to the Archibald race number 27, a carry over from a Sybil Lupp memorial race that I had participated in at Manfield some years ago. I think the smiles on our faces say it all, a fabulous gravel road, the Jaguar going like a dream with a healthy bellow from the twin exhausts that come out under the passenger's door, and John King hanging from a branch over the road to get the photo! Classic motoring doesn't get much better.

Bryan & Marion Wyness

Dear Sir

We have now started to sort out & collate the vast amount of Journals which we acquired with the books from the sale of the Auto Barn.

Our first assignment was to collate the *Beaded Wheels* Journals & it has been found that we are short of the following numbers: No 1 through to 10. No 15, 16, 23, 27, 28, 30, 32, 34, 38, 39, 42, 43, 44, 86, 88, 89 and No 90

At the same time it was found that we have a vast amount of duplications (Too many to itemise).

Would it be possible for us to place a request for these missing No's in the next issue of the *Beaded Wheels* and at the same time advise the fact that we have this large number of duplications. If any Branch or Member has a numerical list of Journals which they could require would they please contact Nola Joblin davidjoblin@xtra.co.nz or phone 07 544 1690

Derek Winterbottom

Dear Sir

In the December/January *Beaded Wheels* I have been told that the car in my letter on the spring wheels is a 1916 Chev/490.

The mystery photo is believed to be the Hudson Bros of Dunedin. On doing some research I believe that the photo was taken in 1906 and shows the Hudson Bros 1906 30hp Cadillac with their driver Mr RD Hayward at the wheel. In 1906 PA

Elworthy left Christchurch for Dunedin in his 16hp Talbot arriving in Dunedin nine hours twenty minutes later, a record for the trip. Less than a week later the Hudsons had their new 30hp Cadillac ready for the journey this time Dunedin to Christchurch, Mr Hayward driving and Robert Hudson as timekeeper. They made great time arriving in Oamaru in only two hours twenty minutes, 85 miles covered and with all the steep hills and fords to cross this was their best leg. Their time to Christchurch of eight hours and twenty-nine minutes clipped sixty-one minutes off the original time. I feel the photo is of the Hudson Bros in the 1906 30hp Cadillac with their driver at the wheel, R Hudson in front with his brother in the rear and taken somewhere on that record breaking trip. My guess is the photo is from the brief stop in Oamaru as the car is a bit dirty.

Also on page 33, sorry Rob, your Dodge coupe is not 1925 but around 1928-29, after the takeover by Chrysler, as can be seen by the Plymouth-like bonnet and radiator surround and also wheel size. Never thought I'd catch Rob out but my 1927 sedan is one of the last before the take over and they are totally different.

Mel R Tapp

Dear Sir

Whilst I am reluctant to draw negative conclusions from the absence of positive evidence, I believe the Alvis drophead (p9, BW October/November 2006) is most likely to have a Mulliner body. I say this because a study of Brian Smith's authoritative history of Van Den Plas, makes it very clear that the purchase of that company by Austin in 1946 ended any body production for Alvis, or any other company virtually immediately.

By 1956 Van Den Plas would have been 100% committed to Austin Princess work.

Roy M Tilley

Member, Wellington Branch VCC

Dear Sir

I would like to respond to the letter GF Dyke, *Beaded Wheels* 282. Firstly it surprises me how someone can own for 3-4 years a car as unique as an Alvis TB21 and not know what it was except that it had an Alvis engine and chassis. For the writer's information they were built in 1951-52 years and 31 were built not 16. Twenty-three are known to survive according to information from the Alvis Owners' Club Register of UK. From the information I have, the bodies were built by AP Metalcraft. As for its performance, I would have

thought 90-95mph for an early '50s sports car is not that bad. Don't forget it weighed in at 27cwt.

The Alvis Importers were Motor Lines of College Street in Palmerston North.

As far as I am aware they only imported one TB21 which was owned and driven for some years by Mr Phil Andrews who was the son of the importer. This car was later altered to a 4-seater and eventually sold overseas. This car had chassis number 25133.

Ron Persson

Dear Sir

This is in reply to Glyn Clements' article in *Beaded Wheels* 283. My car is not the one he is writing about. Some years ago I spoke to Mr Glennie and he mentioned that he used to service my car when a Mr Craig from Wangaehu came to town and, after cleaning and servicing the car, he would deliver it to the Wanganui Club.

Mr Craig bought this car from the New Zealand Government after the 1927 Royal Tour. In 1937 Mr Glennie remembered the car was converted to a farm vehicle and it was used as such.

I am led to believe that Wattie Watkinson or Wilkinson acquired the car and accumulated a whole lot of spares that were around Wanganui at the time.

A Mr Clouston was the next owner, then Les Lemon from Puketitiri. Ron Roycroft swapped some horse drawn vehicles for it, and it lay in Ron's garage at Glen Murray for many years. Ron approached me and offered me the Crossley as a swap for a 680cc Brough Superior Black Alpine motorcycle. The deal was done.

Mr Glennie did mention that he drove a Crossley breakdown truck at some time, but hit an animal, a bull I think, with it. I have a damaged radiator here and several spare motors that probably come from that breakdown truck amongst other spares.

I hope this sorts out Glyn Clements letter. This photo shows the car as it is now.

Wally Jelaca



Dear Sir,

During November 2006 the Wairarapa Branch held their "Reliability Run" commencing in Masterton and travelling on to Wanganui, New Plymouth, Taumarunui, Taihape and ending in Napier.

We travelled over some wonderful back country roads, along the Forgotten Highway and over the Gentle Annie. It was a great 800 mile trip for us in our 1927 Star 20/60 Tourer with the hood up for one day only.

We had stop overs at most of the VCC branches along the way and they really looked after us. The hospitality was second to none and made us proud to be members of such a great club.

After our meal with the King Country branch our Star decided that three wheels might be better than four, much to our surprise!

This of course happened in the dark and it was with the able assistance of the local VCC members plus our own group that we managed to find all the bits. We were also helped by the AA and they transported the Star to the local garage for overnight safety.

An inspection of our handiwork the next morning revealed that the damage was amazingly light given the rather spectacular halt in proceedings the previous night.

The two lower brake shoes on that side were ground flat but still had sufficient lining to operate the handbrake. The wing was battered but after some fettling we were on our way again to our lunch at the Chateau. We unfortunately missed out on the Rangipo Power Station which we believe was well worth the visit.

The cause of the problem was the retaining nut undoing on the axle. This allowed the hub to disengage from the taper and key which ultimately let the whole lot go, brakedrum included. (Yes, it was a castle nut and the remains of the split pin were still there.)

The assistance we received was just the best. The only payment the local garage, Gillard Motors, would accept, was for us to give the boss's girlfriend a ride in the Star. She was a pretty lass so that wasn't difficult.

To all those concerned please accept our grateful thanks, it was really appreciated.

Paul and Judi Lamb.



Dear Sir

I'm trying to locate a vintage car racer and his car in New Zealand. His name is Bruce Smythe, and he owns a "Meteor" which was built here in the USA. Here's a website about Bruce and his car:

<http://www.tamsoldracecarsite.net/BruceSmytheMeteor.html>

Can anyone in your club help me locate Bruce? I have important information for him and his car that he would find useful.

Thanks for any assistance you can lend.
Geoffrey R. Hacker, Ph.D.

6306 Memorial Highway
Tampa, Florida 33615-4538, U.S.A.
Phone (813) 888-8888 EST
Email geoffrey@grhacker.com
Home fax: (813) 888-8801

Dear Sir

Rolls-Royce and Bentley in the Land of the Silver Fern.

Having recently inherited the copious files of New Zealand-based Rolls-Royces and Bentleys from the late Ken White, I am continuing his task with the intention of getting the results published under the above title. The book will be a companion volume to Tom Clarke and David Neely's *Rolls-Royce and Bentley in the Sunburnt Country* and formatted in a very similar manner.

Because of the much smaller number of cars in NZ, I will extend its coverage to include all cars up to and including Silver Cloud III, S3 and Phantom VI, together with any later cars that were imported new. I might add that Tom, David and other RR historians have been very encouraging and supportive of this venture, and considerable help and information has already flowed in.

To give the book some depth and a small, but human place in New Zealand history, I will also be including as much information as possible about the owners, past and present, of Rolls-Royces and Bentleys.

Therefore I am requesting anyone who can, to provide me with any information, anecdotes etc about the cars that are, or have been in their or their family's ownership. If they have photographs of the cars or other relevant historical documents, I would be very grateful for the loan of these, or even just the chance to inspect and perhaps photocopy them.

Any items that you send will be treated with the greatest care and respect, and will of course be returned as soon as possible, so if you have anything that might be of interest, please contact me in the first instance either by email or snail mail at the address below.

Roy Tilley
Technical Liaison Officer
New Zealand Rolls-Royce and Bentley Club Inc
204A Waiwhetu Road
Lower Hutt, NZ
Phone 04.566.0850
e-mail rmt@xtra.co.nz
website www.nzrrbc.co.nz

Dear Sir,

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Vincent Comet VMY866
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(0044) 0 161 928 0320
Email: chris.odonovan@fgould.com or
c.odonovan@sky.com



THE WAY WE WERE

Words Grant Hitchings Photo Graham Wallace

The 20th National Motorcycle Rally is to be held this month.

It starts with an informal run on Friday 16 February, the main rally on the Saturday and field tests on the Sunday.

This is followed by the traditional After Rally Tour. I have participated in a number of these National Rallies and treasure the memories. They were all fun and I saw many interesting bikes and met some wonderful people – riders, supporters and helpers.

My first jaunt on a motorcycle was at high school when, after much persuasion, I managed to wangle a ride on a class-mate's two-stroke. He started it for me and I took off to do a circuit around the local streets. I was certainly buoyed by the experience although the bike seemed rather slow and vibrated a lot but then what would a fourteen year old know about gearboxes? Sadly, my mate vanished from school soon after and we received news that on his way in one morning he had put his left leg out sideways to enable him to fiddle with the carburettor and then side-swiped a parked car to the detriment of his health and the motorcycle. My enthusiasm for two wheelers was somewhat dampened by this.

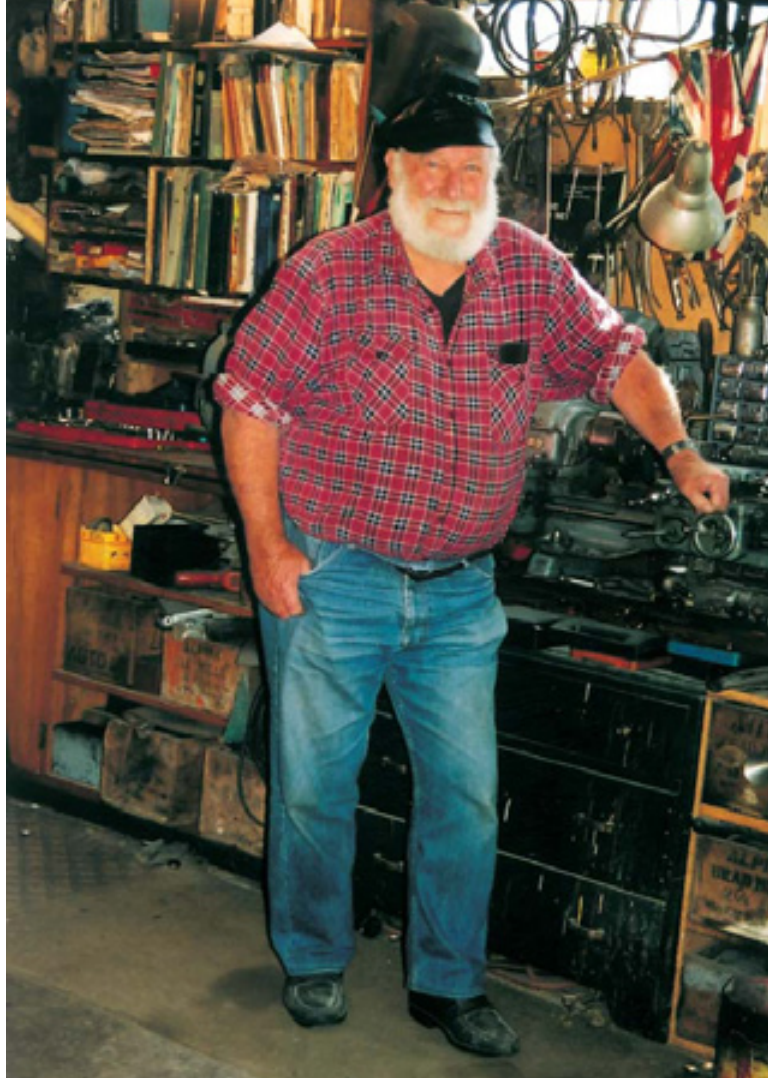
August school holidays was the time for the Hitchings family to holiday with a relation who owned a sheep station in the hills of South Canterbury. About 1970, he, like most of his neighbours, bought into the farm-bike craze with a 125 Kawasaki and followed this soon after with a second machine, a step-through Honda 90, ostensibly for his wife's use. This was allocated to my care and I spent many happy hours on it helping him shepherd his stock. I quickly felt the exhilaration of mastering the hilly terrain, chasing down errant lambs at lambing and I still find it hard to describe the elation when on a clear spring morning one could barrel across fields of knee-high grass, burning off the accompanying posse of yapping farm dogs.

But enough of this maudlin nostalgia.

Canterbury Branch has a separate section to cater for its motorcyclists and I joined this in 1992, having just restored a motorcycle. Naïve, and knowing no-one, I managed to get a position on the committee and became involved in its activities. At this time the Convener was Barry Stevens, a raconteur with a seemingly endless fund of anecdotes who not only closely resembled Father Christmas in appearance but also with the frequent loud outbursts of "Ho Ho Ho" with which he punctuated his stories. Sporting a magnificent beard, he was known affectionately as "Fluff".

I was constantly amazed at the extent of his knowledge of subjects that cropped up during meetings and found he was blessed with an excellent memory. His recollection of past events was remarkable and even though invariably magnified, slightly, (yeah right) he could (and usually did) repeat them over and over and over and over.

I learnt that he had been working for Pat Cutler, one of the movers behind the shift of branch to McLeans Island, and had become part of his construction team constructing The Barn and the toilet block. (The main clubhouse was a separate contract.) He was also one of those early members of the branch motorcycle section and seemed to know almost everyone in the Vintage Car Club nationwide - but then when seeing the array of rally plaques



Barry Stevens, aka Fluff.

decorating the wall of his dining room I can understand this. (He reckons he has only missed three of the 19 National MC Rallies held).

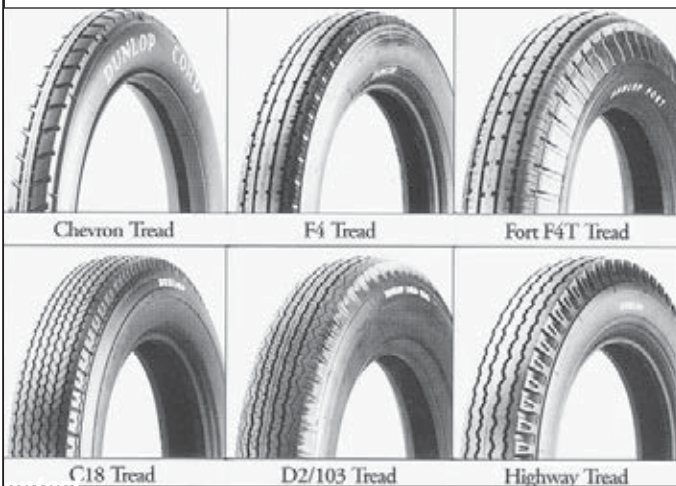
I was always interested in his background but found Fluff reluctant to talk so one morning recently I planted myself on his doorstep and managed to extract some historical data. Born in 1935, Barry was raised on the Otago Peninsula and attended the Andersons Bay school. Later, as a carpenter, he became involved in the construction of farm buildings in Central and West Otago. This was his introduction to the world of motorcycling as he and his work mates used these machines to commute to and from their work sites.

Barry took leave from New Zealand in 1956 to attend the Olympic games in Melbourne and stayed in Australia, heading to Queensland and the Northern Territory to assist with the harvesting of the sugar cane there. Off-season he drove trucks and did some building work. About 1959 he returned home to visit his father and began working in North Canterbury building bridges. Then disaster struck during tree-felling with a mate. A large trunk fell on him crushing his right leg seriously, putting him in a plaster cast up to his hip for two years, followed by a year wearing a steel leg brace. He mentioned that this was the year he married and had to totter up the aisle with the aid of a walking stick and wearing the leg iron. I imagine he would really have enjoyed his honeymoon. The accident left him partially crippled with a slightly shortened right leg but this is far from obvious.

I learnt that bad luck had dogged Barry at other times too. As a teenager he had been bowled from a motorcycle by a truck and later, on a VCC Dunvegan Rally, had ridden over a bank suffering severe facial injuries. In the mid-eighties he had open-heart surgery and was given just 10 years life expectancy.

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Barry joined the VCC in 1967, his first Club vehicle an Army Indian motorcycle. It seemed the owner parted with it for ten pounds after parting with it over a roadside fence. Sold recently, it was in Fluff's possession for 41 years. His first Club car was a derelict 1927 Buick salvaged from a building site. Barry reckons its restoration is almost complete, the thing lacking now being enthusiasm on his part to finish it. (It is a roadster and Barry likes to have company around him).

The pride of his collection though is his 1926 Hupmobile tourer which he purchased in bits in 1996. A ground-up restoration, it has provided him with many happy miles of Vintage motoring.

I was pleasantly surprised to find that Barry has a wide range of interests including antique firearms, militaria, and stationary engines although the Vintage Car Club has occupied most of his leisure time and still does. Steam power also fascinates him and he was a member of the Steam Preservation Society until recently. He is also in the Stationary Engine Club. ("The Fart and Bang Society" – his words not mine!)

The centre of his activities though is his three-car-size shed; grotty, worn and unpainted with walls hidden behind shelving overloaded with remnants of cars and motorcycles. I feel the quotation "Abandon Hope All Ye Who Enter Here" would be appropriate sited over the main doorway. The roof strains under the weight of suspended miscellanea and the concrete floor, surprisingly always clean, is the home of various motorcycles too numerous to detail. I believe some are even runners.

Over the last year he has developed a penchant for Triumph Herald cars and a convertible version undergoing a makeover has pride of place in the shed. At last count there were about four others outside. An International AR110 Coupe Utility being reborn sits tiredly alongside them and is testament to his interest in commercial vehicles. (He told me the Australian-built AR110 model, which is not common locally, is special, for some reason which escapes me now.)

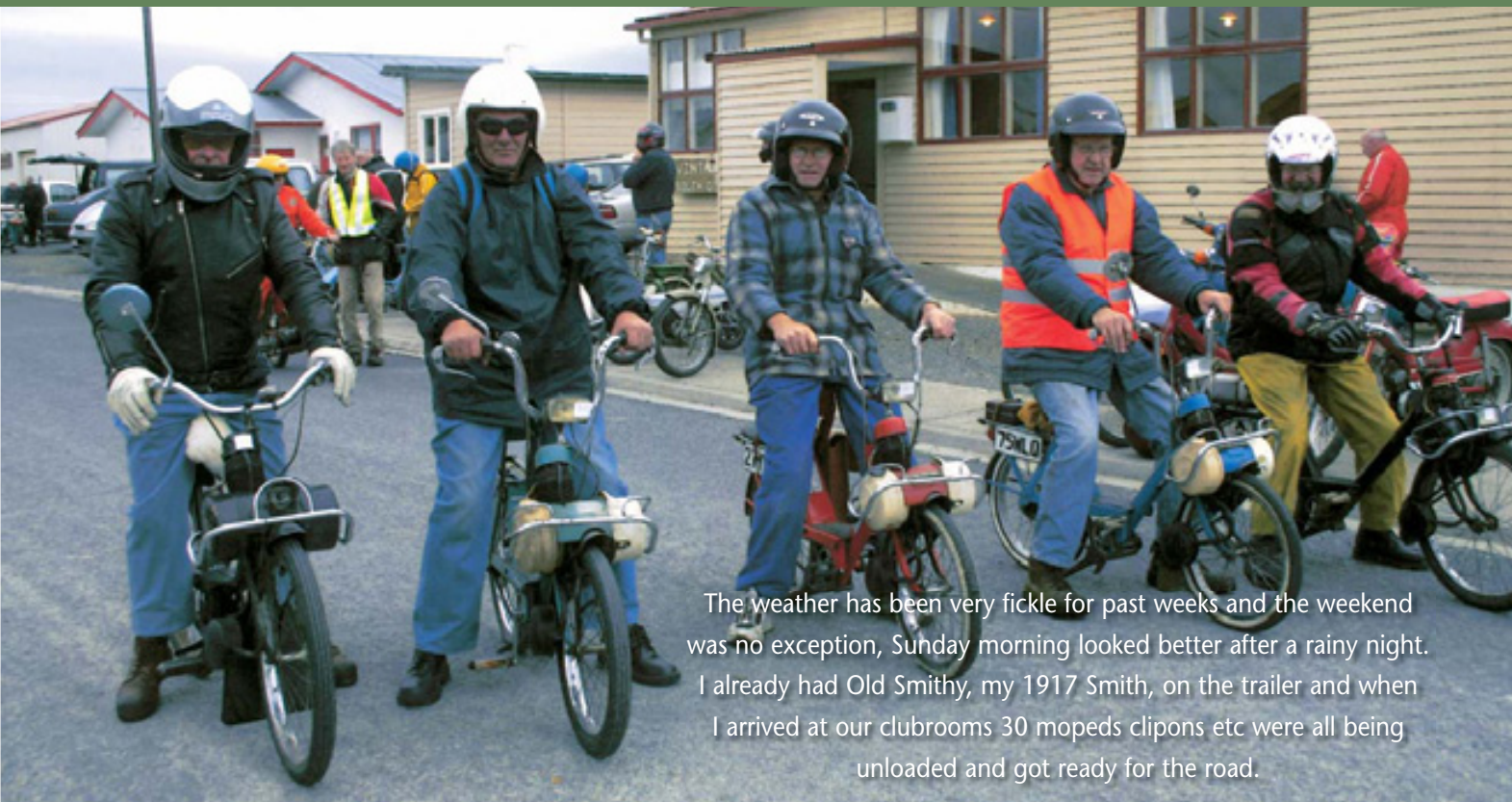
Barry has had a busy time with the Club. He was Convenor of the Motorcycle Section for a long time and consequently was their representative on the Branch Committee. He held the position of Canterbury Branch Chairman from 2000 to 2002 and with son, Chris, is on the committee planning the forthcoming 20th National Motorcycle Rally. (This is the same Chris Stevens who is on the BW Editorial Committee.)

Presently Barry is also one of those charged with processing the mountain of Vehicle Identification Card applications that are flooding in to the National Office.

For those interested, the Canterbury Branch Motorcycle Section was formed as a follow-up to their running the 3rd National Motorcycle Rally in 1973, the members organising this deciding to carry on and create the new section. At this time there were a large number of Vintage bikers in the branch who wanted to ensure that they collectively had a voice in branch (and club) affairs. It is never easy to determine the numerical strength of the motorcyclists, and as nowadays most of them have ownership of an historic vehicle anyway, separating them from the car people is impossible.

It is probable that the Motorcycle Section would still have been created and functioned successfully without Barry Stevens but without his knowledge, wit, personality and enthusiasm sparking it, I am sure it would have remained relatively "low-key".

Barry has not been well for some time and has had to curtail many of his activities including driving his favoured Hupmobile and riding his beloved motorcycles. Even so I am sure that, although only in the back-up role for the National, participants will still be very aware of his presence. Over the years I have enjoyed Barry's company and hope it will continue for some time yet.



The weather has been very fickle for past weeks and the weekend was no exception, Sunday morning looked better after a rainy night. I already had Old Smithy, my 1917 Smith, on the trailer and when I arrived at our clubrooms 30 mopeds clipons etc were all being unloaded and got ready for the road.

Words and photos Mel Tapp

I had noticed that the decompression lever on Old Smithy was not coming right off but never mind, will fix it some other time. A bad mistake as it turned out. After a lovely morning tea at 10.30 the Solex group took off followed a bit later by the rest of the fleet. The weather by now was ok, overcast but not cold and I soon caught up and passed the Solex group as we turned at Stirling, the home of that great cheese, and on to Benhar along a good gravel road. Soon we were all gathered at the old pottery works, or what remains of it, for a look around while two club members explained the working of the old Hoffman Kiln.

This kiln has a very interesting history. Built around 1896 but not used as the owner, Mr McSkimming, was a very religious person and the kiln, once going, had to be kept going all week and could not be banked for Sunday. As Mr McSkimming would not have his staff work on a Sunday it was never used.

Now this is where not fixing the decompression cable caused a problem. The bike has a fixed drive and is attached to the pushbike

so it's just like mounting a push bike. Just as I went to throw my leg over the motor started and the bike charged off at full tilt as I try to gain control. No such luck, unfortunately, as it rears up when I try to stop, causing us to go to ground very hard. No major damage but it must have looked spectacular. From the kiln it was back through Stirling and on to Kaitangata for lunch. Later, after a short trip, we went to the open cast mine at Kai Point Coal where a mine representative explained the workings of the seam. From there it was back to the clubrooms for afternoon tea.

Despite the weather it was a great day out and to Club Captain Ian our thanks for a very interesting day out and to the ladies for the morning and afternoon tea. I learnt two lessons: 1. fix it, don't leave it and 2. always wear your gloves.

Results

Timed Section	Malcolm McDonald	
Riders Choice	Cliff Braid	Motobecane 1970
Rarest Bike	Malcolm McDonald	1908 Motosacoche
	Mel Tapp	1918 Smiths Auto Wheel
Oldest Rider	Tom McDonald 83 years	
Hard Luck	Mel Tapp fell off and dragged under bike	
Long distance	Ron Nind Queenstown	

Postscript

A few years back the property at Benhar was sold including the land on which the historic Hoffman Kiln stands. Seeing the thousands of bricks it is built of and the potential profit from their sale a demolition squad quietly moved in and started to knock it down. News of this spread like wildfire and soon dozens of locals arrived and formed a human chain around it forcing a stop to the work. In the end the owner was forced to rebuild the damage at great cost.



bw



I HAD A DREAM

Words and photos Ray Singleton

As a teenager old carts and I were one. Old bikes and everything that moved attracted me. As I was a young fellow at home my dad wasn't that keen on what he called my junk, but as I matured the desires only got greater. As a young farmer I share-milked close to Tauranga and this area was a haven for wreckers' yards - there was always plenty to see. My share-milking took me into the Waikato where in some areas there were farmers that were using older gear on a daily basis. I bought a New Holland baler (a super 77) built in 1956 - "that's when quality machines were built" - and used that contracting until the late '80s. While farming, my dream kept bugging me which was for me to give up milking cows, and build a car museum. The decision was made, the cows were sold and Te Puke here I come.

The first barn was on a small orchard I had bought and, in conjunction with Jack Hoven and a team of willing people, it was

opened to the public. On many occasions the Bay Of Plenty branch used the complex for Noggin' & Natters, unveiling new restorations and Christmas parties along with the club's library books or whatever needed storing. The building was soon too small and the opportunity arose for me to buy the site that I have been on for the last 14 years. Oh what a job to build a new building twice the size, as well as a house and then shift everything. However as time went on it all came together and we re-opened with a big ceremony. The Mayor at the time, Joan Kehely, cut the ribbon and a fair amount of wine and cheese was consumed.

In no time at all the sides were bulging and over the years the building has seen four extensions added. Remember if you say no, you have lost your opportunity. We have grown from opening day at 35 cars to closing with around 120 vehicles including cars, buses, trucks and motorcycles.

At the closing of the Tauranga Museum, I inherited the double-decker bus, stationary



The recent auction of Te Puke Autobarn prompted media interest from around the country. Our last phone call to Ray, in search of a photo to accompany this story found him still up to his elbows in grease and tinkering away under the bonnet of yet another old car

engines and tractors so we had a large selection of diverse gear and over the years the barn stock has changed greatly because we always had a good percentage of cars for sale on behalf. This was the rise of the Te Puke Vintage Auto Barn.

The fall was due to many things but at the last drop of a hammer over 800 lots were sold when the doors were closed.

I must thank many people that I have employed over the years and those that have just lent a hand. To my son Paul, who many of you met at the counter, and to Tony Herbert, his wife Angel and the Turners Auction team who put on such a wonderful two days of entertainment with the auction. We are still in business restoring cars, doing weddings and scenic outings and will always have the odd car for sale. It's a great disease to have.

Yours as always that friendly fellow from the Te Puke Vintage Auto Barn.

bw



Left: The quality collection of vehicles on display at the Autobarn.

Below: The Turners team in action on Auction day.



a wonderful CAR

Extract from the *Timaru Herald*,
Tuesday March 30, 1926, supplied
to *Beaded Wheels* by Peter Brown, a
relative of the driver of the vehicle,
Arthur Horwell.



TIMARU TO HERMITAGE AND BACK ~ under Eight Hours ~

Breakfast at Timaru, lunch at the Hermitage and tea at Timaru, all within the space of one day, and with two or three hours available for a pleasant walk to the foot of the Hooker Glacier, does not perhaps represent a world's record for motor speed, but when accomplished with a total running time to the Hermitage and back, a distance of 268 miles, in 7 hours 58 minutes with the utmost ease and comfort, it undoubtedly represents a triumph of engineering skill and motor body construction.

A 5-seater Standard Six Duplex Phaeton was the vehicle responsible. Leaving the Garage of Messrs Adams Ltd at half past seven on Sunday morning, the Studebaker, with a full load of nearly half a ton including five passengers and all equipment, made a quick run up through the agricultural country and through Fairlie to the tree-flanked valley of Burke's Pass, the 2000 ft. summit being reached after one and a half hours. From the pass, a quick run was made down to Tekapo. In the calm morning light, the waters of the lake presented a glorious sight, a sunlit stretch of turquoise blue stretching away to the mountains, which rose in delightful shades of purple and brown above that opalescent expanse of brightness. Another lovely plain was traversed before Lake Pukaki was reached at 10.15. Here a splendid view of Mount Cook was obtained from the foot of the Lake, the great Aorangi rising 40 miles away to its majestic heights, head and shoulders over the other ranges. The final run was along the edge of the lake, done in good time, although the rough nature of the road mitigated against any attempt at fast travelling. The one and only puncture was

received a few miles from the destination, which was reached at twelve o'clock. After a short expedition up the Hooker River and a very pleasant dinner at the Hermitage, the return journey was commenced at 2.37, Pukaki being reached at six minutes past four and Tekapo an hour later. Afternoon tea at the lakeside provided a very pleasing break and the final stage was commenced at 5.04. Approaching the pass, the conditions, which had been almost perfect throughout the day, changed suddenly, heavy cloud banks rolling over the dividing range and bringing promise of dirty weather on the other side. The very convenient arrangement of the Studebaker top, however, quickly dispelled any anxiety regarding weather conditions, and by pulling down the four side roller curtains, the car was converted at a moment's notice into a cosy limousine. Taking the summit at 40 miles an hour, the Studebaker at once left the sunshine behind, the remainder of the distance to Fairlie being travelled in the gloom of heavily banked clouds. Tekapo to Fairlie, a distance of 27 miles, was covered in 34 minutes and the Fairlie Post Office was passed at twelve minutes past six. A light, misty rain made its appearance shortly after leaving Albury, and what with the very uncertain light prevailing at that hour, driving conditions proved far from perfect, nevertheless splendid time was made, Timaru being reached at seven o'clock after exactly a 46 minute run from the Mackenzie capital, the total running time from the Hermitage occupying 3 hours 51 minutes.

Taking into consideration the nature of the roads from Tekapo to the Hermitage, especially over the upper portion of the

route, the total running time of 7 hours 58 minutes for the 268 miles constitutes a very meritorious performance. To a *Herald* representative who accompanied the party, the most remarkable feature of the trip, however, was the ease and comfort in which it was accomplished. On level stretches speeds of 45 to 50 miles per hour could, only for the speedometer, hardly have been believed, so smoothly did the car hang to the road in negotiating sudden bends, particularly on the road winding round the shores of Lake Pukaki, the Studebaker hydraulic four wheeled brake system proving an enormous advantage, the knowledge that instantaneous control was always available permitting a greater latitude in regard to speed than otherwise could have been the case. The Duplex steel top fitted with roller curtains that can be instantly pulled down by hand proved a special boon. At the commencement, and also in the concluding stages of the trip when the car was closed, coats were surplus luggage, so snugly fitting were the curtains. As the day advanced the car was converted into an open model by springing up the curtains whenever a desire for fresh air and sunshine was felt, this proving one of the most enjoyable features of the trip. At the conclusion of the journey the Studebaker engine was humming as sweetly and with the same silky purr as when climbing the higher altitude of the alpine country. For the occupants it was obvious that neither passengers nor driver had suffered the least discomfort or inconvenience as a result of their long trip.

dw

2006 ROSCO'S ROCKY ROAD RALLY

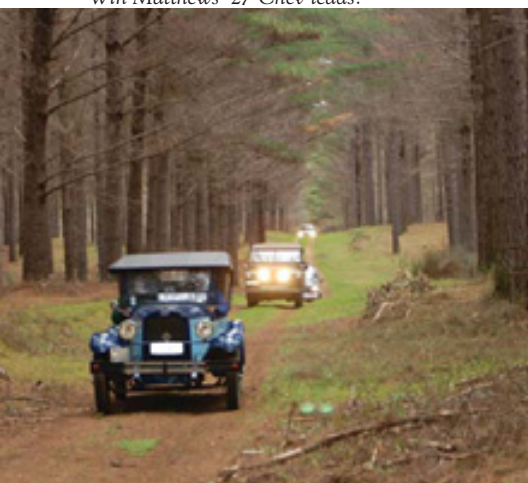


Words Dave Duirs Photos by Dave Duirs and Mike Pooley



Taking it all in.

Win Matthews '27 Chev leads.



"Bring ... your lunch, your sense of direction, afternoon tea, a spade, a tow rope, a navigator with a pen or pencil, a fire extinguisher, extra passengers to help push if you get stuck, a suitable vehicle for the conditions ... This rally will be run on some off road sections. Your vehicle will get dirty/dusty..."

This was the gist of the instructions Rosco Pennell had run in the *Far North Branch* magazine for some time in support of a "repeat" of a similar challenge he planned over forest and farmland a year or two back. The whole idea was to provide a challenge for the vehicles and, just as importantly, the crews; something different from the normal tours or rallies; something memorable; something where a bit of crew brainstorming might resolve the puzzle; something which might create an adrenalin rush and give the old vehicles a reminder of the conditions for which they were originally built. So, the faint hearted and low-slung unscratchable vehicles were not catered for, but members were encouraged to team up with those who wanted this sort of run. No doubt some were put off by the advertising, but those who went along had a great day out. It is hoped that next time would-be participants check on the details as they will find that the challenge is not aimed at destruction, so most would cope

as long as they are not too low-slung or shiny.

A small muster of eligible vehicles plus a few modern 4WD (folks with non-overland capability club cars) gathered at the Aupouri Forestry Headquarters of Juken NZ who operate the Triboard lumber and veneer plants in nearby Kaitaia. Our colourful organizer Rosco with chief time keeper wife Raewyn went to great pains to explain the format of his adventure, the possible pitfalls, the type of on-road markings and the absolute importance of closely following his instruction sheets which were very detailed diagrams for each new instruction with, nonetheless, the need to have some nous if participants were to get home for dinner that night! There was a backup 4WD manned by John Coombes and Malcolm Bellette. Rosco would pop up all over the place as he monitored the progress on his fancy BMW road bike; the one he recently took on tour to South America.

The day was fine and there had been some recent rain — enough to settle the

dust but not enough to make the going muddy. With speedos zeroed we went straight into the forest tracks which were mainly sand with the odd hole, rock, fallen tree, washout, encroaching scrub and lupins with the added excitement of seeing the wild horses which roam the dunes. We passed a few burnt out wrecks (probably stolen in Auckland and stripped before being torched). Sticking to the Straight Ahead rule produced some challenges as quite often the alternative route was just a little used grass track. We zig-zagged from farmland on the East down to Ninety Mile beach on the West through cut-over forest to newly planted trees to fully mature stands awaiting clear felling by gangs whose huge gear we passed from time to time. There were logs and branches which had to be circumnavigated (the old Land Rover crew was discouraged from pulling out chainsaws to clear the way).

At the start crews had to estimate their lunch arrival time and our team was confident it was right on the money until the driver did the unthinkable and overruled the navigators which then took our vehicle well into the bush with not even a track, as we endeavoured to bypass a tree over the road. We then disappeared over the horizon totally in the wrong direction, necessitating having to back track, follow the instructions again

Below: Rally debrief at Rosco & Raewyn's home.

and eventually, after being directed past a fallen log hazard, meet up in a sunny glade to lunch and debate the efforts thus far.

With speedos reset we were off again into the unknown past Six Trucks Rd, Turks Lake Rd to be challenged by a washout for which there was an alternative route for the wary. Our crew was all for the ultimate challenge but nearly lost it when negotiating a wet turn off, which made the Land Rover crew wring their hands as they were itching to put their vintage machine to rescue work as they had come prepared with ropes, chainsaws, trolley jacks and all manner of gear which apparently must be necessary to get a Land Rover home! We managed to get traction (one guy asked later if we had a limited slip diff in the Peugeot 203) which was probably due to the extra ballast as we had a crew of four. We roared off the track which was impassable because of the washout. Confusion reigned at the top of the slip as we had vehicles coming from the alternative route and others from areas unknown, all convinced they were right.

After negotiating some "invisible" tracks (remember straight ahead rules) we had to negotiate a steep downhill without hitting a caravan at the bottom which brought us back into an avocado orchard and civilization. This took us back to SH10, down Kaimaumau Rd to follow some



Mike Courtney (L) receives hugely valuable, hand crafted by Rosco, trophy.



First out clears the way.



'54 Land Rover maintenance.



trick instructions up a side road when we thought the hard part was all over.

We eventually assembled at the Pennells' home for a time of debriefing as we shared a well-deserved cuppa and goodies followed by presentation of a "hugely valuable, hand crafted by Rosco" trophy to Mike Courtney and the Roughriders in the 1954 Land Rover.

However, this was all a bit premature as a weak cellphone call revealed a very vague voice from the Austin Cambridge crew who had not reported in!.....they were stuck somewhere in the forest. Rosco gathered his rescue team and headed off, taking about an hour and a half to locate the vehicle which had wandered off the route and negotiated some very steep sand tracks before getting bogged in the sand. They were resigned to spending the night in the forest and had drawn straws for the best sleeping seat when rescued!

Rosco and his team went to a huge amount of effort to organize this challenge which we hope will be repeated. We would like to see the event supported by more crews who by not participating this year, missed out on a run which could become



Scenes from Rosco's Rocky Road Tour.

unique to the Far North and of interest to other Branches. Vehicles from the old thirties Chev and Essex to the fifties and sixties models all managed the run without

damage. Our thanks to our enthusiastic organizers and to Juken NZ for allowing us to "play" in their work place.

bw

SOUTH OTAGO BRANCH 35th Annual Rally

Words and photos Mel Tapp



Top: Vic Hubber, 1930 Dodge

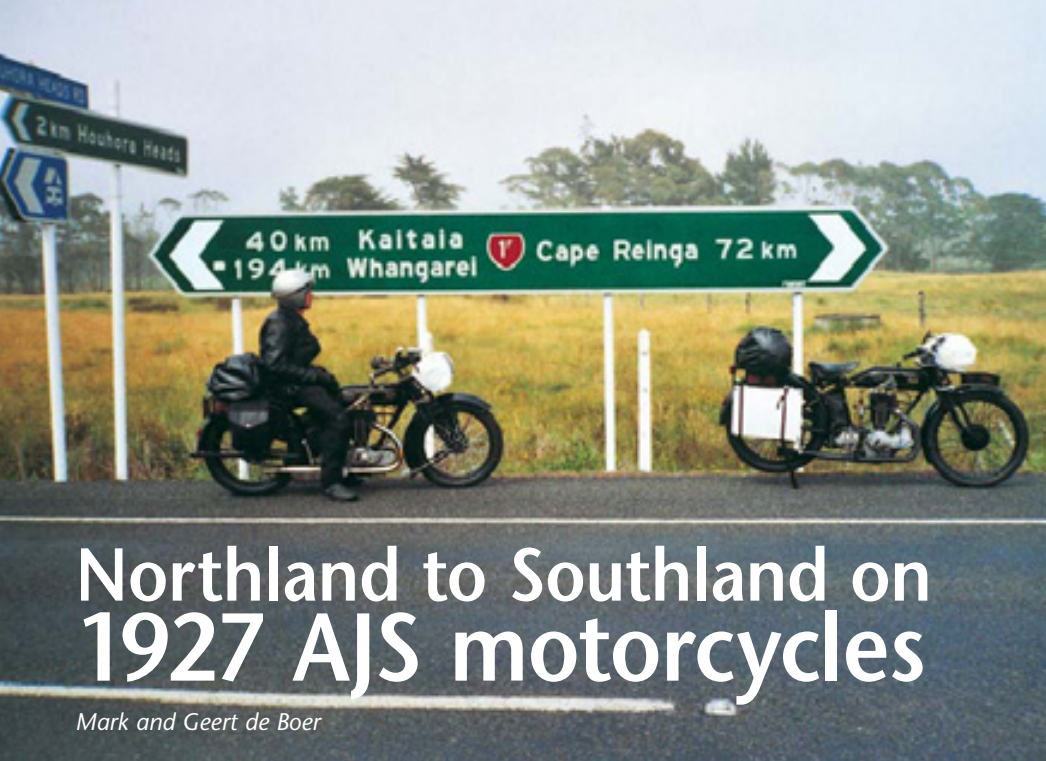
Above: Loading the punt. On board are Gary Young's 1917 Ford T van and Nevin Gough's 1918 Ford T van.

After a week of unsettled weather it was a nice, fine morning on 11 November for our 35th Annual Rally. With entries of just over 100 it was a busy day for Club Captain Ian and his team. We all gathered at the Balclutha Town Hall for morning tea, and after a welcome by President John and a short briefing by Ian a steady stream of cars, ranging from the oldest, the lovely 1912 Sunbeam of Colin Pearce, to a 1974 Rover and a Jensen Healey left on the rally. It was good to see a turnout of Vintage class cars including the lovely 1929 Dodge coupe of Rob and Diane Ross from Ashburton. The Dodge make was very well represented with six in the Vintage class including my own, giving our 1927 its first outing for over 14 years.

On leaving Balclutha we turned over the landmark Bowstring Arch Bridge and headed north, turning up towards Hillend, with great views out over South Otago and a steady climb before striking good gravel surface taking us into Waitahuna West, then dropping down towards the Clutha River to the lunch stop at Tuapeka Mouth in the large, sheltered Domain. There was plenty of time to look around the cars and judge the various classes before heading back. Some took time to cross the Clutha River on the punt, the only punt in the southern hemisphere powered only by the river current, and which has been carrying carts, cars, etc across since 1896. The present punt was moved from Southland in 1915 to replace the original. The trip back was over the rolling country past Clinton to the hall for prize giving and an evening meal.

Cars that stood out for me were the 1918 Model T van of Niven Gough and the 1961 Studebaker Hawk of John Souness, but the high standard of restoration and presentation of all entrants was a credit to you all and we look forward to seeing you all again next year.

bw



Northland to Southland on 1927 AJS motorcycles

Mark and Geert de Boer

After I had completed the 15th National Motorcycle Rally in Masterton on my father's 1929 Terrot I returned home with great stories of rallying in New Zealand. Two years later my brother, Mark, and I took two months off work to attend the 16th National Motorcycle Rally in Dunedin. I used the Terrot again and Mark rode a 1928 Scott specially bought for the event. Before we left NZ after this Rally we visited the late Lee Brookes in Auckland who offered the loan of a bike if we wanted to return for a future rally. For the next National Motorcycle rally in Auckland our parents Harrie and Nel attended, borrowing Lee Brookes' BSA Golden Flash. Harrie purchased a 1928 Indian Scout basket case and stored it with his brother in Southland. With assistance from Peter Jones of Invercargill this machine was going by the 18th National Motorcycle Rally in Invercargill and is now kept in New Zealand for future use.

I have had my 1927 500cc ohv AJS type H8 for about 10 years, working on it now and again and I had lost interest until Mark found a 350cc ohv type H6 engine in parts to put in his 1927 side valve bike. We then thought of finishing both bikes so we could enter the 19th National Rally in Cambridge and combine this with a tour of the whole country. December to February 2004 was spent in the shed working on the bikes but by March we had them on the road and did about 2,000 km in the home rally season testing them. Permission was given by our bosses for two months off so we began organising properly.

From 2 February when we arrived in Auckland until 21 March when we packed the bikes and flew home we toured the country and have recorded some of the highlights and lesser lights.

3 Feb 210 km from Auckland Branch clubrooms to campsite in Dargaville where our neighbours were VCC members.

4 Feb 237 km Travelling further north to Kaitiaki where we met fellow enthusiasts, one with a 1927 Triumph and the other a 1928 Scott. Our attempts to reach Cape Reinga ended with the gravel roads. The locals told us the gravel was very loose at that time and it was starting to rain.

5 Feb 140 km All day rain and my magneto gave up. After a lot of fiddling in the rain we looked for a place to hide and ended up putting our spare magneto on the H8 and going to the nearest campsite in KeriKeri where we took a cabin.

6 Feb 213 km Rain again but not as bad as the previous day. Camped at Warkworth.

7-9 Feb Warkworth to Cambridge with a stop in Auckland. The ninth was supposed to be a lazy day but my H8 nipped up twice. Upon arrival in Cambridge we took the barrel off and next day went to a reconditioning firm to have a thou honed out of the barrel and the engine reassembled.

11-20 Feb National Rally. This has been fully reported. It was a great rally, well done organizing committee. On the Tuesday of the rally Mark's H6 made a rattly noise suddenly and we decided to take it apart on the roadside to see what had happened. The gudgeon pin was broken and had cracked the piston. Nothing to do but wait for the back up. That afternoon we used the workshop of Roy White where we took it even further apart and were looking for a new piston. Roy's brother Howard straightened the conrod and as we could not find a suitable replacement piston we decided to use our spare sidevalve engine that was in Cambridge. This was put in next morning and we were back on schedule by lunch time. During the rest of the week people



Geert de Boer in the far north.



16 February, between Coromandel and Whitianga



1 March, Mark at Golden Bay



16 February, a little problem.



11 March, erecting the tent in fading light.

called around and we had two options for replacement pistons on the Sunday evening after the rally. Option one was to put a sleeve in but we did not want that. We found a replacement piston that would hopefully work but it happened to be 150 grams out of balance, so we ended up using the piston out of the sidevalve engine to put in the ohv unit which worked out well.

23 Feb 152 km Our tour continued from Taupo to Napier but today Mark's H6 nipped up so while at a friend's place we took the barrel off and had it honed out.

24-26 Feb 431 km From Palmerston North with Thomsons' Motorcycle Museum, to Tokomaru Steam Museum and Southward's at Paraparaumu through Upper Hutt to the Picton Ferry.

27 Feb 230 km Picton to Pohara. While we were lunching in Nelson someone asked where we were going. When told Takaka they said you're going over the Takaka hills on these?? That warned us that the hill was quite steep.

28 Feb 118 km We had a look at Farewell Spit, the most northerly point of the South Island.

2 March 200 km We left Pohara, returned over the Takaka Hill and reached our Murchison campsite, only having to clean out the jet from the H6 carby.

3 Mar 194 km Murchison to Hanmer. Today we met a young man from Australia filling up his Austin 7 which he had bought to take part in the VERO Rally 2006. We met him again at Springs Junction and he

had the cabin next to us at Hanmer. Today the H8 lost a nut from the rocker box but we managed to find a replacement in the bicycle shop.

4 March 11km. Hanmer hot springs plus the Hanmer Springs forestry camp as this was the site of the AJS and Matchless owners Kiwi Jampot Rally. Plenty of bike talk.

5 March 176 km. Rally Day, the route was 230 km but we took a short cut. Back in Hanmer, I discovered a few nuts and bolts missing from the H8 and my carrier was broken. A few replacement nuts and bolts were found in the toolbox and the carrier had to be mended with a tiedown.

6 March 160 km. Christchurch and on to the McKinlay's where we were met by Jens Christensen who gave us a bikes-in-sheds tour of Christchurch.

6-10 March Enjoyed hospitality of McKinlays, visited friends and effected repairs. A new rear tyre for the H8 and a good look at the VCC parts shed, plus meeting the motorcycle section at the clubrooms.

10 March 208 km South to Fairlie. Through rain and wind that required first gear uphill into a head wind. Really terrible. However by Mt Somers the weather had cleared and the sun started to shine. After a look at the Geraldine car and tractor museum we made the campsite by afternoon.

11 March 270 km. It froze during the night. On over SH8 to Lake Tekapo and Pukaki then the Lindis Pass. What great

views there. To Wanaka and a quick look at the Wanaka Transport Museum.

12 March 170 km Over the Crown Range to Queenstown, visiting a cousin, then on to Alexandra for the night.

13 March 230 km. After the Hayes Engineering Works, a museum with old drilling machines, lathes etc we went through Ranfurly and Middlemarch to Dunedin to stay with Bruce Murray.

14 March Maintenance day in Bruce's workshop. Much better than the side of the road.

15 March 40 km. Sightseeing around Dunedin but the magneto from the H8 was loose on its platform so back to the workshop.

16 March 238km. Dunedin to Balclutha then the Catlins, a very nice quiet road before travelling on to our aunt and uncle in Edendale. Today is one year from date of registration of the H8 back home and we have covered 7519 km since that day

17-19 March Visiting relatives, seeing Bluff the geometric end of our trip and visiting VCC members

20 March 137 km Mandeville Airport British Bike Day. We were awarded the Furthest Travelled Trophy.

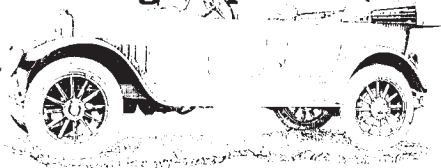
21 March Packed the bikes for shipping home.

Total distance traveled 5,920 km and special thanks to all the people who played a part in this journey. We hope to have inspired some people to use their Vintage motorcycles.

bw

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The Jim You Probably Didn't Know

Words Big End Knocks



I had the good fortune to meet Jim Riley not long after I arrived here from England in 1958.

I first heard about this mountaineering motorcyclist from a friend who told me how he had seen this joker standing in the Avon River reading a magazine under a streetlight.

This struck me as a worthy type to get to know. We can never get too many eccentrics can we? It seemed this was Jim's technique to soak his new tramping boots into submission to procure a comfortable fit. As he was also a keen motorcyclist with a Velocette and his flatmate Vic had a 500 single Vincent it was a need-to-know. I'd sold my Norton before I left the UK and was getting withdrawal symptoms.

In the UK at that time you could get a motorcycle licence at the age of 16 and with apprentices' pay being less than generous, in fact a gallon of petrol cost us 2½ hours wages, so a frugal motorbike became highly desirable. The bike became not just transport but a magic way to visit new places and the thrill of speed just made our world bigger.

The limit of 18 before you could go for a car licence wasn't really much of an issue; we couldn't afford to tax, insure and live with a car's thirst for petrol anyway. Also, on your 18th birthday you got a letter from the King: "You will report to ... barracks for two years military service." Apprentices could get deferred until they had finished their time, but we were scooped up the moment that date arrived. Lucky Jim, who was three years younger than me, stayed free until National Service was abandoned. By this time some of us had become true

motorcycle addicts and just rode and enjoyed the riding and maybe got hooked on the sporting side as well. I think with Jim it was the travel bug and the thrill of what was around the next corner. Many, like myself, didn't get around to driving until we got to New Zealand and found even kids could drive. I was 27 before I got around to getting a licence and I believe Jim was even older when he bought a Citroën and learned to drive, giving his mate Peter a few frights in the process. Perhaps this accounts for his exuberant approach to cornering, after all, most of the "cooking" cars of the day were pretty damn slow compared with our bikes on the hills or by way of speed.

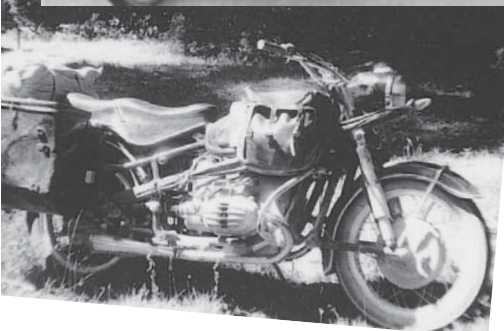
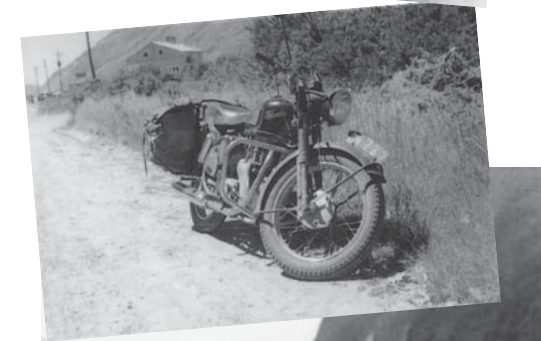
Jim and Vic were climbers and Friday after work saw them away on the bikes to the mountains, festooned with packs and climbing gear about their persons and the bikes. It was on one of these proposed attacks on Mount Cook that saw Jim and Vic on Jimmie's Velo roaring through the night somewhere between Geraldine and Fairlie. They came a monumental gutser in deep shingle and went down in a tangle of packs, ice axes, bike and bodies in pitch darkness. Vic was hurt badly enough to need a hospital but, being so far from help, the only thing to do was to load up, saddle up and take him there. Our hero then got back on and rode back to Christchurch, only to pass out next day, having taken a nasty dig in the kidneys from his own ice axe.

Come 1960 or 1961, I'm not sure when, Jim and another climbing mate, Don Cowie, decided a trip to the UK by way of India and the Himalayas sounded a good idea, so a pair of 650cc Triumph Thunderbirds were ordered from Adams' in Lichfield Street. These were the slightly horrible 'bathtub' models I thought – not nice on shingle. Plans were made and the departure date was set and boat tickets booked, the pile of paper no doubt grew.

Photographs from top: Tour group - Jim second from left; Next group photo l to r John Badger (Londoner), Jim Riley (Brum), Norman Wilkinson (Kiwi), Don Cowie (Scot).

Next: The Velo just out of Queenstown, Dec-Jan 1957-58.

Next: Jim and the Velo at Milford Sound, 1959
Bottom: The much travelled BMW.



The delivery of the bikes was delayed and they didn't arrive until six weeks before the "off". Only then did I find out that Don hadn't ridden a motorbike and of course didn't have a licence. In fact when the bikes were wheeled out of the shop on to the road, Don was observed sitting in a shop doorway reading the instruction book which was open at the, "How to start your machine and where the controls are" pages. However six weeks intensive training and a lot of shingle and hill riding saw him with a licence in time to go off on the adventure.

The trip through India I've only heard about in snippets gleaned from odd bits of conversation over the years. For years I tried to persuade Jim to get his photos and notes of the epic out, and write an account for *Beaded Wheels*. But I think once the adventure was over it was a case of, "done that, now what can we do next?" and, as many members know, there always was a next adventure.

I do know that Jim, the experienced rider, had most trouble, first his electrics packed up quite early in the piece. A six volt car battery was lashed on top of the gear to supply sparks and was given a charge whenever possible. Don, the novice, had no trouble and only fell off once crossing a river in Afghanistan. Jim was so busy photographing the event he forgot to help, and I believe this led to the only harsh word between them for the whole trip. Soon after, Jim's bike's frame broke but they made it to a truck repair shop and he welded a patchwork brace in. It broke again in Turkey and got another session of welding surgery and still Don's bike chuckled on. They eventually arrived at the Triumph Works in Coventry and were photographed and generally made a fuss of. A hunt in the old *Motorcycle* (Blue'un) or *Motorcycling* (The Green'un) should find the lads in an advert that I remember seeing at the time. The bikes were whisked off to the service department and emerged next day running very sweetly, with all lights functioning and not a spot of dodgy welding to be seen; even the frame number was the same.

Jim made many more trips from England. One I heard about was on his Norton/Velo special to Yugoslavia. The Norton had been bought cheap with a clapped-out motor. A Velo engine and gearbox were acquired from a wrecker's and these were fitted into the featherbed frame. The workmanship was beautiful but the paint job was an atrocity. Anyway, the motor developed a nasty noise on the trip and had to be nursed home where it was taken to the Velocette works. They would

have nothing to do with it, as it wasn't in their frame, funny lot the Velo fellows. So, back to Birmingham and Jim dropped the motor out of the frame and lashed it on to his trusty New Zealand-made pack frame. Do you remember The Mountain Mule packs made in Christchurch? I saw Jim's hanging on the wall in his garage in Enfield when I went to see him off in January. He had to take this load on two long bus trips to Coventry to get it fixed and then, when it was done, haul it all the way back.

There was also the business he started making the Swagman Panniers that slung over the petrol tank; a product of his long distance touring experience. He had the ladies of a village in the Cotswolds sewing for him but he complained that they kept getting pregnant and he had to train new ones.

On his way back from Australia to New Zealand, he rode his BMW, with his wife Jean on the back, across the Nullarbor and away around Australia just to make things interesting.

The 1972 International saw Jim and Jean on Russell Barnard's Norton and soon after, the wanderlust struck again, with Bombay to Birmingham on the menu again, this time with a rather more suitable machine, a 370cc Suzuki trail bike. Jim did, however, fit a five-gallon BMW tank. I remember pointing out this would weigh fifty pounds when it was full. He also fitted a chain oiler I made and the pannier boxes and his Swagman bags. This time Jim did the trip solo and took over a year on the road. I know he did some climbing on the way and this time there were no booby traps from Joe Lucas. While the chain oiler made a mess of the back end of the bike, the chain and sprockets lasted the whole trip in good condition. Again our lad didn't get around to writing up his adventures. I had a letter from India and he was enjoying himself, but did say there was no way you could ever be alone there, because even as he wrote the letter a small crowd had gathered around him.

On his eventual return to Christchurch, the car phase chimed in with the Fiat and the Chevrolet special, all open four-wheeled motorbikes, well that's the way he drove them!

I am so very glad I knew our Jim. We all gained an awful lot from his zest for life and all that assorted knowledge of so many things. There was a man who could be said to have lived every day of every one of his seventy-two years. No man could ask for more, just more time should have been his.



Words and photo Basil McCoy

"He danced to nobody's tune." So a message said from a friend on learning of Jim Riley's recent passing. Jim was a stalwart of the Banks Peninsula Branch although he left the general area five years ago to take up residence in Enfield about 10km from Oamaru. He was originally a biker from way back but always with an interest in old motorcars. He first acquired a light 15 Citroën followed by a 501 Fiat.

During 1985 he accompanied Bob Scott in the back seat of Bob's Metallurgique on the 100th Anniversary of the Motorcar celebrations.

During the early 1990s Jim built a 2-seater Chevrolet tourer. It was a real toolmakers creation with lots of Jim's little one-off bits built into it and of course finished in unpolished aluminium with wattle green trim, mainly because Jim had a part-used can of that colour in the shed.

Jim had done many things in his life including two overland trips from New Zealand to the UK, once on a 650cc Triumph which gave great trouble en route. The frame required welding in Afghanistan, then broke again in Turkey and was bound together with No 8 wire which got him back to Coventry, where the Triumph works rebuilt the bike for him. Seventeen years later he did the same trip on a 250cc Suzuki trail bike without even cleaning the plug en route.

On one trip back to England Jim bought a canal boat and set off around England with a plank and a BMW motorcycle on board. He used the plank for a bridge, would mount the bike, take off over the plank and explore another part of the home country. This plan generally worked well except for one day when he fell into the canal in one of the most polluted places in central Birmingham. By some miracle the bike

bw

to nobody's tune



hooked itself on the plank and canal bank and did not get wet. Jim however, got a right ducking and in recounting the incident maintained that his whole life flashed before him, knowing that rats swam in the canal, and not keen to ingest anything they may have left behind.

On another occasion in England Jim built a Norton/Velocette Special motorbike using a featherbed frame. He took his wife, Jean, on a Continental tour on the bike when holiday-makers were only allowed to take £25 each out of the country. He wore the rear tyre out on the trip and when a hole appeared in the canvas he cut a piece from the top of his leather boot and made a gaiter to effect a temporary repair before setting off over the Swiss Alps and eventually back to England. There he discovered the engine was knackered. The Velocette works in Birmingham would not look at it because it was bolted into a Norton frame. This did not stop our Jim. He wheeled the bike back home again, removed the motor and strapped it into his back pack, then headed off to catch a No 11 double decker bus. Part way there he had to change buses, sitting on the side-facing back seats to rest the load. At Velocette Inwards he rested the load again on the counter, this required a bit of a backward jump. Then he stretched out backwards to press the Ring for Attention bell. Four days later when he returned to collect the re-conditioned engine he repeated the process with engine in backpack. The Norton Velo came back to New Zealand with Jim and is currently owned and hopefully still ridden by a motor biker in Christchurch.

In an effort to strengthen the bonding of the Velocette engine into the frame as a post-manufacture modification, Jim and his welding mate had used a piece of flat

plate taken from an Italian Moto Guzzi frame. At a later time a motorcycle genius recognized this errant piece of metal and Jim's bike soon became "A one-time racing machine with history built up by an Italian mechanic living in England."

Jim was a toolmaker by trade. Among other projects, he had been involved in the tooling for the present Queen's Coronation medals which were given to the children of the Empire in 1953. He did the tooling for the Riley 2½ litre radiator cowl badge, and also the fixing bracket for the Woolworths 505 brass I-section curtain rail system. But that is another Jim story that needs lots of space and nimbler fingers and limbs to demonstrate.

Great things happened to Jim when he met Lee Orchard. In Lee he had an intrepid travelling companion. Most of his macho Vintage pals would not sit in his Chevrolet with him. He jettisoned factory made biscuits in favour of Lee's home baking. His Dunedin pals, referred to as Timms and the Boys, would taunt him with "Riley, you fell on your feet the day you met Lee". His retort was "and don't I b... know it mate, and don't I b... know it". Jim was expressing appreciation.

Jim loved being hugged by big busty ladies and seemed always keen to prolong these occasions. He would invite them for a brew which was leaf tea in a proper cup and saucer with the knitted cosy to keep the pot warm for a second cup.

He was a very kind-hearted bloke, small in stature with a magnificent strong voice. A truly spirited Vintage motorist, a folk singer, a spoon player, a canal boat man which he referred to as 'being on the cut', and an erudite speaker. Not a great beer drinker and a non-smoker, "He danced to nobody's tune" and all his mates just loved the music.

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REMINDER NOTICE
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 Payment for this is due by 31 March 2007

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MANAWATU Veteran Rally

Words and photos Rod McKenzie

The weather is often a bit iffy at this time of the year. The wind, which had been pretty strong during the week prior to the run, eased up enough to not worry the small Veterans too much. It was sufficiently pleasant for twenty-seven entrants mounted on their Veteran machines to enjoy a day touring the rolling hills of the Manawatu.

We assembled at the clubrooms just north of Palmerston North where the crews who had come from afar unloaded cars, and a solitary motorcycle, from their trailers. A number of local Manawatu entrants arrived earlier and set up the magnificent large clubrooms for a welcoming cuppa. Rob and Pat Knight, the organisers of the run, had a few words and with the smaller and less able entrants heading off first we began our tour.

The first stop mid-morning was at a huge old home owned by Mr Jim Howard and family named "Westoe". It was built in 1874 from totara and heart matai for Sir William Fox and named by him after the village in England from whence he came. He was a politician of the time, the man after whom Fox Glacier was named and founder of the township of Foxton. The home is set a

short distance from the road near Marton amid a huge garden which is popular for garden visits, and indeed a huge bus-load of garden enthusiasts turned up while we were there. The rhododendrons were out and made a wonderful sight.

The next stop south of Sanson was a licensed restaurant named Woodlands Lodge, an old house that had been relocated for the purpose, but had at one time been a school for young ladies in Palmerston North. Lunch had been booked for us all and very quickly the crews settled in upstairs for a quiet noggin and natter. The run took us further west toward Tangimoana past another two huge old homes called Homebush and Pukemarama, and then along a narrow unsealed farm road which was a delightful piece of motoring with grass growing up along the centre of the wheel-tracks. Back toward Palmerston North we passed through Glen Orua village and wended our way back to the clubrooms.

Some of the entrants had elected to stay on at the clubrooms overnight, but first enjoyed a pleasant meal put on by our hosts, before Bryan Thomas came out with his new acquisitions for us all

Benton's 1910 Alldays lights up the 1906 Alldays of Knights.



Diane Quarrie takes the wheel of the 1915 GWK.

to see. They were most interesting, being a child's "ordinary" (or "penny-farthing" to the uninitiated, and an original bone-shaker cycle with wooded spoked wheels and pedalled from the front wheel. "Front wheel drive, just like a modern car", noted one wit. He went on to show us his prowess and ability as a "medium" which had the group spell-bound until they realised he was putting one across his audience.

The Manawatu Branch excelled again with a pleasant laid-back run around their very pretty district and many will return next year.



22 Beaded Wheels



Top left: Mike Perry and Digby Young in the 1904 Napoleon.
Top right: Bob & Isabelle Pettigrew, Palmerston North, leave in their 1908 Briton.
Centre left: Stewart & Joan Barton leave the clubrooms in their one-family owned 1908 Holsman.
Centre right: Rob and Pat Knight depart in their 1906 Alldays.
Above left: John Cleland travelling away from Woodlands in his 1913 Ford T.
Right: Tony Prebensen prepares to set forth from the Manawatu VCC clubrooms in his 1903 Holley.

The Tale of The Safari Virgin and the Pig



Labour weekend 2006 and the HBVCC annual Safari Rally was to the Central Plateau of the North Island based at Taupo.

Words and photos Mark Jenkinson
Photos Roger and Carolyn Anderson



Twenty-seven vehicles and 56 participants met at Anderson Park Napier at 8.30 on Friday morning for briefing and their first introduction to the PIG. The pig is a rubber animal stretched out as if slaughtered and (hog) tied at the rear troters with a loop that conveniently fits around a recipient's neck. You then spend until the next stop, or until you can "pass the pig", staring at its nether regions. To make matters worse the slightest squeeze or bump results in a squeal from the pig. My two year old daughter, unbeknown to us, immediately fell in love with the Pig. A leisurely drive through Puketapu and Pukititiri had us join the Taupo Road at Glengarry and then it was only a short jaunt to the Te Pohue Golf Club for morning tea.

After this break it was on to the main road and the run to South Rangitikei School for lunch and car rides for the pupils. Welcomed at the gate by the head boy we took the opportunity to answer a question on the rally quiz on how many pupils there are at the school. We were told 19 only to find out officially there were only 18 as one of them was away that day.

Lunch was provided by the school after the children chose their favourite car to ride in. Bruce Poole's Chrysler 77 Roadster never stopped and they either didn't like Plymouths or were too polite to ask me

Main pic: Mopar's on parade for a photo shot to go in an American magazine.

Top left: Ladies also take a turn.

Center left: Harley and Juliette Cadwallader heading north on Sunday's safari.

Lower left: Club Captain Derek Gordon gets the pig.

to move from the prostrate position I had assumed behind the car in the sun (due to a case of food poisoning, leaving me somewhat the worse for wear).

My wife took pity on me and we left before the main group and went straight to the motel where I took the opportunity to have a rest while wife Sharon and daughter Shona went for a long walk. I awoke to much guffawing and am glad I missed the Pig stories. The evening meal was at the Taupo Cossie Club as was each evening meal.

Next morning I was somewhat healthier and ready to hand out the information for the days rallying.

We headed for Murapara and then Galatea and apart from being "shot at" by a '28 Plymouth coupe as we ascended a slight rise, and the tour leader indicating left for 10 miles we arrived at the first stop of the day.

A quick introduction to the Ostriches and then morning tea on the lawn before the "big shed" was opened to reveal 12,000 beer cans and other brewery memorabilia, a MK2 Zephyr with only 18,000 miles on the clock, several restored tractors and a mint Ford GTHO "Shaker" or "Super Roo". There was considerable debate as to its value ranging from \$100,000 to \$180,000. This excited one dad whose son had just brought two of them back from Australia with the intention of building one from the two.

Over the road we were in for another adventure as amongst a rather untidy farm yard we discovered many ancient agricultural treasures mainly of Ford origin. Many were restored and scattered amongst the



Enjoying lunch and our Saturday run.

un-restored, to be restored, pulled apart, parts and pure junk, and of course cow poo!

Of interest were a pair of recently imported tractors, a Volvo and a Munktells. Both arrived in going condition but had already succumbed to a spanner or two. What was more interesting was a pallet of rocks which we were informed had shared the container with the tractors to fill it up. They had been intended for cutting and polishing but had proven to be too soft so were abandoned to the yard.

A short journey had us arrive at the Aniwhenua Lake Reserve for lunch. Here an attempt by myself to unburden Derek of the Pig quickly saw the tide turned and, without even getting it around his neck, Tour Leader Trevor related a problem I had experienced that morning. First with a toaster which would not work, then the next that was too efficient, being the cause of the smoke alarm being activated. My wife was yelling "open the door and let the smoke out" while I was determined to keep it shut and hopefully the sound of the alarm would not have been heard. Alas the walls were too thin and all was revealed. I had the Pig, but again, not for long as wee Shona had obviously coveted the beast and soon had it from my neck. Apart from a very short interlude, where she decided it was Derek's, we had the Pig for most of the whole trip, and in fact now have it until next year's Safari.

Most took the walk to the Aniwhenua Falls and then departed for the Toll Log terminal and the forestry road trains which are logging trucks with the equivalent of two trailers behind the truck unit.

Back to base and fivesies were held in the lounge of the second motel where the day's events and stories were recapped before the mass exodus to the Cossie Club.

An 8.30am start on Sunday and we were off on a run to the geographical centre of the North Island.

Well, some were. Our route book had been left behind and after catching up with the most modern and largest vehicle in the fleet we settled in to follow them. However we both ended up in a no-exit street in a housing subdivision. "We're lost" they said "can we follow you"

After the hand over of the route book we hastily made our way back on course but the '39er was obviously too hot for the '59er and we'd lost them!

Back we go some 5km and find them with tail-end Charlie getting transmission oil before limping to morning tea and then a slow return to Taupo and retirement. At least we had our own route book now! There weren't going to be enough pigs in the world if all this got out!

"Let's get a photo of all the Mopars" "What's a Mopar?" "If you've got one you will know!" and after kicking out the Morris Eight we photographed the seven Mopars ranging from the '28 Plymouth coupe through to the '39 Plymouth and De Soto Sedans including two of the five Chrysler 77s in New Zealand (there are only 15 in the world and six came to New Zealand. There are still five Chrysler 77 roadsters accounted for, with three within 30 miles of each other in our branch).

Other candidates for the Pig were the Buick that left with its boot up and also the person who took the wrong turn and led

most of the participants to the geographical center of the North Island from the wrong direction. The rain had started and the tracks were muddy and slippery and Andy told us many times how his 77 was spinning its wheels due to the power!

A short walk through the bush and there was the plinth marking the exact spot for a few photos and then back on the road to lunch at the Pureora Forest HQ.

More stories and then a choice of excursions around the forest where most visited an observation tower above treetop height commemorating the anti native-tree logging protests of the early '70s, a 2 ton Caterpillar tractor of about 1930s vintage abandoned in the bush after suffering the ignominy of tossing a rod out of No 1 and a steam log hauler. Most took the brisk 30 minute walk into the forest to see the world's largest Totara Tree at 4m dia. (13') and 40m tall (130'). Here, resident Jamie experienced a 100mm (4") centipede make the climb up his trouser leg after which a few shakes became a major tearing off of his trousers and, despite being able to say he had a genuine 100 footer in there, he eventually disposed of "the monster". After a tidy up he was on his way but this little episode had won him the Pig Tale of the trip. It was then back to the cars and the run back to Taupo via Mangakino and the dam.

Back again to base and while some made a quick change and headed for the Cossie Club. Others made attempts with varying degrees of success to remove the orange mud and gravel from their vehicles. I am told that cleaning cars on Safari is



Briefing before we leave.



Group photograph by the Totara Tree.



Rally leader and his Model A "BEN" leading our Safari.

forbidden and could have earned you the Pig. (Big deal we've had it for two days!)

Off to the evening meal and prize giving and the answers to the quiz and brain teasers and yes "rule of thumb" meant that in the 1400s a man may beat his wife with a stick to the thickness of his thumb and "Golf" means gentlemen only ladies forbidden!

I won the prize for time keeping because it was thought that I did fairly well getting my two ladies underway on time at most starts and, even with the handicap of no route book, managed to keep up.

The drinks and stories flowed, the Safari Virgins inducted and the last Pig stories told before home to bed. A leisurely start on Monday morning as entrants took their leave and wound their way back to Hawke's Bay, some with a stop at Tarawera for a late morning tea. Tail-end Charlie made his last "save" when a tourists' modern was topped up with fuel.

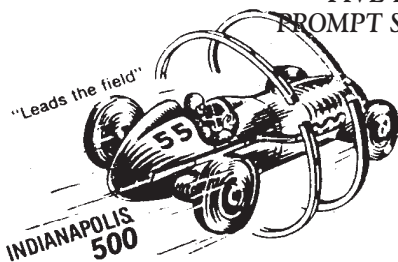
Thank you to Lyn, Trevor, Carolyn and Roger for a great Labour weekend and next year I won't be a virgin!

bw

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Harry de Boer, Canterbury Branch member reads his copy of *Beaded Wheels* minutes after the mail was delivered to his door. Harry, his wife Nel and sons Geert and Mark are frequent visitors to New Zealand principally to take part in VCCNZ Bi Annual National Motorcycle Rallies. They have made friends all over New Zealand on their travels before and after these rallies.

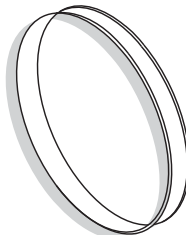
Photo taken by Marilyn McKinlay in Grubbenworst, Holland (The Netherlands), 22 August 2006.

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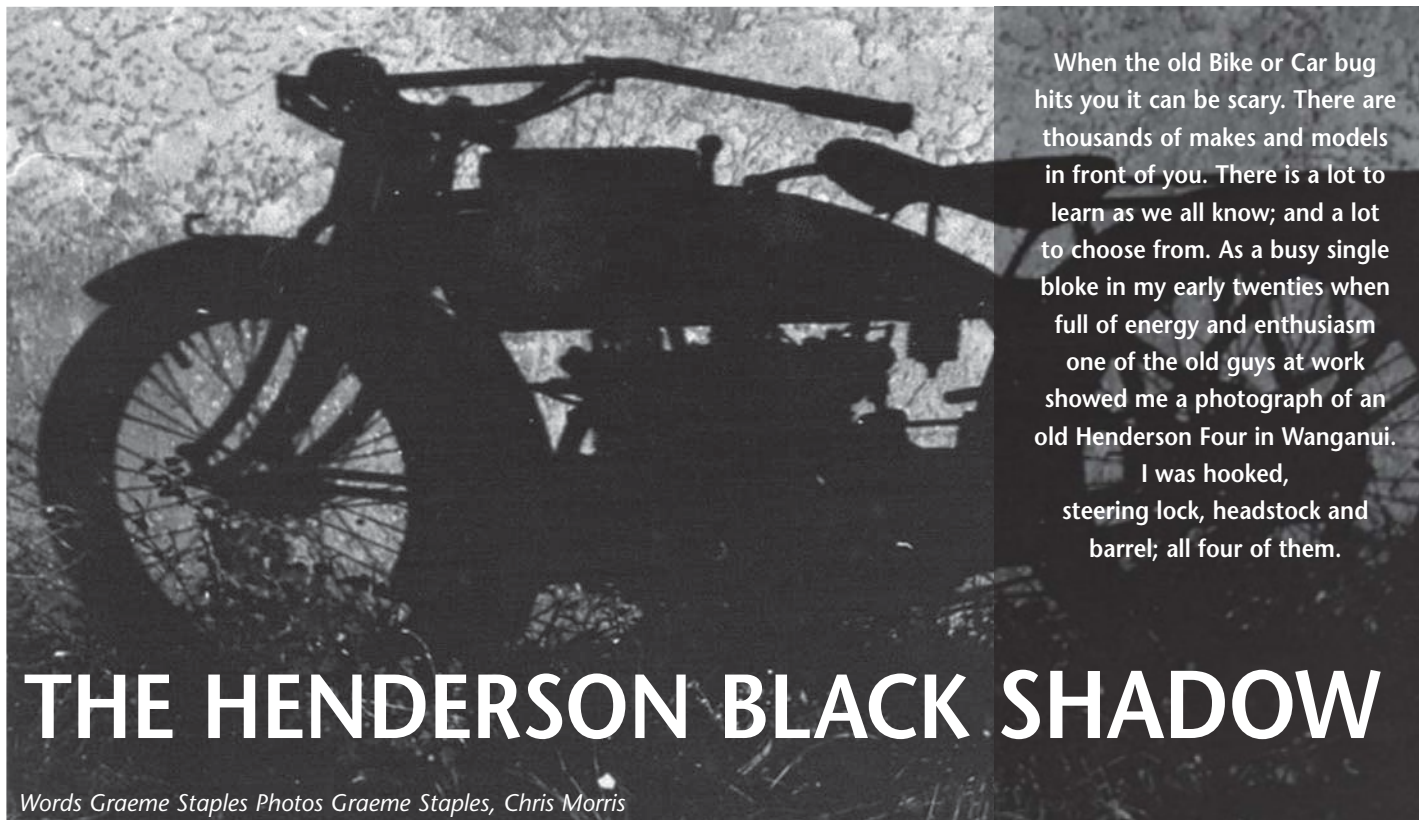
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When the old Bike or Car bug hits you it can be scary. There are thousands of makes and models in front of you. There is a lot to learn as we all know; and a lot to choose from. As a busy single bloke in my early twenties when full of energy and enthusiasm one of the old guys at work showed me a photograph of an old Henderson Four in Wanganui.

I was hooked,
steering lock, headstock and
barrel; all four of them.

THE HENDERSON BLACK SHADOW

Words Graeme Staples Photos Graeme Staples, Chris Morris

The responses to requests were interesting to say the least. I was young and a bit of a dreamer and there were a few laughs at my requests. I figured that while the American four market might be highly desirable, it was also very specialised and that could hold the pricing thing back a little for projects awaiting completion.

Research soon told me that Hendersons were the most common of the American fours and while not easy to come across there were some in New Zealand.

In the late eighties, once I'd made up my mind, it was just weeks until I was off to Auckland to look at my first Henderson. The price was less than I expected although I still had to borrow some gold off my Mum, "But don't tell your Father" she said. I returned home empty handed. The bike was way beyond my capabilities of the time, cut up crankcases, no tin-ware and loads of bits just non-existent. The price wasn't cheap either for what it was; and the bike sat there for nearly a decade till it sold.

Soon after, a 1924 1300cc side valve Model K Henderson came my way, via a deceased estate, and so my love of these machines had turned to the hardware stage. The bike was about 70%

complete and a large proportion of it was in need of a lot of work, but the ball was rolling. In sniffing around for bits I got a call from a gentleman with a complete older restoration including a sidecar, that was available. After a realistic look at my own Henderson and the older restoration I decided that time, money and my skills favoured the "new" bike.

Money. Ouch, now there's a word that often rears its ugly head. To make way for the new bike; the old one had to go. Soon I placed an advertisement in Saturday's *NZ Herald*, to reply on Sunday and the calls came in. One nice old fellow by the name of Len rang from Waihi, "I don't want to buy your bike but I would like help to identify the one I've got." As you can imagine I was keen for all the talk I could get so we chatted. The bike, he told me, was too good to scratch paint off the frame looking for numbers and I soon could tell him that it was made in 1918 and was an earlier ioe (inlet over exhaust) model. This got my blood running as I must admit to having a fondness for the earlier, sleeker, yet much more fragile ioe as opposed to the mechanically sounder sidevalvers.

My caller explained that the owner had died two days earlier and he was sorting out the estate on behalf of the family. After chasing bikes through the country one fell in front of me like that! I went out on a limb and asked if I could possibly own this bike as it was still a Henderson like my other, but the two were a world apart in reality. I also liked the earlier bikes for their smaller, older nature too. Soon I was heading home with the Waihi machine, a fitting mate for the K model already tucked away in my shed.

Setting my sights on a Henderson like the old Wanganui bike had come to fruition but there was another huge bonus tacked on. Since seeing an old Harley and sidecar at the '83 Cold Kiwi in unrestored condition and comparing it with a restored one I thought that while a lot of painstaking work had gone into restoring one of them; the other just oozed character. I had not had an appreciation of unrestored bikes until then.

The bike carried plates from the 1936-37 registration year and had quite likely been laid up since then and came from a shed that was full of bikes but very few were complete. The more common the bike in the shed, the less of it was there, indicating a useful wrecking source over the years. Fortunately the rarity of the





*Left: At the Cold Kiwi, first kick-starter that day.
Above: Henderson skeleton, taken the day I got her.*

Hendersons had meant that while the engine was dismantled for repair many years ago and all the internals had disappeared with the exception of the chain guard, all the Henderson cycle-parts were present. There were no extras, lights, horn or speedo either. Most of the motor was missing so I had to start looking.

Henderson motor parts are either relatively easy to find and real cheap; or damn near impossible to get—and not cheap. The motors were often used for other tasks and the gearboxes chopped off. Forward of the flywheel, parts are easy, behind the flywheel are harder of course. There weren't too many different engine styles made and the bits that are around will nearly always fit my bike. Extras became a different story however. Fitted often at the retailing dealer they were common to most models and I didn't find them too hard to locate; Speedo, lights and horn were a different story. To this day I still haven't found the 'right' horn that I picture with the bike...

The 'restoration' plan was set with parts coming from all over our country, Germany, Tasmania, Sweden and the United States to complete the bike.

I have always had a preference for original unrestored bikes and saw the potential in rebuilding it as such, but it was going to take a bit. It's one thing after all being able to re-manufacture anything to better than new specifications, but to repair bits and rust them up to match existing hardware takes a different set of skills and this I found was an art in itself. I spent several months with metals dosed in various types of "corrosion encouraging substances", such as yoghurt, lemon juice etc to sort out the best 'forgery' technique to use.

When outwork was being done there was always the thought in the back of the mind that the tradesman may decide to "give it a bit of a clean-up" while working on it. This fear turned into reality when I got the magneto rebuilt, much to my disappointment. For each outwork job I clearly explained my requirements and added labels to some of them specifically stating not to clean anything that doesn't need to for mechanical reasons - in this case my instructions were ignored.

Steve Raffils took care of the mechanicals while George Calder supplied the pistons and did the line boring. Steve fashioned new conrods and I found it almost a crime to hide them inside the engine as they were so good. The valves and guides were all worked over but enough cam followers were on hand to provide a set that needed little more than bolting on.

Five or so years after purchase the bike was fired up and ran beautifully. The original fuel tank was substituted for a remote one for safety reasons, although I have now sorted out the old one to a

safe standard. Extras were pieced together with the Corbin speedo assembly put together from nine different sources and the light system using parts from the remains of seven. A tally has been kept on the parts sourced. With the exception of a wingnut for the toolbox, no nuts or bolts have been included. Fifty different machines eventually donated parts to get it to where you see it today! Not all Hendersons by any means though.

While at the Palmerston North swapmeet I spied a mudguard from a distance. We all know that sometimes spotting parts is almost an instinct and it caught my eye. Racing over to the trailer I tried to pick it up to find it was bolted to a sidecar chassis; made in the Henderson/Excelsior factory. Sold! While unloading it I asked the owner what was fitted to the chassis "an old box used to be on it" he replied. Nothing else was said about the box. Keen as mustard I went to see a builder mate of mine and discussed the task of making a utility box to look as if it had always been part of the 'outfit'. My skills ageing the metal components would have to be extended to finding and ageing wood it would appear. A few days later he rang and told me to bring a trailer over; and there it was, a box that was both original and the perfect style for me. Where did he find it? He was mates with the guy who sold me the chassis and they got talking about it, "while you're here can you give me a lift with the old box onto the trailer so I can take it to the tip!"

Visually the whole bike and sidecar is very satisfying, and mechanically it has proved pretty well faultless. Although an old crack in one of the frame tubes hidden up inside a casting let go one day which caused a bit of a scare,... I've racked up about 7,000kms in both solo and sidecar modes including several Cold Kiwis and the Coast-to-Coast from Himitangi to Herbertville among 500 odd modern bikes once, too, which was a bit of fun. Invariably the most common question is "when are you going to restore it"? Once people are made aware of the reasons to retain the unrestored condition the majority can see that way of thinking.

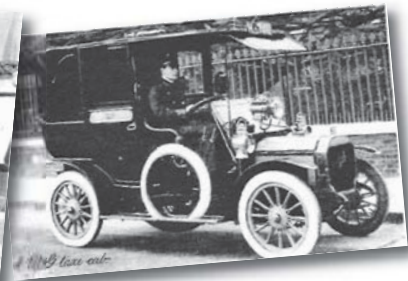
Why the title Henderson Black Shadow? Recently at a rally there was a strong light at ground level. With a bit of shuffling the bike around there was a great looking shadow cast on the adjacent wall. Chris Morris took this shot, with a time exposure to suit resulting in 'The Henderson Black Shadow'. While having a few beers I couldn't resist encouraging several other people to get their cameras out too. It only occurred to them when they got their films developed that when you take a photo of a shadow with a flash all you'll get is a nice photo of a wall!

bw



Mud stained and battered, the taxi arrives home. Its number is taken down. Two men extinguish the lamps, another two take them off, and it is free to proceed

RUNNING THE du Cros Taxi Operation



This article was originally printed in "Motor" in 1911. It has been supplied to Beaded Wheels by Leo Boulter who thought readers may find the story interesting after it appeared in a copy of the English Jowett club publication "Journeys by Jupiter."

The chances are you will never have heard of the du Cros family, but they will have influenced everyone of your lives, even if only in a peripheral way, so although there is no Jowett link, as far as I know, unless they had money in the firm, I myself found this story fascinating, and I thought you would probably do so too, so here it is.

The du Cros were descended from Huguenots fleeing from the revoking of the Edict of Nantes, and William Harvey du Cros, (known as Harvey) was born in 1846. He made his fortune in the paper business and had virtually retired when he saw the potential of William Boyd Dunlop's pneumatic tyre patents and financed him. When Dunlop decided to return home Harvey bought his patents for £3,000, and went on to become even richer. He then went on to become involved with the fledgling motor industry proper, such as financing Darracq and becoming agents for Mercedes, Panhard, Austin and Napier. Money went into Ariel, Austin, Napier, Singer, Swift and Triumph firms as well, and various sons became directors of these companies. To indicate the family position, in 1929 King George V spent some time convalescing at the Bognor home of one son, Arthur, leading to the Bognor Regis name, and, I assume, the well known last words of George V, who replied when a courtier said that His Majesty could go to Bognor when he was better, "Bugger Bognor". I digress.

Along the way the company set up by two of the sons, William and George, namely W & G du Cros, became the largest taxi firm in Britain, at its peak with 1,200 cabs and employing some 3,000 people at a 6 acre site in Acton, and which operated from 1908 until after WWII. If I hadn't told you that the following article came from *The Motor* of 26th September 1911, I doubt you would believe that this could be so early in the motor car's history.

BEHIND THE SCENES

Reasons for the Remarkable Efficiency of the Taxicab). - The Taxi's Toilet and How it is Made. - A Night Visit to a London Cab Garage

From the article which follows, the reader will learn many things which will be new to him concerning the remarkable organisation of a taxicab garage and the system which accounts for the wonderful efficiency of vehicles which are in constant daily use under the public eye. The W. and G. garage has been chosen for description for no particular reason. The organisation of such places must of necessity be on sound lines, and the W. and G. may be taken as a general example of what such a place must be for efficiency and economy successfully to be maintained. The reading of the following article will suggest to the private owner a sort of Arabian Night's Dream of a huge general garage where nightly attention on a similar scale might be given to privately-owned cars at a low cost to the owners.

One of the most interesting revelations in the article is that which applies to the economy which follows a systematised scrutiny and treatment of tyres by experts. Whilst it would be impossible for the ordinary motorist to give such attention to his car and tyres, it will prove to him the enormous advantage accruing from the adoption of a systematic method of overhaul.

When the Londoner hails a taxicab of a morning, he does not realize that the spick-and-span vehicle before him had in all probability reached its garage in the small hours of that morning, dusty or mud-stained after a long day in the streets. If the hirer were a motorist, and the fact were brought to his notice, he might think

it quite smart work to furbish up a car night after night and turn it out fresh for the next day's work. He could reflect on the grimy condition of his own car after a day in town; and from that come to appreciate the organization necessary to send out thousands of clean and smart cabs every morning, irrespective of the mud, dust and long employment of the previous day. This is not a spasmodic task, nor is it attained by a weekly cleaning up. It is a regular nightly process, and it goes far beyond the externals which catch the eye of the public. When you see a cab at midnight with a panel stove in, a window broken, or a mudguard ripped off you would conclude that this vehicle would not come into commission again next morning before breakfast time. But it does. For the nightly inspection at the garage includes many forms of marvellously quick repairs and attention to every mechanical or tyre defect. In short, every cab, after the most gruelling day, is made fit for the road again next morning, if it is humanly possible to carry out the repair work in the time afforded. This faculty of quick repairing is one of the causes of the motorcab's success. The main effort of the progressive cab company is to keep the maximum number of vehicles on the streets at the periods when business is brisk. Every cab held up in the garage is non-productive, every cab in the street is a money earner. But the practice cannot be continued unless every vehicle be kept in the pink of condition, and thus the entire organization is directed to secure this. We only had a dim idea of all that was entailed in attaining this state until we paid a visit to the works of Messrs W. and G. du Cros at Acton,

from which the popular W. and G. cabs emanate daily to improve the traffic system of London. The smartness and cleanliness of these cabs and the reliability of their Panhard and Napier chassis must be evident to everyone, and we were eager to see the administrative machinery whereby over a thousand cabs could be made fit and presentable every morning, no matter how late and dirty they arrived at the garage on the night previous. Messrs du Cros were very pleased to give our representative every facility, and so with our artist we hied to Acton Vale on a miserably wet night, where, in the unavoidable absence of Mr George du Cros, we were met by Mr Snodgrass, the works manager. As the clock did not yet mark 10, it was too early for the rush of vehicles to their shelter which occurs after the theatres. We spent the interval in inspecting the first great section of the W. and G. works, a department whereby the efficiency of the whole cab garage is made possible. A taxicab may have serious illnesses as well as minor complaints. In addition to the nightly inspection and overhaul, the Scotland Yard authorities insist on a mechanical overhaul at least once a year. Thus one portion of the W. and G. works forms a hospital for serious accidents and a home of rest for cabs in process of being overhauled. In addition, it is practically an automobile factory, where spare parts for thousands of vehicles are made and prepared. Originally it was the Panhard repair works, but now it has developed into an immense undertaking wherein private cars of all descriptions are made good, in addition to the renewal work demanded by the fleet of cabs. Here wheels are made, coachwork repaired and painted, cylinders finished, and gearwheels cut. In fact, it might be said that a complete motor vehicle could be built here if required. The organization is magnificent, and reflects the administrative skill of the du Cros family. We have been through the Dunlop factories in the early days, when Mr Harvey du Cros, senior, was showing that he had organizing genius as well as financial talent. We have seen a good deal of the work which Mr Arthur du Cros has done in later years to develop further a gigantic industry. Once again, at the Acton Vale works, we could note on every side that Messrs William and George du Cros gave striking evidence of the same ability. There is no space to detail proofs. But here are some indications. The factory is one of the cleanest we have seen in either Germany or England: it is one of the most orderly, and it has the least show of red tape. In its main lines it suggests the latest American methods, but without

that nerve racking rush that wears out the American men. Another instance is self-containedness. When water rates looked too costly the firm sank its own artesian well, and by electric pumping plant a water tower holding 100,000 gallons is kept filled. Water is, of course, a costly item in the cleaning of cars. A central power station with suction gas engines produces electric current for working all the machinery and for generating the electric light. There is a stand-by engine for emergencies. Thus, for power, water and light the factory is independent of outside supplies. Every section is departmentalised, and yet they dovetail into one great system of harmonious working. The administrative side has its statistical office, which analyses every operation, and the history of any employee, of any cab, or of any tyre can be turned up readily: the cost of every operation is carefully followed, and from end to end of the eight-acre concern there are checks and records being filed, so that no part of the work is lost sight of. There is a constant endeavour to secure greater efficiency, and one comes across the nucleus of several new departments forming up to provide for still further developments. Every experience gained from the running of the cabs is tabulated and made use of as far as possible, and these data are applied to such advantage that higher economy and efficiency are arrived at. In tyres, for instance, they reckon to get from 50 to 100 per cent longer life than the private motorist would obtain from the same articles. In two years running some of the cabs have never been held up by a puncture. Two extra spokes have been put into the cab wheels, and statistics have shown the utility of this. The quality of the glass in the cab windows has been arrived at as the result of an analysis of data carefully collected from many trials; and from the records of every department and of every article experience is gained which can be translated into efficiency and economy.

The Story of the Night's Activity

The inspection of the repair works occupied us until close on midnight, and then, opening the iron doors which divide the works into two sections, we passed from the now deserted "shops" and entered a new world of full activity. Imagine a brightly-lighted great hall, perhaps 150 yards long and 30 feet wide with gates at each end. Flanking this hall are bays, or wide apartments, each of which can hold over 30 cabs. Here and in the adjoining spaces the vehicles are nightly mustered and the usual total does not fall far short of



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Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

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The lucky winners of the Beaded Wheels caps for this issue are Ray Singleton and Bill Weir. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

1,300. It is now midnight, and the hall and the bays present a busy scene. The splash and hiss of water from the cab washing hoses, the purr of running engines, the low hoot of horns as incoming cabs are steered down the central hall, and the hum of machinery all round can be discerned. From one end of the building, a little army of men in clogs advance, each carrying a long wooden box on his back. These are the tyre operators. Close by, another group of men are preparing to take over the coach repairs and overhauls required. Yet another group are over one of the bays. This automatic location signal goes on when the fire alarm in its bay is pulled. At the same time a great bell alarms the whole building. Immediately the sound is heard the members of the W. and G. brigade rush to their fire apparatus, and at a run the men stream from every side, some wheeling large chemical extinguishers of the latest type and others carrying hand machines. A semi-circle is formed round the mouth of the red-lamp bay, and a score or more nozzles are ready to pour the extinguishing fluid on the fire in a few moments. Reserves are hurrying up, so that in a brief time the entire compartment could be surrounded on every side and isolated from the rest. The carbonic acid gas generated by the extinguishers has proved a most potent enemy of petrol flames, and the few flare-ups that have occurred have been promptly quelled by the measures taken. At a signal from the captain a hooter sounds. It is the "dismiss" call, and the men hasten back to their work, everybody looking pleased at the manner in which the call has been responded to. Work is now at full swing in every bay, for the majority of the cars are home. The washers ply hose and brush to give the car a thorough cleaning outside.

The cleaners and polishers are drying up the coach work. The interiors of the cab are thoroughly swept out and so from one stage to another the cab passes, for bodywork, mechanical parts and tyres to be examined. All the tabulated complaints from the drivers are attended to, each radiator receives a fresh coat of black enamel, each tyre its coat of whitewash.


System of Tyre Economy

Unless a cab company economises on its tyres, a profit can hardly be made, so great may the expenditure be under this head. The W. and G. method is to use the best-grade tyres and place their supervision and repair in the hands of experts. A tyre is not kept in commission until it attains a certain mileage, nor is it neglected until serious repair is called for. Every tyre comes under the constant scrutiny of men who

know at a glance if it needs repair, and on this being reported a new tyre is supplied to take its place. On an average, some 90 covers are changed each night, these being new or repaired tyres going into work. It is an education to watch the tyre brigade at work in this direction. A man brings his box to the cab requiring attention, takes out the jack, lifts the wheel from the ground, plays easily with valves and bolts for a few moments, does a few simple operations with his hands and the levers -and, lo! the tyre is off. There is no fuss, no scramble, and none of the wrestling which one associates with tyre work on the road. It looks a gentle kind of work, and you wonder why you have regarded the operation with dread. There is absolutely nothing in it. The W. and G. man does not work with the mystifying rapidity of the fakir at the shows, who is demonstrating the merits of a new detachable device. Every movement is easy—but so sure. Everything seems to happen rather than be done. Of course, it is all knack, long practice and good training, in which every movement is made with a purpose and a certainty that produces inevitable results. The new tyre is refitted with the same ease. Nothing seems to kink, or crumple or nip. You scarcely can believe that these are new tyres going on old rims. While you are musing, a connecting pipe has been joined to the compressed-air main, and the tyre stands inflated and ready before you. In the engine room is an air compressor which pumps air at the proper pressure to a supply pipe in every bay. It was well into the small hours ere we had made the round of the various departments and followed the various detail processes which ensured clean, well groomed and smooth-running cabs for the citizens of London, some hours later.

Oiling and Greasing

We had yet to see the oilers and greasers at work. The amount of lubricating oil wasted in the average big garage is immense. At the W. and G. works the waste is negligible. The oil is carried in special trucks fitted with hand pumps. A nozzle is coupled up with the tank, and the rotary pump is set in motion. After a certain number of turns the tank is filled a little above its level, and to test this, the pump is reversed, thus sucking back the surplus oil and also showing that the proper amount has been put in. All waste or messiness is thus avoided. Petrol filling and tyre pumping are jobs for the morning. The former fluid is pumped by power to an overhead measuring vessel, and is supplied by hose to each tank in the presence of the driver. We have

omitted much that is interesting, and though the small hours were well advanced, there was much more that we could have desired to see if we had not felt so sleepy. To reach home a cab from the repair shop was put at our disposal, and its driver was a tester, whose nightly task is to find out what is wrong with the vehicles turned over to him, or to see that repair work has been properly done. In a crosscountry run over a section of outlying London we romped along country lanes and deserted streets, and the driver, using the ordinary oil lamps, showed extraordinary keenness of vision and skill in driving, for he again was a specialist at his work, and his task was the very unique one of driving empty cabs every night all over the country at hours when most of the country is asleep. So ended a memorable visit. Right to our doorstep "efficiency" was the keynote! 

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Sounding the Brass

Words Rob Knight

No doubt many of us with a bit of an adventurous spirit will envy those intrepid motorists Anne Thomson and Wallace McNair who are driving the Darracq on the Peking to Paris re-enactment this year but apparently Waitemata members Peter and Mary Morelli are another New Zealand team entered for this historic tour. We wish them all well on this epic journey.

John Stewart, of Auckland, has taken on a different challenge, that of rebuilding a very early and quite rare de Dion Bouton tricycle that has been in the Stewart family for over 100 years. But it appears that this machine is not so rare as one might think because another one is also being rebuilt at Waihi and the two restorers are assisting each other. Neither of these machines appear to be listed in the VCC membership list.

Occasionally the bones of a Veteran can still be found. What is thought to be a Veteran 4 cylinder White engine, gearbox and some chassis parts at Otorohanga have been reported on. When White enthusiast, Mike Brown, was told of this he mentioned that he had been offered the makings of a White truck which is also somewhere in the Waikato. Incidentally Mike's 1901 White Steamer created much interest among local Veteran owners and startled a few of the natives when Mike, Lorraine and the White spent a night in Feilding in November.

From Hawke's Bay we hear that Pete Johns has purchased the ex-Ron Blanchett, ex-Grant Taylor 1911 Wolseley and is giving the engine some necessary attention.

Organised to the standard we have come to expect from Rod McKenzie, the Hawke's Bay Veteran Rally in November was attended by some 28 cars ranging in performance from the Prebensen single cylinder Holley to the Callesen V8 Cadillac. Highlights were visits to places of historic interest, a challenging hill up which a few cars needed some assistance, a visit to the church op-shop to select dress-up gear for dinner, and the almost inevitable Hawke's Bay rain after lunch. Mishaps were few. The much travelled Cocker Cadillac was diagnosed with a cracked crankcase at the

end of the run and went home on a trailer which is almost unheard of, while the less travelled Knight Alldays rolled a tyre off a rim on the Homestead Run the next day because someone had neglected to check the tyre pressures.

Ron Carey's Stoddard Dayton, which was reported on last issue, eventually had its maiden outing to the Manawatu Christmas party crewed by the Callesens. Very splendid it sounded, and so it should after all the attention and expense lavished on a thorough mechanical rebuild by John Callesen's able team. By the time you read this column, this wondrous car will have thrilled many people on the Parliamentary Tour and the National Veteran Rally.

Down in North Otago Peter Hayman is working on an interesting project, a two cylinder Wolseley Siddeley, while a mystery Veteran Ford T project has been photographed in Southland. Rumour speculates on the identity of the unknown restorer, who will no doubt be discovered by Southland sleuths in due course.

Alistair McIntosh reported in *Rumour* a month or so back about a historic 1908 de Dion Bouton that has returned to Southland. Originally owned by Dr Trotter, a pioneer motorist of Riverton, after being sold to Canterbury some 40 years ago, the car has been in the hands of Terry Wilson of Tekapo for many years but was recently purchased by Lyal Bailey.

The 1916 Dayton motobicycle, which wears its engine in the front wheel, may have been mentioned in this column previously after its completion in February of 2006. In any case Davy Jones created a lot of interest when he took this unique machine to the South Canterbury Veteran, Vintage & Commercial rally in November.

Locomobile steam cars seem to be featuring recently. Seen out and about at a recent event was Bruce Shadbolt's steam car. While the caption in the Canterbury newsletter does not identify the vehicle and it is not listed in the membership list, the car in the photo has the appearance of an early Locomobile although there are one or two other makes that look similar.

It is to be hoped that someone can help Russell Wallace of Tauranga advance his daunting project, the ca "1906-1911" four cylinder Alldays for which he is seeking parts. While there are a few of the smaller Alldays with the 14 hp 4 cylinder F-head engines in existence, of the bigger 18 to 20 hp models only two others are known.



Ron Carey's 1911 Stoddard Dayton after restoration by John Callesen's team at Valhalla.

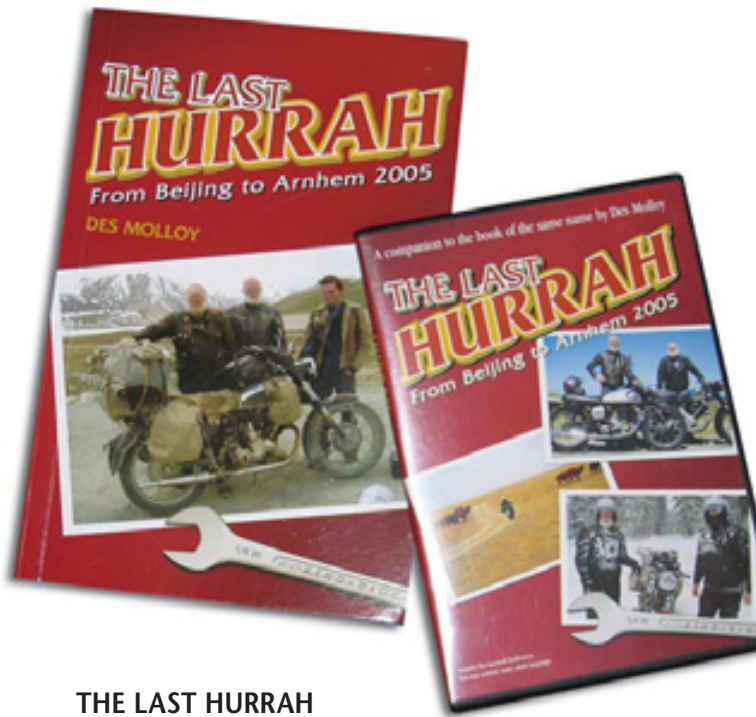
Russell's project would be similar to the car that Ronson Clark built up and entered in the 1972 International Rally at Nelson. That car was last heard of for sale on the internet in USA a couple of years ago. Another incomplete project with a later version of the 4 cylinder T-head engine and almost no common parts, exists in Queensland.

Also in the category of help wanted, Walter McFarland of Whakatane has a hole he would like filled. It is 4 1/8 inches in diameter with a long slot to the right in the metal instrument panel of his 1915 Studebaker where a speedometer should be.

It is often dangerous to take things at face value. During a telephone conversation shortly after submitting these notes for the December issue, Dale Conlon reported on how much fun he had with his 1910 Brush at the Canterbury 50th Anniversary Rally. It transpired that Dale had wanted to import a Flanders from USA but had to take a Brush as part of the package. The original plan was to sell the Brush to defray some of the expenses. At the Canterbury Rally Dale was pleasantly surprised by how delightful the Brush was to drive and is considering retaining that in favour of the Flanders, which will give two motoring Brushes in the north of the South Island; and if you fancy a Flanders a call to Dale might just be profitable ?

There is always an opportunity for new enthusiasts to join the ranks of Veteran owners. Running Veterans and Veteran projects continue to be offered in *Beaded Wheels*, while recently offered in Gore was a 1914 Overland that needs finishing and in Marlborough a 1916 Overland that is "75% restored." Across the ditch one has the choice of a 1917 Dodge 4 Roadster in South Australia which would be good value at A\$20,000, while in Queensland a 1913 Ford T, presumably a runner, can be had for A\$25,000 and a 1913 Sunbeam restoration project for A\$8,000.

bw



THE LAST HURRAH

Des Molloy

Panther Publishing Ltd

183 pages \$31.00

DVD \$28

Can be ordered through www.thelasthurrah.co.nz

Reviewed by Kevin Clarkson

This is an engaging story which starts by outlining how a couple of blokes past the first flush of youth end up by fulfilling a long time dream of the author's to ride up the Karakoram Highway from China to Pakistan. This highway was completed in the early '80s and was reputed to be the highest public road in the world. Quite an engineering feat, it was also notable in that during its construction it claimed some 400 lives. Their journey started in Beijing, China and, via the Karakoram Highway, ended in Arnhem, Netherlands.

The journey was embarked upon using motorcycles from the '50s and '60s and, as may be expected, the miles were not totally trouble free. The story is a pleasant mixture of travel exploits, how the pair dealt with motorcycle problems as they arose and how they coped with the medical issues they faced.

Des has a down-to-earth-style of writing, much the same as he speaks, I would suspect, and perhaps mentions the attractiveness of the female form a little too often! Certainly, Des's wry sense of humour is frequently evident.

It is a great book to read and highly recommended homework for anybody contemplating such a journey through the top of the world.

The companion DVD is interesting viewing and a great addition to the book. It brings the story alive, includes some wonderful scenes and adds an extra dimension to the story. Not sure I'd purchase the DVD on its own though.

There is also a very interesting web site associated with the journey and this is well worth visiting for a browse.

THE LAST HURRAH



Across half the world,
Two old British bikes,
Three Kiwi battlers –

One **Big**
Adventure!

Book: \$31

DVD: \$28

Buy Both: \$50

P&P Free within New Zealand

Order online: www.thelasthurrah.co.nz

CAR CONFIDENTIAL

by Richard Hammond

Reviewed by Mark Dawber - with apologies to Mike Crean of the Christchurch Press.

This is Richard's second book. The first 'What not to Drive' was about cars. This is about all other aspects of 'modern motoring,' at least as seen by Richard. It purports to be serious non-fiction and essential reading. If you accept the tongue-in-cheek style in which it is written and illustrated, you may find it interesting, or even mildly fascinating in parts. It may be useful in deciding some arguments or in setting questions for a quiz, but if you are not interested in any of the above it will just seem plain silly.



CLASSIFIED RATES

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

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

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

Member of Vintage Car Club Inc

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

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\$20 members, \$24 non-members.

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\$32.00 members, \$44 non-members, enclose a clear photograph and an SAE if return required.

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ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

Post to: Advertising, P O Box 13140, Christchurch, to arrive not later than 10th of month preceding publication.

Phone 03 332 3531, Fax 03 332 3827.

DISPLAY RATES

	Casual	3 Issues (per issue)
Full Page	\$900.00	\$720.00
Half Page	\$490.00	\$390.00
Horizontal Quarter Page	\$270.00	\$216.00

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

Deadline for copy 10th of month preceding publication.

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

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full. Where possible *Beaded Wheels* will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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

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

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

FOR SALE

1922 16/40 SUNBEAM, partly restored, most parts there for completion, any reasonable offer accepted. For further enquiries please contact Clive Dodds phone 03 324 2168 or fax 03 324 2178.

1923 FIAT 501 engine balanced 'S' head and final drive, 60mph+ 35-40mpg. Five new tyres. Documented history from new \$30,000. Phone 06 877 4083. MEM

1928 MODEL A FORD TUDOR 7,000 miles since full restoration. Motored 3,000 miles on Vero Rally with nil problems. A very sound car getting too little use. \$21,000 phone 09 433 9870. MEM

1934 PACKARD COUPE ROADSTER Professional restoration to high standard in NZ 1997-2000. 142" wheelbase is one of biggest in NZ. Many original accessories including trunk rack and trunk, radio head, hinged wind wings, dual mascots, twin side mounted spares with covers and mirrors, high speed diff for easier touring. Priced below cost at \$225,000 ono. Contact Steve Trott on 06 835 2452 or 021 460 159.

1958 AUSTIN GIPSY in need of a good home and lots of TLC. It is original, but has a fibreglass canopy. Motor runs ok. Lots of spares and another Gipsy with a Westminster motor fitted included in sale. \$2,500 ono. Phone Bruce 03 445 4124.

CHEVROLET BLOCK NO 3835814, pistons (dipper type), crank and camshafts, valves etc. Plus newly reconditioned head with hardened seats No 3695451. Phone 06 357 5921, Palmerston North.

FREE TO A GOOD HOME early six cylinder Buick engine as rescued from barn. Non-detachable head, engine No D 10872. No distributor or carb otherwise appears sound. Phone Bill Shaw 06 875 0177.

MORRIS TRUCK 1966 F.G.K.30 Genuine one owner, vehicle mileage under 40,000 on original tyres. In very original condition with Reg & WOF. \$2,000. Phone 03 448 6423.

RAMBLER REBEL/CLASSIC RHD power steering box, convert your 1967-69 Rebel or 1963-66 Classic to power steering \$350. Rebel 1967-69 diff \$120. Phone Lindsay 03 434 5953 or 021 230 1062. MEM

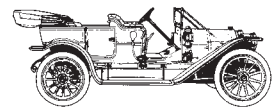
TARANAKI BRANCH VCC has for sale 1930 Auburn 6 motor \$250, 1930 REO 6 motor \$250 REO semi auto freewheel gearbox \$500. Mid '30s Pontiac motor \$150. 1947 Morris 10 motor and gearbox \$150. MGB short block \$100. Mid '20s International 4 cyl motor. Veteran White motor and gearbox. Any reasonable offers accepted. Phone John 06 765 5554, Phil 06 756 7567.

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



Attention Vintage Car Club Members
VCC Membership subscriptions are due
31st March 2007. Membership cards are
forwarded to financial members in April.



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Vern Jensen

Member of Manawatu V.C.C.
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MECHANICAL FUEL PUMPS REPAIRED.

Repair kits and parts in stock. Faulty pumps restored, including fuel resistant diaphragm.

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5 Fenhall St, Christchurch, 8004.

Phone/fax Barry Emms 03 342 5677 MEM

email: barry@qualityrebuilds.com

www.qualityrebuilds.com



Don't forget to notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our April/May issue closes 10 March 2007.



Subscription Time Again!

Invoice renewals will be sent out mid to end of February so keep your eyes open. If you don't receive yours then please let your Branch Secretary know before mid March so they can advise the National Office.

You don't want to have the late penalty payment because the postman has lost yours!

CLASSIC CAR FAIR has sold vehicles to Japan, UK, USA, Australia, Holland Denmark, museums, and many more in New Zealand. See NZ's best selection at www.classiccarfair.com. You don't even need a computer to sell your car on the internet - phone Neil 03 388-5026 to find out more about NZ's top automotive website [Hitwise, 2005].

COACHWORK

For all your coachwork and woodwork requirements for your Veteran, Vintage and Commercial vehicles contact Designs n Wood John Martin, 11 Bell Ave, Cromwell. Phone/Fax 03 445 0598. Cell 021 109 1309 Email martin_jw@xtra.co.nz

PISTONS FOR VINTAGE AND CLASSIC ENGINES

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

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

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Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gasket/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, for all makes and models, especially: Austin, Chevrolet, Chrysler, Essex, Ford, Hillman, Morris, Standard, Vauxhall.

Ronald Lever, 87 Tui Rd, Papatoetoe, South Auckland. Phone 09 278 3888 evenings.

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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FOR VETERAN, VINTAGE, CLASSIC & ODDBALL ENGINES.

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

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344 St Asaph St, Christchurch
PH 03 366 7463, FAX 03 366 7462**

6 – 12 VOLT INVERTERS, run any 12 volt accessory in your original 6 volt vehicle. Very simple three wire installation. J. Hibbs, 12 Grace Nicholls Grove, Riverstone Terraces, Upper Hutt, Phone 04 528 4621 or email hibbspekay@xtra.co.nz



1979 ROVER SD1, 3.5 V8 AUTO. Car has been garage stored for the past 9 years, de-registered. Good bodywork, interior needs a little attention, good tyres, needs a new home and some TLC. 181,000kms. Reasonable offers considered. Phone Colin. 07 847 9476 Mem.

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Many of our advertisers have told us of the quick response they have to their advertisements in Beaded Wheels marketplace.

Beaded Wheels is delivered to over 8,000 subscribers and members of the New Zealand Vintage Car Club every issue – our advertising is read by enthusiasts throughout the country and overseas. Now you can reach a broader audience by choosing to publish your advertisement in our magazine and also on our club website. Advertisements are listed on the internet for the length of time the issue of Beaded Wheels remains current.

\$50*

Text & colour photo.

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

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

Tick which column you require

WANTED FOR SALE

\$12*

Text only advertising

Up to 45 words including phone number, no photo.

****\$12 rate for VCCNZ members only, non-member rate \$16**

Tick which column you require

WANTED FOR SALE



Yes

List my advertisement on the internet.

For an additional cost (\$5 text only, \$10 to include your photo) we can now publish your advertisement on our website. All advertisements must appear in Beaded Wheels. Advertisements remain on the internet until the release of the next issue of Beaded Wheels. **\$5 text only, additional \$5 to include photo**

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

Post payment & advertisement to Marketplace, PO Box 13-140, Christchurch. VCCNZ members must be financial and state their branch to receive discount rate. Deadline for receipt of advertisements and payment for February/March issue 10 January 2007.



1973 ROVER 3500V8 Exceptionally good condition. Near immaculate original paintwork and unmarked interior. Power steering, touring kit option, headrests, WOF & Reg. Drives like new. Best available. \$5,000 ono. Phone 09 235 9812.



1955 ROVER 75 Owned by one family 31 years. Full history including original UK reg papers. Original car, new interior, 126,000 miles. Five new radials, WOF & Reg. Original handbook and tools. Workshop manual, parts catalogue, runs really well. \$6,000. Phone Bob 09 832 9575. MEM



1934 ROLLS-ROYCE HJ MULLINER SPORTS SALOON. Restored condition. Sunroof and divider window. Alpine stereo, full history and books, every registration since new. Price negotiable. Phone 021 170 3730.



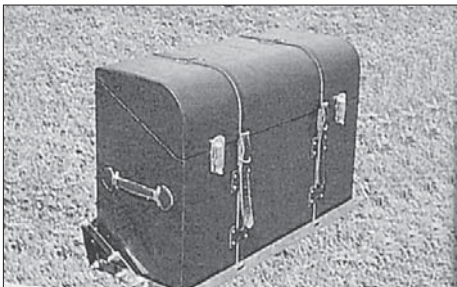
1965 PRINCE GLORIA 6 Manual overdrive. New white wall tyres. Manual and workshop manual. Immaculate original condition. 78,750 miles. \$6,000. Phone 03 689 7031. MEM



1924 SUNBEAM 14-40 TOURER. Professionally rebuilt in 1997 and travelled only 2,000 miles since. A very motorable car in excellent condition. View at National NI Easter Rally or phone Keith 06 862 6822. MEM



MERCURY COUPE 1947. Body off restoration and painted in 2002 Falcon colour, sparkling burgundy. 12v electrics, boosted dual line braking, viscous coupled fan, full flow oil filtration. Full woollen cavalry twill upholstery to original pattern. Three times winner best coupe Northern Early Ford Club. A lovely car to own and drive \$55,000. Phone Jim 07 312 4004. MEM



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.



1924 WILLYS OVERLAND TOURER MODEL 91 WOF & Reg. Very tidy condition. Handbook and parts catalogue. Heaps of spares \$15,000 ono. Phone 06 868 9741. MEM



TOTALLY REBUILT 1938 24 STUD FLAT HEAD V8, also gear box. Generator, starter, fuel pump reconditioned. All new bearings. Brand new genuine 4.5 volt coil. Can hear run on test bed. Phone 03 573 6621, Picton. MEM



1938 GRAHAM SPIRIT OF MOTION. Reconditioned motor, new radiator, original interior. Great chance to purchase a very rare car. This is a great touring vehicle. \$33,000 ono. Phone 09 267 4837 fax 09 267 4834 email exclusiv@i4free.co.nz MEM



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Call us for a free no obligation quote. See our ad on page 4 for details.

Freephone 0800 658 411



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.

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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You can reach your customers quickly and cheaply by advertising in the Beaded Wheels Trade directory. From only \$55 per issue your full colour advert will be seen by over 8,000 readers and motoring enthusiasts every issue.

To find out more contact Rosalie Brown at Beaded Wheels, phone 03 332 3531 or email beadedwheels@vcc.org.nz

Deadline for April/May issue 10 March



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

WORKSHOP MANUALS & SALES BROCHURES large stock of new and used for all types of vehicles from early 1900s onwards including cars, motorcycles, farm equipment, tractors, trucks. Transport book-find specialists. Mail, telephone and secure online orders. DML Manuals & Motor Books. www.manuals.co.nz Phone 03 614 7900. PO Box 25, Pleasant Point, South Canterbury

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.

WANTED TO BUY

1931 CHEVROLET COWL LAMPS 1 SET and 1931 Chevrolet petrol pump. Please contact Owen (Work) 03 308 8485, (private) 03 308 8134 or owilson@xtra.co.nz MEM

1938 10HP 3 SPEED OPEL KADET MOTOR and gearbox, generator and starter wanted. Information and books on same or complete parts car. Phone 06 272 8027 B Morris. MEM.

A COPY OF THE WATKINS REGISTER (published by LT Watkins, Wgtn.), a register of the car in New Zealand, any year from the 1930s-1940s is of interest. Buick 1925 Master, carburettor Marvel M10-544. Also folding rear seat as fitted in 7 seater Buick touring models. Phone Neil 03 434 9470. MEM

BTH CED6 MAGNETO wanted to buy. Joe Marsden, 11 Kotuku Place, Matua, Tauranga, 3110. Phone 07 576 9416, email janemar@e3.net.nz

FLYING A AND OBLONG BONNET MOUNT wanted for a 1959 Austin A 35 as mine was stolen when the car was at the garage getting a warrant. Contact Johnny Stevenson, Phone 03 442 9674, Fax 03 442 9062, Mobile 021 416 319

FUEL TANK FOR BROCKHOUSE CORGI motorcycle wanted. Also need fuelcap and fuel tap. Please phone Peter at 09 570 5131 or email peterl@ccs.co.nz MEM

INDIAN FOUR CYLINDER MOTOR-CYCLE 1938/39 Restored or unrestored. Complete if possible. But not essential. Would go to a good home and be fully restored. Cash buyer will pay fair price. Phone 03 548 9661 a/h. MEM.

MODEL T TOURER WANTED Brass radiator model. Preferably restored with registration. Phone 03 685 8097 evenings. MEM.

RUDGE MULTI WANTED, parts, projects, complete machine. Phone 06 838 8543 evenings. MEM.

STURMEY ARCHER LIGHT WEIGHT GEARBOX wanted for 1928 Dunelt Model K two stroke. Must be complete and going. Contact Bill Munro, Stokes Valley, phone 04 563 6342. MEM

TRIUMPH 2500S INLET MANIFOLD and carburettors or manifold only. Phone Ken 06 348 5508 email pfeshoes@xtra.co.nz MEM.

WANTED FOR 1929 CHRYSLER 75. Four spoke Bakelite steering wheel, 17.75 inch diameter hub bore 1 inch tapered with keyway. The wheel I have is fine but the hub is cracked, a good hub from a damaged wheel would be fine. I believe other makes use similar wheels, so anything you have is worth considering. Phone Terry Rogers, 6 Tui Grove Paihia phone 09 402 6246. MEM.

1941 CADILLAC CONVERTIBLE COUPE. Need all parts required to convert from LHD to right hand drive. Any leads or info on interchange with other GM products would be appreciated. Contact Steve Trott on 06 835 2452 or 021 460 159.

PARTS WANTED: Can anyone help with parts for my 1915 BSA motorcycle restoration, anything at all would be a great help. Also looking for early style motorcycle tyre pump, frame mounted 18" in length similar to push bike pumps to suit my 1925 BSA roundtank; also original carburettor required AMAC or B&B type. Phone Mark on 03 449 2476 collect anytime.

WANTED HUBLEY 1/24 SCALE MODEL A FORD car model, any body style either a kit or built up. Phone 03 332 1113 email ralphchch@xtra.co.nz MEM

WANTED INFORMATION OF THE FATE of a trucked 1923 Fiat 501 Tourer sold to Warren Corkin late 1960s. Front wheels Sankey 4.5 x 19". Back wheels Sankey modified 6.00x16". Phone Norman Willis 04 387 3719 or email cristina.vandam@paradise.net.nz

WANTED OLD TIP TRUCK Wanted old Tow Truck. Want mudguards for 1949 truck Chevrolet and grille to suit. Phone 06 374 5591, Totaramahonga Road, RD2, Dannevirke. MEM

STILL LOOKING FOR A PRE-1905 VETERAN. Any leads appreciated. Contact Steve Trott on 06 835 2452 or 021 460 159.

TINY NEEDLE ROLLERS FOR '36 12CWT BEDFORD gearbox: .065" dia x 3/4" long .52 required. .060" dia. X 1/2" long. 160 required. Any suggestions, contact Graeme Cairns, 07 825 9933, or write to Limeworks Loop Rd, RD5, Hamilton.

WORKSHOP MANUAL FOR 1962 PLYMOUTH BELVEDERE, and any parts or information to finish restoration. Please phone Cedric 09 426 7743. Email c.b.stockman@xtra.co.nz

RESTORED CARS Magazine Australia



Was first published in 1973. All back issues are available. All vehicles featured are restored or in original condition. Events, How To's and Australian motoring History are a specialty.

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Don't forget to notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our February/March issue closes 10 March 2007.



SWAP MEETS & RALLIES



Horowhenua Branch of VCCNZ Inc

SWAPMEET & COLLECTABLES DAY

Saturday 24 March 2007

LEVIN AP & I EVENTS CENTRE AND SHOW GROUNDS. OPENS 8AM

Primarily attracting Vintage car buffs also attracts Hotrod, Classic, 4x4 Motorcycle & general collectables and parts.
Farm machinery displays, food & drink. Something for everyone.

Admission \$5 per adult (children no charge) Stalls \$10 per site (Stall holders enter via Tiro Tiro Road, north entrance)

Enquiries to Peter Nightingale 06 368 7160 pdsnight@ihug.co.nz

NATIONAL NORTH ISLAND EASTER RALLY

GISBORNE – APRIL 6 - 9, 2007

Rally Headquarters: Gisborne Showground Park and Event Centre

THREE RALLY ROUTES, long medium and short to suit all vehicles, and ending at a common lunch stop in a pleasant rural setting.

ACCOMMODATION: Entrants are advised to make their own bookings as soon as possible.
Contact Information Centre, 06 868 6139, fax 06 868 6138, email info@gisbornenz.com



GISBORNE BRANCH
Vintage Car Club of New Zealand (Inc.)

Rally Secretary:
Rodney Clague
PO Box 307
Gisborne 4010
Phone 06 868 5969 (h)
06 869 0639 (w)
Email clague@xtra.co.nz

ENTRY FORMS
available from Branch
Secretaries or from Rally
Secretary

Ashburton Branch Vintage Car Club of New Zealand Inc

SWAP MEET

Saturday May 5 2007

Held on the Club grounds, Maronan Road, Tinwald, Ashburton

Gates open 7.30am. Note: No Dogs

Site bookings. Ashburton VCC, PO Box 382, Ashburton or contact

Swap Meet coordinator Rod Begbie Ph 03 308 4402 • Branch Secretary: Milner Jacob. Ph/fax 03 308 3392



ALL BRITISH DAY

Organised by the North Otago Branch of VCC of NZ Inc.

IMPORTANT Please note change of date and format for this event.

Saturday 24th March 2007 – One Day Only

Expressions of interest welcome to:-
North Otago Branch of VCC of NZ Inc.,
P. O. Box 360, Oamaru.

Owners of Vintage Car Club eligible vehicles may wish to enjoy a weekends' motoring at North Otago Branch's All British Day Saturday 24th March and South Canterbury Branch's Mid Island Rally Sunday 25th March.



RALLY UPDATE

NATIONAL SOUTH ISLAND EASTER RALLY

April 6 - 9 2007

Hosted by
OTAGO BRANCH
VINTAGE CAR CLUB OF NEW ZEALAND



- Entrants will be responsible for arranging own accommodation. We suggest that this is not left to the last minute.
- Entry forms have now been posted to all South Island Branch secretaries and those who requested copies.
- A newsletter and receipt of payment are now being forwarded on receipt of Entry.
- Prize Giving Dinner and Rally routes will start and finish on outskirts of Mosgiel. All other activities centred in Dunedin.
- ENTRIES CLOSE WEDNESDAY 28TH FEBRUARY 2007

RALLY HEADQUARTERS Forbury Park Raceway, Victoria Road, Dunedin

REGISTRAR

Denis Johnson
Phone 03 476 2923
Fax 03 476 3923
Email denis.johnson@clear.net.nz

RALLY SECRETARY

Marion McConachie
PO Box 5352,
Dunedin
Phone/Fax 03 453 0404
Email bmmconachie@xtra.co.nz

ENTRIES CLOSE WEDNESDAY 28TH FEBRUARY 2007



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SATURDAY 17 MARCH 2007

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Double Site (5m x 6m) \$20.00
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Or email: denis.johnson@clear.net.nz

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OVERSEAS EVENTS

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.

2007

Feb 11 French Car Festival, Como North, Victoria. All French cars welcome.
 Feb 23-24 AACA Winter National, Punta Gorda, Florida.
 March 5-9 Third Down Under International Steam Fair, Echuca, Murray River, Victoria. Susan May at psmay@optusnet.com.au or 8 Roberts St, Essendon, Victoria 3040.
 March 16-18 Warrnambool, Victoria. 1 & 2 cylinder rally, Noel Holbrook 0061 3 5561 2954
 March 26-30 National Veteran Rally, Busselton, West Australia. Email bobjos@g-net.net.au
 April 20-22 Creepy Crawly Veteran Run, Mid East England, Stephen Curry, 020 8574 5880.
 April 29-4 May National High Wheeler Rally, Berri, South Australia
 May 30th Boulogne Bicycle Rally, www.theoldebicycle.co.uk
 May 10-12 AACA Spring National, Newbern, North Carolina.
 May 11-14 To The Manor Born, Veteran event, south west England. Email peaktor@freenet.co.uk
 May 17-20 the Slievenamon Rally, pre 1931 motorcycles, Ireland. Sean White, 43 St Assam's Park, Dublin 5.
 May 18-20 The Brighton of the North, Hull to Scarborough Veteran Car Run. Email: veterancars@orange.net
 May 19-27 Federation Tour - pre 1960 vehicles, Great Ocean Road, Victoria. Kevin, Box 1154, Mail Centre Ballarat 3354 Vic.
 May 28 100 Years of Motorcycle TT re-enactment, Isle of Man, email Dick@banbury-run.co.uk
 Summer Techno Classic - Essen Germany
 June Centenary Meeting Brooklands, Tony Hutchings, Tel 01 344 844 287 www.brooklands.org.uk
 June 1-10 International TT 2007 Rally
 June 2-7 AACA Founders Tour, Vermont/New York
 June 2-10 30th Anniversary Riley Club of Holland Tour, NZ Contact Ramon Farmer 03 339 6048
 June 10 - 31 July Peking to Paris, A re-enactment of the original 1907 event for Veterans, daniel.ward@threadneedle.co.uk

June 22-29 Scarborough Festival, VMCC, UK email: hq@vmcc.net
 June 24-29 New England Brass & Gas Tour, Warwick, Rhode Island, Horseless Carriage Club, Skip Carpenter, 265 Boylston St, Shrewsbury, MA01545
 June/July Peking to Paris, special news for Austin 7 Chummy owners, kipcarwaistell@hotmail.com mail@endurorally.com., www.pekingparis.com
 June/July Veteran Tour to the Outback, Queensland. Contact John Stewart, 0061 3359 8841 or j.stewart@aospl.com.au
 July 6-8 Alvis International 2007, Audley End House, Essex, England
 July 14-15 VMCC, Festival of 100 Bikes, Mallory Park, email: hq@vmcc.net
 August Veteran Car Club Grand-Ducal annual rally, Luxembourg, pre WWII cars, two day event. www.vcc.gd.lu
 August 4-5 Wroughton Classic, Wroughton Airfield, Swindon, up to 900 older vehicles
 Aug 31-Sept 2 Snail Trail, Veteran run South West England, Bob Smith 01803 292 775
 Sept 7-10 31st Chevrolet Festival, QLD Chev CC, Caloundra, Charles 0421 089 000, Australia.
 Sept 23-29 Scottish Veteran run, James & Catherine Gray 01 346 541 292
 October Riley Rendezvous - South Africa, Mike Jones, 14 Chelmsford Ave, Essexville 6070, Port Elizabeth, South Africa
 October 10-13 Hershey Swap Meet, Pennsylvania
 October 12-22 RALLY WEST 2007. Veteran Car Club of WA National Rally www.veterancarclubofwa.asn.au Open to pre December 31, 1930 vehicles. Contact John McLean 08 9448 2120
 November 2-4 London to Brighton Weekend 01 462 742 818
 November 17-18 Bendigo Swap Meet, Victoria

2008

TBA National Tour to Celebrate 100 years Ford T, Model T Ford Club, Echuca, Victoria, Australia
 TBA FIVA World Rally, Portugal, Madeira

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Ashburton

Les Bennett

On 12 November 14 vehicles assembled at the Rosebank Rest Home for the residents to view. Many elderly folk enjoyed viewing the vehicles they had known in their younger days, and some great conversations ensued. We then commenced our run organised by our chairman Jim Lawton and appropriately called "Jim's jaunt". The run took us to Rakaia and then up through Mead and Te Pirita to the Saw Mill corner at Hororata. This area has been transformed with the advent of dairying. Where once even the rabbits had to take a cut lunch, green grass now abounds. From Hororata we traveled against a strong Nor-Wester to Windwhistle and across the Rakaia Gorge to a picnic area adjacent to the camping grounds where we had afternoon tea. We were joined here by Roger and Dorothy Jopling who motored their 1934 Austin 7 up from Methven.

On 21 December eight cars and 17 members attended the Motorkarma and supper at the Clubrooms. The course was set out and timed by our Secretary Milner Jacob. Gary Hawke was overall winner with his MG, this being very nimble on the tight course. Jim Alexander in his modern, Merv Houston's Austin and Ian Harrison in his Triumph also did well.

Only two Vintage cars took part, Vern Ellis' 1929 DeSoto and your scribe's 1929 Plymouth (both Chrysler products.... please note!) both winning two sections each. We had to turn wider than anyone else!

The field tests were followed by an excellent supper served by the ladies and a viewing of the tape of the 2006 Vero Rally held in Invercargill.

Three VCC Members recently took part in an economy run organised by the Ashburton Car Club. Jim Lawton won the prize for the least amount of fuel used.

Roger Jopling has recently purchased an immaculate 1958 Triumph TR3A. This car was owned by a local member, Graham Stockdale, in the early 1960s.

Restorations are still going ahead on several vehicles. Bob Winchester's 1928 Auburn is making progress in Duncan Ross' workshop as is Ted Allen's 1927 Jewett and Trevor Love's 1956 Ford F600 Truck.

Recent new Members are Ray and Sally Lambert with a 1955 MG TF 1500; Mr. and Mrs. Barker have transferred from Central Otago; Mary Harrison has joined husband Ian as a joint member and Andrew Coulter has joined with a 1926 Harley Davidson motorcycle.

Auckland

John Stokes

Motorcycles: The annual motorcycle rally took place in appalling weather around the Waiuku Peninsula and only 34 of the 67 entrants made the lunch break. The event was won by Northland's Robert and Lorraine Young riding a 1952 Matchless 500. Both the Veterans entered were scratched because of the weather, three of the five Vintage entrants finished the course. Peter Alderdice's 1926 Harley and chair placing third overall. Five Douglas machines entered and four finished. The entrants favoured PWV machines with P60 and PV about equal. The run attracted entrants from Northland, Waitemata, Waikato, South Waikato, Rotorua, King Country, Taranaki and a few from the Tauranga Classic Motorcycle Club. A re-run of the Fish and Chip run saw 75 machines head for Kiaua in good weather, only to be dumped on on the way home. New motorcyclists are Niels Videbeck with a '67 BSA Hornet and a '69 BSA Firebird. Denis and Tomoko Dring with a 1930 BSA B30-4 and James Dring with a '53 BSA C11

Vintage: Rodger Ball took a gold restoration award at our Gymnic for his and Mark McAlpine's re-restoration of Rodger and Vals 1930 Model A Ford. Merv Stowers has sold his 1929 Whippet Six 98A after 32 years ownership. Dick Langridge has brought a 1930 Phantom II Rolls Royce ex the Hec Walker estate. This gives him an example of all the pre war Phantoms. Gill Stevens has joined as a joint member with Neville Olsen. Roy Sharman has purchased a 1924 Fiat 505 ex the Ashburton area. Russell McAlpine won the gymkhana at our Gymnic in his 1930 Model A Ford and John Campbell has the '29 Dodge mobile after wire wheel surgery. Jim Francis has sold his 1924 Renault 7 litre limousine after 40 plus years ownership.

Commercial: Kevin Whitham's 1925 Morris is now at the rolling chassis stage.

PV PWV P60V: Another Dick Langridge acquisition is a 1937 Lagonda LG 45 Sanction 3, again ex the Hec Walker estate. Dick has also finished the 20/25, ex Christian Dior, Rolls Royce delivery van, his motor house is also complete. Doug Ormrod has his 1953 MG TD mobile but is sorting teething issues and John Gardner has completed a 1949 Aussie bodied and 10 hp engined Ford Anglia tourer, apparently the Aussies had given up on the eight hp motor by this time. Kevin Morris took a gold restoration award for his 1934 Chrysler Airflow and Mike Coleman got a gold restoration



Three Auckland branch award winners from top: Kevin Morris gold award 1934 Chrysler Airflow; Mike Colemans gold award 1955 MG TF; Rodger Ball's gold award winning 1930 Model A Ford. Photos John Stokes.

award for his 1955 MG TF. Ken Carly got a silver restoration award for his 1960 Hillman Minx convertible and Graham Gill got a silver award for his 1970 MG Midget. New members in this category are Mark Maloney with a 1950 Morris Minor convertible and Len and Gaye Guptill with a 1953 Morris Minor.

Veteran: Peter Le Gros has brought Brian Black's 1916 Rajo head Model T Ford raceabout, we understand this car will get a Frontenac engine. Cedric Pegrum has

purchased a 1915 Model T speedster in the Auckland region. Jim Boag has brought Tony Best's 1917 Dodge Four roadster, He is happier driving this than his Veteran Buick.

General: Frank Knight celebrated his 90th birthday recently, Frank has completed at least five restorations in his almost 40 years in the club and covered many miles driving them.

Banks Peninsula

W Crapo

It has been suggested that the lack of comment from this correspondent in the last issue was due to his being kidnapped by a bunch of rabid Austin Seven owners and held to account for derogatory comments about Sir Herbert's finest. In actual fact the real reason was nothing so interesting, merely a sad case of inertia.

Traditionally the beginning of the new motoring season (for the soft who don't venture out over the winter months) is September's Opening Run. This year starting with breakfast at a café in Rangiora, 25 cars, including a pair of visiting Ghosts (Rolls Royce, not apparition) made a most impressive sight in the main street of the small Canterbury town. After the majority of participants had eaten far more than is healthy, a short drive to Waipara followed, to catch a ride on the steam train on the Weka Pass railway to Waikari. There followed more food - this seems to be a recurring theme on branch events, and a return run to Waipara where drinks and lies were to conclude the day's event at the Waipara Valley Winery. The non-existence of such a place did cause some confusion, but being a resourceful bunch, most found a suitable venue for a post-lunch wine.

Early November and it was time to venture forth on the annual Peninsula Rally. Combining good roads lacking in tar seal, a good chance for food and drink along the way, and the chance to visit the studio and meet well known local artist Nancy Tichborne, the event drew its usual good turnout. It was very pleasing to see John Newell in the (deservedly) much maligned ex-Bruce Robson Vauxhall 14/40. For the first time in many a year the car actually completed the event and made it home without trouble. Maybe the effort John has put into the car is finally paying off. Also seen returning to a club event after far too long an absence was James Palmer, driving the Chairman's Durant. He was also seen halfway up Dyers Pass with the gear lever in his hand and, more importantly, not in the gearbox where it belongs. Fortunately this was a temporary setback.

Later in the month and it was time for the old cranks - cars, not members, and

the Veteran rally. This year Phil Jelfs had taken over organisation of the event and a record turnout of 25 cars means he has just been awarded the title of Organiser for Life. A strong head wind made the drive out to the Fosters at Terrace Station a bit of a challenge for some of the smaller cars, but everyone made it safely, and the wind did disappear before the drive home later. Overall winners were Wellington visitors Paul and Judi Lamb with their 1905 Star.

As usual the New Year started with the picnic and Jazz band at the Little River domain. Somewhat inclement weather kept many usual participants away, however 50 cars did make the effort, and the covered area there meant that they were rewarded with a pleasant days outing. At this time of year there are often members from afar in the region, and this time was no exception, with the Chairman of the Auckland Branch, along with his wife, paying us a very welcome visit.

For those with a thirst for speed, the first weekend in December saw us return to Hawkswood for the hopefully annual sprint meeting, held in conjunction with RATEC, and the Country Gents, held on a now bypassed section of SH1 north of Cheviot. While the entry was smaller than last year, those there had a great day's sport (excepting the unfortunate Gordy Routledge, whose Austin Seven expired at it's first look at the hill, before competition proper had begun). At the end of play, fastest competitor in the VCC field was our club captain, John McDonagh in his Mistral, just heading off Graeme Power in a Daimler SP250, and Len May in a Formula Junior Cooper.

Now we move into 2007 and the Southern Festival of Speed becomes the major focus for the Branch, as members compete in race meetings here in Christchurch, Timaru, and Dunedin. And if this isn't enough for the racers among us, we are hoping to again join with RATEC for the Gebbies Pass hill climb.

Somehow I don't think we will be short of things to do for the next few months.

Canterbury

Tony Becker

Another active Canterbury Branch year gone and with it some great memories! For the Annual Show Weekend Tour in November, some 60 vehicles set off for an almost totally wet tour of the West Coast. Apart from a kind sunny spell at Karamea and the odd daytime break, the evening activities were mostly forced indoors. An organised mines tour and a barbeque had to be cancelled. An interesting mix of history, scenery and socialising was not spoiled however. The friendly VCC folk of Westport made us as comfortable as conditions allowed and adapted smoothly, putting

on great meals and entertainment. Thank you Bev and Butch Thompson, Keith and Valda Hopkins and friends.

The last event of 2006 was the Boxing Day Annual Family Picnic. Seventy-nine member vehicles, loaded with happy families and Christmas leftovers, gathered at Kaiapoi for a relaxed run to a Veteran Homestead property in Amberley. Though the day started cloudy, sunny conditions soon prevailed. The Homestead, the first in New Zealand to be built of concrete, has walls 8" to 13" thick. It is undergoing complete renovation. The owners generously allowed us 'open-home' access, enabling full exploration of the solidly built two-level home. It was like walking through a "Living Channel" restoration in progress!

The Children's Christmas Picnic clashed with the Santa Parade in town, but still saw a good attendance of happy youngsters enjoying a sweltering day at Cutler Park. Their 'own' Santa was the centre of attraction long before days end! Subsections celebrating the Season with special outings, or events in The Barn included the 9-90s, Parts Department / Property Maintenance, Swapmeet Committee, Veterans, Commercial and Motorcycle sections.

The Annual Veteran Rally drew 21 cars and 5 motorcycles, based at the Papanui Club. A novel activity en route was a session of clay-bird shooting. With a couple of exceptions, not many feathers were ruffled by the team. The Veterans' Annual Picnic Run, held earlier than usual, drove to an historic home with champers added to the festive fare!

A novel event that deserved better support, was the "Drive-in Movie Nite", well organised by John Ackroyd. About 25 cars lined up. Good old fashioned laughter. Maybe a cuddle or two?

Syd's Birthday Run - a most anticipated event, drew a large pack of mainly smokey little beasts from back sheds and hidey-holes for the two-wheeled run around the harbour via Lyttelton Tunnel. With a sunny day to boot, one of the happiest happenings on our calendar!

With the euphoria of the Branch's 50th Anniversary lingering on, it is not surprising that demand for Colin Rae's *Vintage Gold* hardback history remains strong. The 2006 Christmas Noggin was one of the biggest ever, swelled by Branch members collecting their free volume as well as several visitors. Thirty-two new members were approved at November and December Committee meetings. This reflects continuing interest in our movement and the rewards of steady growth for a superbly equipped and maintained Canterbury Branch in its 50th year.

Eastern Bay of Plenty Elaine Proffit

The commercial get-together at Labour Weekend was once again a very successful weekend with 62 vehicles entered and 145 people enjoying the companionship. The highlight in November for many of us was a four day trip around the Coromandel Peninsula organised by Club Captain George and wife Maureen. Fourteen cars took part with one turning back at Katikati with overheating problems and another joined us on the Saturday at Whangamata. A couple of punctures and a generator pulley problem were the only other issues that occurred. Overnight stays were at Tairua, Coromandel and Thames with lots of diversions along the way to look at various beaches, bays and little settlements. Also the Driving Creek Railway, Waiau Waterworks (lots of big kids here!), Bendon outlet and Matatoki cheese factory to name a few. Not to mention the stops at second hand shops along the way. Thanks to George and Maureen for a brilliant weekend. At the November club night our guest was Ron Russell who gave a very enlightening talk about his work of pest eradication with Environment Bay of Plenty. Final event for the year was the Chairman's Christmas run and as the Chairman was overseas, George filled in with a seven event gymkhana which proved to be a lot of fun and was won by Phil Leaming and John Steiner. A pot-luck dinner followed and it was a great way to wind up the year's activities. The latest restorations to be completed are the Peter Worrall Buick and John Goodman Austin 8, great to see these cars on the road.



EBOP Cars lined up for lunch stop in Te Aroha

Far North Dave Duirs.

Greetings from The Real Far North and may 2007 be kind to you all!

Our annual Dunny Run with the Northland Branch, organised by Peter and Merrill Harris, began as usual from Kawakawa with a good turn out of 27 vehicles from both branches. The run went south to Maramaku then over roads not seen by many, to Kaikohe via Piccadilly Rd (correct...who needs jet lag to go to London when its all right here?!). Lunch was had

at the Kaikohe showgrounds at Ngawha, followed by a tricky gymkhana which tested driving skills and created much amusement. The Far North were victors and retained the prestigious dunny seat trophy with Murray and June Baird posting highest points followed by Graeme Moore and Margaret Cornwall and Mike and Olive Shepherd.

The December Santa's Safari, with no competitive elements, started in windy conditions from Hihi beach with a drive over twisty gravel roads through bush up to Seon's property nestled amongst kauri trees with views back over Doubtless Bay. A half hour walk further into the bush gave an idea of how the bush regenerates under a covenant and the group were keen to return with the prospect of driving to the end of the peninsula at Smokehouse Bay for a day or weekend camp.

The next stop was at the Midgeley's to get an update on Allan's Escort restorations and paintings in Vicki's gallery.

Back at the clubrooms a sumptuous, potluck Christmas dinner was enjoyed and gifts exchanged with assistance from "Santa" Rosco Pennell and Raewyn who are great entertainers. Needless to say the recent upgrading of the clubrooms was much appreciated.

The January Autospectacular was our "biggie" for the year. With a heap of hard work by members before the event, ably directed by Rosco and Raewyn Pennell, a fine day saw some 140 Vintage, classic and commercial vehicles, hot rods and motorcycles and fifty stalls selling everything from automotive junkie to bromeliads, jewellery and preloved clothing, temporary tattoos, holiday reading and various art 'n' crafts. The youngsters loved the Fire Service's bouncy castle and the go karts and there was plenty of food to keep all folks satisfied as they enjoyed the day and voted on the various categories of vehicles which received prizes donated by generous sponsors.

A special thanks goes to those members who gave so willingly (even though some of the ageing bodies complained a bit!) and to sponsors who enabled us to reward more categories for public voting. And of course, many thanks to those who came along to enjoy the day. We hope you will come again next year and if you haven't been before, mark your calendars now for the first week end of 2008.

Gisborne Rodney Clague

I have a bit of catching up to do seeing as I missed sending notes for the last issue. August we had about 30 people attend our annual dinner, which was enjoyed by most who attended. Also in August we had the annual Navigator's Run organised as usual by Tony Bartlett. This time we had to

ignore roads with names associated with trees or part thereof, and the run took us through town and out to Wainui, and then back through town to the clubrooms for afternoon tea and post mortem. Tony's runs are always interesting!

September we hosted a team of 14 people in seven vehicles from the Eastern Bay of Plenty branch for the annual inter-branch trophy trial, with one run on the Saturday morning and another in the afternoon, by which time rain had settled in. Saturday evening was noggin and natter, barbeque and announcement of the trophy winners, which happened to be Gisborne. The visitors set off on Sunday morning in light rain for the return trip home. Ten members also travelled to Wairoa later in the month to join in the 70th birthday celebration lunch for Mike Little.

October saw two members travel to Awakeri for the Commercial Rally organised by the EBOP branch, and Chairman Adrian Joyce organised the monthly run which finished at the Children's Health Camp where the 22 residents had rides in the various vehicles.

November saw the annual Russell Wilcox Trophy run, which was rushed out at the last minute after the planned cross-country paper-road run was deemed too tough for four-wheel-drives, let alone Vintage vehicles. A scavenger hunt looking for items using the letters from Russell's name brought out all sorts of weird and wonderful things, and a wordathon using the same letters kept crews quiet until they returned to the clubrooms.

December was the Club Captain's wingding, which took entrants out to Waingake, an area rarely visited on local runs. As I write this close to the deadline members are preparing their vehicles for a run to Tolaga Bay on 31 December to take part in a float parade up there.

A 1926 Nash Tourer advertised in *Beaded Wheels* as a 1929 model was sold locally after languishing in a run-down shed for many years. We were surprised to find that within a week the vehicle had been on sold and we understand it is now in the Waikato area. Those who saw it on a trailer reckon a good wash, new tyres, and maybe a new hood and it could be used in an as-is condition for rallying.

Hawke's Bay Rod McKenzie

Hawke's Bay is a busy place for those of us lucky enough to have a Veteran or Vintage car to use, and several of our new members, have recently begun to use their new acquisitions. It was reported that seven new members were welcomed to the Branch in November with vehicles varying in size from the diminutive 1929 Austin Seven to a



Building progress on Horowhenua Branch's new clubrooms.

1946 Dodge half-ton truck, and in age from the 1926 Ford T Coupe to a 1964 MG B.

At Labour weekend a group of around 30 vehicles set off to Taupo to explore the Central Plateau region of the North Island. Good weather, mostly good roads and good company were enjoyed by all apart from finding the roads near Pureora forest had deteriorated and some of the cars had not been so dirty in years.

In mid November, 26 entrants arrived in Waipukurau for the Annual Veteran Rally and enjoyed a tour of the area on relatively quiet roads. The first stop was at the Wanstead Church, beginning the theme for the weekend of visiting churches, and continued the next day with the Annual Homestead run. It was discovered that the Church was built of stone hewn from the Napier hill by prisoners being held at Her Majesty's pleasure in 1956. Once the entrants had ascended a major hill and observed the 17 trigonometrical stations on offer in the distance, they motored west toward Takapau. The next stop was the homestead at Hinerangi Station where we were welcomed by the Von Dadleszen family for lunch. This superb early Art Deco home was altered in a major way in the late 1920s and again, quite a lot of the exterior stone work was a product of the Napier "rehabilitation centre". In all over the weekend, the Veteran owners visited seven churches showing a huge variety of architecture, and were joined on the Sunday by nearly 100 other member's cars. It was observed that many of us will be "on side" now for some considerable time!

Late in November a group of our "Art Deco" fans arranged a day at the Napier Intermediate School with stalls selling clothing suitable for the period. When the doors opened at nine o'clock there was a queue of over 40 waiting to get in. The stallholders had a very successful day and will likely do something similar again next year.

The Hawke's Bay Branch owns a 1923 Rolls-Royce Silver Ghost which has been getting a full restoration over the past 10 or more years. It is now complete and has recently been awarded a new registration and WOF. Bruce Carrad and a number of other members have toiled long hours making this vehicle fit again for the roads of Hawke's Bay. It is hoped that it will be about in February for the Art Deco Rally. If you want to know more about what is happening in and about Hawke's Bay, check out our new web-site address being: www.hbvintagecarclub.co.nz

Horowhenua Peter Nightingale

We have had our annual Tararua Trundle behind us and many activities ahead. The Trundle this year was started at the show grounds and saw a turn out of 30 vehicles. Fred Foothead organised the run but not the weather, however, the rain did not dampen a great run. Some straight line, a great scenic route and a visit to Sel and Ngarie's museum at Te Horo. Back to Levin for prize giving and a cuppa.

Ivan Horn kept us all amused with an account of his trip to the USA and the Hershey swap meet. Got some goodies as well. Sunday runs carry on, but the great news is the building progress of the new clubrooms. Now ready for the floor pour on 6 January. Looks just great and a fine effort by all those involved. Power, water and phone connected and all the trusses and roof structure ready to collect and put in place. I did overhear Ivan say next club night on site so bring your own chair and biscuit! Members paid a visit to the Wellington Branch on a Friday night and received the royal treatment and the chance to get spares from a well-organised spares department. Restorations are still making great progress, but will save this till next time. Christmas dinner was held in Otaki this year.

Fred Carrick has organized the annual Morris club's run here this year and 32 more cars are spending the week seeing the sights. Thanks Fred, great to see and I know you have done a lot of work on this one.

Marlborough

I guess it's a bit late to wish everyone a Happy Christmas but I can pass on our branch members' best wishes for the New Year to all fellow VCC club members.

Since my last notes, we've had a lot of invites from school boards, to attend fund raising gala days with our cars and motorcycles. Whilst these turnouts are good for educational purposes and keep our youngsters interested in our movement hopefully, they play havoc with our monthly run itineraries.

In October we had a very interesting run to Linkwater on the Queen Charlotte road Havelock to Picton. The motorcycle section rode in from the Havelock end and the cars from Picton met in Linkwater for lunch. This was followed by a conducted tour up a nearby valley of an early gold mining settlement long returned to farmland.

In November Ron Hebbard organised one of his outback runs where you almost need a tank to get through some of the rough. The trusty Austin 10 performed admirably except for jumping savagely out of low gear after successfully climbing a particularly steep grade. We had a good input of Nelson branch members mostly Austin 7s of course, and one ex military Willys Jeep. That brought back memories for me as I practically lived in one during my two years in WWII in Italy. I just had to try out the seating position to see if I still fit? Everyone thoroughly enjoyed themselves including one entrant in a 1938 Morris 8 sports all the way from Christchurch with wife and two young children with the hood down. They seemed to lap up the dust and did not complain when they had to get out and walk up the odd steep grade. They



Phil's Triumph motorcycles

continued on their way home to Christchurch from Ward where the run ended late in the pm, now that's what I call enthusiasm.

Our Shiny Parts auction night was run by the motorcycle section with their usual efficiency with Sylvia and Carol putting on their carnival act. This kept everyone entertained and in a good mood to loosen their wallets. We did have a bit of bother with one member who usually contests the purchase of any chocolate cakes presented for sale. Unfortunately there was a shortage and he nearly missed out.

Our annual show and fund raising day went off well with a cool wind but excellent attendance. I have not heard the results from this fund raising event as yet but while I was on the gate we seemed to have reasonable public attendance. Our branch has plans in hand to modernise our kitchen facilities and enlarge the display area.

On Sunday 10 December, the motorcycle section attended a midday short run ending up at fellow member Phil Taylor's recently acquired residence for what seems to have become an annual Christmas get together. We all bring along a present not allowed to be purchased from other than the \$2 shop and these are distributed out with considerable mirth following a sumptuous fry up with salads etc. Sadly this year we only had a small turnout but those who attended



Christmas in Marlborough? Carol Taylor and Sylvia Fox, our modern Father Christmases, during the presentation of gifts. It was never like this in my early days? Ask Andrew about Easter rally plans

thoroughly enjoyed Phil and Carol's hospitality in their new home located on the slopes of Wither Hills with magnificent views over the town and valley.

Manawatu

Robyn Corpe

At the October club night John Callesen took us on the restoration tour of the 1912 Stoddard-Dayton. The clubrooms were filled with various parts of the car and John explained every piece and how the owner wanted it finished to perfection. John later showed us all the very early family accounts for the Callesen cars, the cost of running and the repairs. These had all been recently discovered.

In November Peter Nightingale spoke about the history and his work on Great Barrier Island.

On 14 October 27 Veterans from as far away as Wellington, Hawke's Bay, Wairarapa and Wanganui enjoyed a full day's run. After a visit to Jim Howard's lovely home at Westoe, lunch was enjoyed at Woodlands, south of Sanson. The run ended with a meal and a fun evening at the clubrooms.

A small number enjoyed a visit to Cross Hills the rhododendron gardens north of Kimbolton on 29 October.

A run followed by a barbeque tea was held at Rex and Robyn Corpe's, Beaconsfield. The fireworks were enjoyed and the bonfire kept everyone warm.

On 2 December about 50 members enjoyed a Christmas meal. Members were dressed appropriate to the year of their car and a quiz of very mysterious objects was won by Bernie Svendsen. A notable guest was the 1912 Stoddard-Dayton fully restored and looking just beautiful—a great technical effort by many people.

Cars were provided for the Cancer Lunch which was held at the club rooms on 5 December and on 10 December several cars entered the Feilding Christmas parade.

It is with regret that we farewell Brian and Shona Burrough as they are moving to the Hawke's Bay. For the last three years they have produced an excellent edition of the monthly Tourer. Bruce Lambie will be taking over this position.

February—Wheels with Attitude plus swap meet at Danniverke on the 4th and the National Veteran Rally hosted by Auckland 6-11th.

We are now into another year of Veteran and Vintage motoring and we hope to have a great turn out for the Ruahine Ramble on 24 February.

Nelson

Pat Kennedy

Back in October an adventurous group of females from our club—seven in all, hijacked a van and with great gusto travelled over the hills to Marlborough to join forces with

six Marlborough VCC ladies, and then set forth checking out wineries and gardens, and pursuits of great interest to the female side of our club. The team of adventurers is reported to have had a great time and a repeat excursion is on the cards for this year's Marlborough festival.

In November another great evening was planned by Dale Conlon who organized a get-together for all to celebrate with those members who had attained the age of 60 during the year.

Kyra Wareing came up with an excellent idea for the December club night—a night time tour of the best of the houses displaying Christmas decorations and lights, and this proved to be a great success with approximately 40 vehicles taking part. 'Eyebright' in McShanes Road, Richmond stayed open and provided supper followed by time to have a look-see and maybe do some Christmas shopping. (Eyebright's: think sparkly Christmas trees and decorations, gifts and dried flowers - everything to gladden a female's heart.)

To cap off a great year of Club activities, the Annual Christmas Picnic held at Waititi Domain was again well supported. There poor ol' Santa was given a run for his life by all the little ones (and some of the adults!) in the lolly scramble. Rob Thompson's Model T proved very popular with Rob giving rides to the children around the domain. A good BBQ lunch was enjoyed by all.

Thanks to all members who took the time to organize the very diverse and interesting range of outings and evenings during the year and to all those who supported them.

We would like to welcome new member Tim Monck-Mason to our club. Nelson Branch would like to wish everyone all the best for 2007 with good health and may you travel many miles safely and have an enjoyable time as you journey on through the new year. It's timely for us to remember to be courteous on the roads and to let faster traffic past safely before they become frustrated and carry out stupid unsafe manoeuvres trying to pass our older slower cars.

North Shore

Peter Aitken

With Christmas rapidly approaching, the Branch has been busy—the lady drivers' run was held on the last Sunday of November. It had a good turnout, travelled some back-country roads and ended up at Muriwai Beach for afternoon tea. The run was won by the Hadfields in their 1930 Rolls-Royce.

The Branch Annual Swap Meet was held on 2 December. Again, it was very successful—with proceeds going to our chosen charity, the North Shore Hospice. Members' cars were used at

the Glenfield Christmas Parade, the Birkenhead Community Board Parade, followed by the Brown's Bay Businessmen's Assn Parade—all on 2 and 3 December. 21 January is an exciting date for The Devonport Gatsby Picnic run, starting from our Clubroom at 9.30a.m.—dress in art deco gear and listen to Dixieland jazz while admiring the Vintage cars all on display at North Shore's Devonport.

Finally, the N.S. Veteran and Vintage Car Show will be held at the end of the HCC N.Z. "1917 Parliamentary Tour Re-enactment of the North" at the North Shore Events Centre in Glenfield on 3 February. Rotary Glenfield and Birkenhead will be the primary organizers, plus our branch to assist as necessary. Many rare and not-often-seen cars will be on show. One particular vehicle being a 1910 Paterson 30 HP, owned and restored by Henry Rynbeek. This car has not been displayed before and will create a lot of interest among VCC people. Happy motoring.

Otago

Arthur Bennett

It's been a busy few months after a quiet winter. First off was the P60v run to Middlemarch with 51 cars participating. Not all eligible for the Trophy but there were prizes for others. Then there was the GM night run with the Vauxhall Club.

Entries were down slightly but entrants from South Otago and Timaru gave the evening a near national flavour. The Dunvegan Motorcycle Rally was up North Otago way with an overnight stay in Kurow. The winner was Bruce Christie. Our premier event, the Taieri Tour attracted 63 vehicles. Quite a number of roadsters and tourers took part this year. The start was from the A&P Showgrounds at 5 Cross Roads, Mosgiel. This will also be the starting point for the South Island Easter Rally. A change was needed from our club rooms due to the congestion in Forbury Road by tenants' cars, as most houses are rental properties which meant Rally members would have a several hundred metre walk to the Club Rooms. This also gives problems for timing. The Commercial and Veteran Rally was organised by Colin Pearce but gave Colin a few headaches getting entrants. Thank you Ian Chittock (1917 Model T Truck Frame) and his offsider Ron Osborne both from Gore Branch for taking part. Niven Gough's cherry red Model T van looks a real picture. Niven has also donated a treasure chest of parts from his late father's former well-known garage at East Taieri to the club.

A merry evening to celebrate the Festive Season was held at the club and was well supported. Also our annual picnic and

barbecue was held on Travis Michele's property at 'Hemlock Flats'. Nearly 100 people attended this popular event which this year included Jet Boat rides up the Taieri River. Another side show was available when attempting to leave the venue, which was the 'Mud Trap'. Travis and his tractor were on hand to pull those without the necessary off-road wet weather skills to safety. Don't forget to book your accommodation etc and register for the South Island Easter Rally.

Rotorua

Doug Green

You will all have heard by now that an end of an era has come to the Te Puke Autobarn. Ray tried his hardest to keep it together but no one would take it on to keep the barn going, Ray has done a great job of his passion and brought joy to literally thousands of car buffs. Not many showrooms let you right up to the cars for a good look and a wee touch.

But on a lighter note Ray has given a lot of people a lot of pleasure when he sold up his Auto Barn as this has spread a lot of great memorabilia and cars all over the country for others to love and care for. Best of luck to you Ray in your new adventures from us all at the Rotorua Branch, maybe we will see you on some more of our rallies.

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Sixteen cars ventured to Taumarunui for the Journey Through Time rally which took us to Whongamomana right in the heart of New Zealand. It is always a great rally King Country put on and is not a one you should miss as it has been outstanding over the past ten years or so.

Our barbeque run went to Roydon Downs which was once a huge government sheep station in the '50s and was settled by ballot in the '60s. The block we were on is owned by Geoff Bran who had turned it into a recreational area with walking tracks. After back to the clubrooms for barbeque dinner. Looking back, we changed our Sulphur City Rally from November back to August as that month doesn't have many rallies in it. Having our main rally in August seemed to be a bit of a hit as we upped our usual numbers from previous years and this looks to be a better time for a winter run.

We ended our year with a Christmas champagne breakfast and of course Santa for the children. Everyone had a great time and all are looking forward to a break.

Many of our branch are looking forward to the Easter Rally in Gisborne 2007, as it appears that about a dozen cars will be attending. Easter rallies are a great time to catch up with old friends and rally people you only see on the odd occasion, so see you in Gisborne.

Southland

Paul Rodmell

Planning is well in hand for the first ever National Moped Rally to be held at Labour Weekend 2007. This will be an interesting rally around Invercargill. The lack of hills here will suit the small machines, considering they can't have more than 50 cc and be only of a maximum power of 2 kW. Strong head winds shouldn't be a problem on Labour Weekend.

The 2006 Commercial Rally started at the clubrooms and after a tour of Otatarā, proceeded to the Invercargill Yacht Club's property at Awarua Bay.

The Commercial Rally had 12 vehicles including one from Leeston in South Canterbury. The weather was fine and sunny but a little windy for the driver and navigator of the Chalmers Fire Engine from Mātaura. There was a timed section, questions on the instruction sheet, and three field tests, as well as a photograph identification test. There were field tests for the navigators as well as the drivers. This ensured that all participants took an active part in the rally, contributing to its success. The venue around Awarua Bay proved to be a place that had never been visited by the majority of the contestants and this added to the enjoyment of the day. Alwyn Hoskins was the overall winner.

In November, the 40th Arrowtown Motorcycle Rally was a great weekend for those that took part. Invitations to previous entrants as well as a supporters' bus for ex-riders resulted in a record number of entries of 185, and 75 riders. There was a morning tea and start at Lumsden, with a timed section on gravel to Garston Hotel, then onto Kingston for a barbeque lunch and group photos.

The ride from Kingston to Frankton is always most enjoyable around Lake Wakatipu. The timed section was from Frankton to Arrowtown and this year there was a re-enactment of the original rally route, by crossing over the Old Shotover bridge, which was opened especially for us.

The marvellous venue for the weekend was the Arrowtown School Hall and grounds. At the Saturday night buffet meal Alan Sutton, an original entrant was MC; there was a "Cutting of the Cake" by the original entrants together with a slide show of previous rallies and a good old catch up. This made for a great evening. Field tests were held on Sunday with the inter-club challenge going to Southland, who were cunning in utilizing their young members. The Overall winner was Wayne Nicoll (1911 Triumph), so the goal posts have been moved for Wayne to organize next year's run.

The parts shed has had a clean out of bits stored at the end of the clubroom's section. During two weekends over four tonnes of metal was taken away, and because the price of iron very high at present, the club is better off by \$848. The Parts Shed guys have really been very busy and have changed a lot of shelving, making it much easier to find things. At present they are making a rack that will hold the starter motors and generators, which will certainly be great and save the climb to the top shelf.

South Canterbury

Bill Weir

A great day was enjoyed on our Opening Run, this year ably run by Lyndsay and Glenis Olsen of the Ashburton Club. We met with Ashburton at the Carew School the trip there planned by John Campbell via Levels, Earl Road and SH 72 from Geraldine.

The Ashburton members were late arriving at the Carew meeting venue. Rumour has it, they all got lost and followed each other around in circles! Mid-Canterbury folk getting lost in their own area! I don't believe it! From Carew, we rallied down through the plains, (past many dairy farms) to Hinds then across SH1 and wound our way down to the North bank to Rangitata Huts for the lunch stop and field tests. This was a good venue as even though



I couldn't help but notice the diversity of cars in our Club with this shot taken at Carew on the Opening Run with Ashburton, from left Spence Richards '38 Chev then just visible behind, Alan Geary's '57 Ford V8, Colin Hawke's Austin-Healey, then Colin Lyon's Hupmobile tourer and the pup of them all, Graham Eumson's Austin A30.

it was a fine day, a cold southerly was blowing and the domain camping ground was sheltered.

It was great to see the large turnout of motorcycles for the Annual Mt Cook Rally, two of the older entries being Davy Jones' 1923 Harley-Davidson and cousin Grant Jones, newly restored 1941 Indian, also entered were the Barnett Brothers of Christchurch with their 1951 Enfield and 1960 BMW.

The Mt Cook Rally was still very well supported this year despite the Canterbury Branch Anniversary celebrations on the same weekend. Shona and I operated the check point for the long route which was based near the Esk Valley Ford off Bluecliffs Rad, back of St. Andrews.

Sunday 10 December the Children and parents or grandparents arrived at the VCC to start their Mystery Trip and also to await the arrival of Father Christmas later in the day. The trip took them around Salisbury and Holme stations arriving at the Weirs cow farm to see the animals. Most children had a ride on Candy the horse with the help of either Rosaria or Isabella Weir. They were shown where the cows were milked and felt the suction of the milk cups. Then it was back to VCC where Father Christmas arrived on the Tri-Car with John Campbell driving. The children had a lovely time with gifts, lollie-scramble and party treats. Thanks to Gavin and Michelle Munro for organising such a great day.

What a very enjoyable and memorable occasion the Christmas Dinner and 50 year badge presentations proved to be. A record number of 80 people attended and enjoyed a superb meal at Seven Oaks. The highlight of the evening was of course the presentation of 50 year Membership Badges to Allan Averis and Terry Wilson—they both certainly must have joined young as they are still keen members of the VCC organisation and still motor Veteran vehicles.

It is with deepest regret we record the passing of fellow member John Reid (JR)

at age 54. John was well known throughout the VCC movement, and he had attended many rallies around the country.

South Otago

Mel Tapp

Our 35th Rally was once again very well supported with 103 entries and what a nice day it was – good roads, good weather, a good range of cars from 1912 to 1974, and quite a few having their first visit to our Clutha Rally.

Branch membership is increasing and now numbers around 100 with a group of new members from Milton including Maurice Lloyd, who has purchased Peter Umfreville's Wolseley 6/110, Lester Cannon with a 1972 Rover 3500 V8, and the Bloxham family with a 1939 Chev that has been in the family from new and is still quite sound even after many years as a farm hack.

Some members joined a Rover Car Club trip to Central Otago and enjoyed a great weekend.

Just as I went to post these notes I learnt of the death of Peter Umfreville, a long time member of our Club. When Peter joined he owned a Triumph Renown and an MG B GT. Since then Peter has had many cars, becoming interested in Wolseleys and owning a very nice 6/110 and a 4/44. He is perhaps best known for his PB Vauxhall black and white MOT car. When Peter came to Milton he was with the old MOT as a Traffic Officer and was tasked with traffic education in schools, where he was very popular with the children with his very tall stature. He was well respected for his common sense approach to road safety and his cheery manner. He was involved in his community in numerous organisations as well as our branch. He held office in the branch over many years and was our secretary at the time of his death. When I visited Peter just a few days before his passing I was greeted with his usual smile that was his trademark. To his family we extend our sympathy and our thoughts are with you all at this time.

South Waikato

John Lee

We have had little activity in the South Waikato as of late. Due to John Paterson's motorcycle accident, our local TTT was down graded to a branch run.

We had 15 entrants including Brian and Val Russell from Hamilton and Dave and Pat Pennell from Rotorua. Once again Peter Smit set an example of early motoring in the way he selected the roads and scenery, the run being a test on driving ability and judgment with sections of heavy metal and ruts. Silent checks were added for fun, some were only found with difficulty.

We are being hounded out of our environment with the rapid disappearance of our forest as it gets taken for farm land, as our participants saw on our run, however we think that we will be able to maintain this format for a few more years yet. Everyone enjoyed the testing run.

In December we joined in the Tokoroa A&P Show girls' competition, by escorting them around the pavilion area. There were two Wolseleys, one Jaguar, one Ford A, one Hillman, one Rover, one Sunbeam convertible.

Putaruru had their Christmas parade celebrating a hundred years. Local cars assisted. We in Tokoroa had our parade a week later with a good turnout.

Fred Mathis has completed the front assembly on his Series I Land Rover and Peter Smit's 1928 Austin 12/4 continues rolling slowly on.

Taranaki

Colin Johnston

Happy New Year everyone, and on behalf of the Taranaki Branch, may I wish you safe and happy motoring for 2007.

Potter's Paddock Gymkhana and Kids Christmas party was held earlier in December at the Stratford Showgrounds and attracted a good cross-section of vehicles. Members were put through their paces in the Gymkhana events, organised by Club Captain John Muter, and had to throw papers into the tyres, drag a sledge, light the red light up without tooting the horn, tow the empty bottle along behind you and not have it fall over, and perform "width of cars" and gate opening tests. The winner of the event for this year was Geoff Blackbourne in his Morris Minor, with Robin Voss second and Michael Ingram third. The presentation of the Potter's Memorial Trophy was presented on behalf of the Potter family by Michael Riley, the grandson of past member, the late Jim Potter. Santa made his annual visit for the children, arriving in John Muter's 1926 Darracq with the usual lolly scramble and presents.

We had a visit from members of the Wairarapa branch who had organised a run up to Taranaki with an overnight stop at New Plymouth's Auto lodge, where some of our members joined them for dinner. They had visited Nigel Ogle's Tawhiti Museum in Hawera, and the next day continued on their tour around the lower part of the North Island, taking in the Lost Highway on their way to Taumarunui.

Our members have been very active, attending rallies in the King Country and Wanganui and the various swapmeets that have been held recently. A recent run to Wanganui saw members enjoy Ed Boyd's extensive car collection, Fay and Ian Chamberlain's new house and Ian's

new workshop and general-purpose shed. A busking organ had been restored by Ian and some members tried their hands at playing it. The evening was spent at the Wanganui Club rooms where we enjoyed a happy hour, barbecue and a good old natter. After the overnight stop we continued on to Fordell and had a visit to Bruce Ardell's spare parts, and then saw the Bason Botanic Gardens. All in all, a great weekend, organised by Robin and Sylvia Voss.

Taupo

Jack Hindess

Progress on our clubrooms extension has not been as fast as we would like because of the bureaucratic process brought about by the Resource Management Act. However we now have a planning consent and will be moving into the more practical building consent process. A significant community grant has been obtained from the Bay Trust which will assist us with the kitchen extensions for which we are sincerely thankful.

At our October meeting Mary and Don Lockwood gave us an excellent description of their 21 day journey around Australia in two light aircraft. The trip involved 16 people, 43 hours of flying time, 31 landing/take-offs, 6,800 litres of fuel and covered a total of 12,200 km. A wonderful journey.

By contrast the Branch's journey to visit the Hamilton Gardens involved 20 people travelling by bus to view the various theme gardens, hot houses and other outdoor features. We enjoyed the Japanese, Chinese, English and American gardens but the splash of colour in the Indian garden and the more formal layout of the Italian garden were particularly impressive.

We took members of the Blind Foundation on a short tour around the Botanical Gardens and then out to Puzzle Palace, at Aratiatia, where we all enjoyed afternoon tea. They really enjoy being taken out in the older cars and it has been an annual event for quite some years.

At our November club night we had something for everyone. The ladies experienced a demonstration of Bropton Light Therapy by Judith Alexander-Graham who specialises in skin care. In contrast the blokes visited Peter Grimmer's powder coating workshop where he explained how the process provides heat protection and allows the car to go faster. He also gave us a demonstration of his sand and bead blasting equipment.

For our monthly run we took a short journey out to the Lockwoods' farm and had a look at the three gardens developed by the younger and senior family members. The gardens being in a rural environment are much larger than the average home garden. After lunch we returned to Taupo and spent the latter part of the afternoon

at my place where we played a few games of petanque accompanied by the odd glass of wine.

Don't forget that our 40th Anniversary Run is to be held on 9-11 March with entries closing on 1 March 2007.

Waikato

Jeremy Brook

Star Points Awards go to two branch members this month. Firstly to Peter Spiller for organising the first Waikato Branch Motorcycle social ride on Sunday 3 December 2006. Twenty bikes took part in the inaugural run to Maungatautari Ecological Enclosure which had just been successfully fenced with a pest proof fence. A further run is to take place on 10 February 2007.

Secondly, an Award goes to Brent Parsons who organised a branch calendar which has been distributed to all Waikato members. Well Done Guys!

The Veteran Rally turned out to be a very enjoyable run with a good number of cars (23). There was some liaison with the Horseless Carriage Club timing its rally for the day after, thus allowing people from Auckland and other areas to run their cars on two events in one weekend. Overall winners were Les and Leslie Webster.

We had a Halloween Haunters Run in November organised by Natalie Bowler and Ron Tuck. It commenced from the Top Pub in Morrinsville and wandered around the Waikato for a couple of hours ending up with a dinner at the Te Miro Hall with Celtic evening festivities.

The Christmas Branch outing was organised by Graham Pate and we visited McLaren's Falls at the top of the Kaimais.

Coming up is the Boxing Day run to the races at Pirongia, the Blue Smoke and Pedals and a run to the Steam and Vintage Festivals at the Glenbrook Vintage Railway on 11 February 2007.

Season's Greetings to you all.

Wairarapa

Rosemarie Hickland

In October we held the Janice Groves Memorial Rally, organised by Will and Ruby Holmes. The morning sections took us to the beautiful Richmond Gardens in Carterton to view the wonderful Italian garden. A must to visit! After lunching at the Greytown Memorial Soldiers Park, we set forth with a non-competitive Straight Line Navigation course around Greytown and then headed out to Martinborough and back. Ironically, the winner of the Janice Groves Memorial Trophy was Peter Groves (husband of the late Janice) in his Austin and his navigator, grandson Nik, won the Silver Navigator spoon.

In November, an intrepid bunch of 13 vehicles: Three Austins, two rileys, and

one each of Bradford, Citroen, Ford Zepher MKI, Ford 10, Humber, Ford Prefect and one Jaguar and their occupants did a West to East tour of the North Island. The first leg was over to Wanganui visiting the wind farm on the way and being hosted by the Wanganui VCC for the evening meal. Then it was off to New Plymouth with a visit to the amazing Tawhiti Museum in Hawera and a planned visit to Pukeiti to visit the rhododendron gardens, the latter having to be abandoned due to wind and rain! Whilst in New Plymouth, we were hosted by the Taranaki VCC branch for an evening meal. The intrepid souls then ventured across the 'Forgotten Highway' via some wonderful scenery with a lunch stop at Whangamomona after being met at the border by the Border control and after some anxious moments and plenty of bribes, were issued with their passports. The King Country VCC hosted us for an evening meal that night in Taumarunui. The journey continued to Taihape and then on to Napier via the Gentle Annie with a pleasant stop at Pukeokahu School to let the kids view these ancient vehicles of years gone by. The Gentle Annie was conquered, but not without its problems! The smell of scorched brake hung heavily in the air! Napier finally came in to view and they spent their last night with a prize-giving at the Cossie Club.

Approximately 700 miles were covered and, as with all epic journeys, it was not without its mechanical hiccups. From getting stuck in gravel (the Citroën) to the Star losing a wheel causing damage to the brake shoes and other parts and the Bradford misbehaving – but that is what Vintage motoring is all about. A big thank you to Tony and Myrna Lane for organising the event, we look forward to next years sojourn.

Also held in November was the Gold Medal Motorcycle Rally, which we hope to see a report of in the near future. Our year finished with a Christmas Gymkhana and Pot Luck Tea held at the clubrooms and was enjoyed by all who attended.



Above; Wanganui Branch, Roy Kerfoot's 1962 Austin Mini Cooper, Restoration of the Year award (car).

Right: Wanganui Branch "Willing Horse" award goes to Allan Osman.

Compliments of the season to all VCC enthusiasts. May 2007 bring forth a year of good travels.

Wanganui

Fay Chamberlain

Like most branches, social gatherings and events have been prolific lately, prior to Christmas every school, church and community organisation wants "rides please" on Vintage cars for their big days! The 1927 Chev club truck has never been busier and it is also pleasing to see so many members willing to bring along their cars too.

Club nights have been well attended (the last one in December being 65 – half the membership.)

Restoration work has been evident too, as six vehicles and one motorcycle lined up for the Restoration of the Year trophies. Winner of the motorcycle was Vince Keats with his immaculately presented 1967 Suzuki Motorcycle. The car trophy was convincingly won by Roy Kerfoot with his lovingly restored 1962 Austin Mini Cooper.

But it's not just the cars that matter in the branch, people are very important too. It is always with great pleasure that the willing horse award is given to a very deserving person each year and this one was no exception. Allan Osman, long standing member, and early Rivet distributor, manager, printer has been there for more years than he and other members can remember. The little horse and cart full of Rivets made him smile a little!

Of course, there are many others who do their part in running the branch efficiently and gladly – too many names to mention, but they are very much appreciated!

Very pleasing too, to see membership growing.

Wellington Elisabeth Smits-Brouwer

The last few months passed very quickly and our branch members enjoyed many activities. During the social Country Run to the Wairarapa the participants visited Carrington House with John Cameron's amazing collection of early Rolls-Royces and Bentleys. After a picnic lunch in the beautiful gardens of Carrington House the





David Turner's Steam Traction Engine, Wellington Branch

cars headed for the Pointon's Collection near Masterton to see a nice collection of vintage cars, historic clothing and dry flower arrangements.

We had a most successful November Rally that sent us through the back roads of Wellington to the lunch stop in the former Naval mess buildings at Shelley Bay. In the evening a nice dinner at the clubrooms was followed by the prize giving. The overall winners were Helen and Alan Pratt with their Jaguar.

With major financial support of Pub Charity, the Branch purchased and has installed a state-of-the-art digital projection system with a large screen, surround sound, microphones and many other fancy options. We are now holding monthly video nights, which are proving to be very popular.

Mid-November, 28 members of the Branch helped with marshalling the Wellington Christmas Parade. The day turned out to be very nice and sunny, which brought out many spectators to see Father Christmas arriving in the Capital. It was a long day from 8.30am till well after five in the afternoon but was truly enjoyed by all and was a very nice fundraising activity for the club.

Our Children's Christmas Party and barbeque, held on 3 December, was another successful event with a working model steam traction engine and a Dutch flavoured Santa. Some 25 cars participated in the traditional Boxing Day Picnic at Kaitoke Waterworks and, it turned out to be a nice day in the beautiful surroundings of this regional park.

The club ladies are still busy preparing their attires for the upcoming Art Deco Weekend and Posh-Picnics, and for this

purpose yet another successful Club Sewing Day was held in the clubrooms in November.

We are still having the "Vic Days" assisting members to get a VIC card for their cars. Currently 10 branch members are busy restoring a vintage car or motorbike:

Murray Hislop	GLH Formula Ford
Roger White	1925 Alvis
Ivan Gardiner	1924 Bianchi and a 1959 Armstrong Siddeley
Chris Butler	1958 Lloyd IT 600
Mike Taylor	1930 Packard
Winton Cleal	1936 Wolseley
Richard Davies	1959 Nash Metropolitan
Neale Ryder	1949 Vauxhall Velox with Holden body
John Kinvig	1934 Austin 16/6
Shane Taylor	1955 TR2

If anyone has some parts to spare for any of these restoration projects, please contact the member or our branch.

Sadly on Friday 22 December Tom Janes passed away; he had been a long-time active member. Following the request of Tom's family the funeral service was held at the clubrooms on Thursday 28 December. This was well attended by over 200 family and friends and the Wellington Branch members had formed a Guard of Honour with their Vintage cars.

Mid-February 17 Vintage and Post-Vintage cars will be participating in the Art Deco Weekend Rally in Napier, while at the same weekend the British Car Day will be at the Trentham Memorial Park. The following week the Branch will organise a Gymkhana and Posh Picnic during the Upper Hutt Summer Carnival. Early March we will host the Vintage Car

Club Executive Annual General Meeting in Wellington.

Fifty Years Wellington VCC celebrations. The year 2007 will see the start of the Wellington Branch's 50th Anniversary, which will be celebrated over a period of twelve months. The official beginning will be during the 2007 November Rally. Many of the original Veteran and Vintage Cars that attended the very first 1957 November Rally will be taking part. If you have been a member of the Wellington Branch during the last 50 years and would like to attend or contribute to our celebrations, please contact Rodger and Diane White. Phone 04 563 6236.

Wellsford/ Warkworth

Rita Jorgensen

A shiny-parts auction was held on our October Branch meeting night. Many items were vigorously haggled over. One gentleman pulled out of one lot of bids against a friend as he realised he could borrow the said item any time.

Our Chairman, James Lawrie, attended the Hershey Swapmeet in the United States, along with member Grant Stott and past Wellsford member Peter McCool. They met up with Albie Littin who was staying with his son Stephen in Chardon in Ohio. Stephen and Susan have a large business restoring Rolls-Royce Silver Ghosts and Albie was spending three months there. Stephen took a 1901 Northern in perfect original order to Hershey which he managed to sell. Albie, now back home, is restoring an American Rolls-Royce Roadster. Mike Brown displayed his 1901 White Steamer at the Wellsford Christmas Parade along with Tony Tomas in his 1947 Chevrolet pick-up. Unfortunately it clashed with the North Shore Swapmeet which many of our Branch members attended instead. Our Branch Restoration of the Year was won by Ted and Joy Buckby for their beautifully restored 1937 Austin Ruby.

Among the trophies handed out was a special award for Maureen Belch for her willingness to assist in any capacity, her excellent articles for our magazine and attendances with husband Tom to many local and away events. Our Christmas function was held at the Sandspit waterfront out from Warkworth was a picture postcard setting on a calm evening with a setting sun on an incoming tide. A fitting venue for our Christmas Dinner. Plenty of goodwill and a nice meal to end a full and interesting year.



TONY AKER

North Otago Branch

Tony joined the North Otago Branch of the Vintage Car Club of New Zealand in April 1998 with his 1937 Chevrolet Standard flatback sedan. Later on he and Beryl also motored in Beryl's 1965 Triumph Vitesse convertible.

He was a committee member from 1999 to 2001 and from 2005 until his sudden death. He had an ability with words to get to a point without causing offence. Tony said what he thought, but thought long and hard about what he said. He stood in as secretary on two occasions and his very neat handwriting was appreciated by all who read it.

In the year 2000 Tony accepted the position of branch scribe to *Beaded Wheels*. He wrote with flair and humour and his contributions will be missed by members throughout the country. His last contribution to *Idle Torque* featured in issue 283 which was printed after his death.

Tony and Beryl were regular attendants at all branch runs, rallies and functions and motored in events outside North Otago as well. They were regular attendants at South Canterbury's Mt Cook Rally and often collected trophies for their efforts.

Tony was a tireless worker for the branch, always second in charge behind Beryl at catering events, the last one being just a fortnight before he died. Seldom did he miss a working bee, he was always a team worker at the Dunedin Autospectacular and our local All British Days and happy to help in the parts shed. At the time of his death he was organising a major part of our Annual Windsor Rally.

Tony was a multi-talented member who will be sorely missed by us all. We extend our deepest sympathy to Beryl, Ian and Michael.

Drive free Tony, there will always be roads to be checked.

Kathleen Perry

WILLIAM ROSS DATLEN

Ashburton Branch

2 November 1953–2 December 2006

It is with deep regret that we record the sudden departure of Bill, who tragically lost his life in an air crash. It was a whole set of circumstances that put Bill in the seat of his friend's Tiger Moth that fateful Saturday.

He only went to the airport to organise the barbeque for the MTA meeting of which he was President, and for various reasons there was a spare seat available. Who would/could have said no to such an offer?

Bill was a well known personality both in the VCC and in the wider community, and that was very much in evidence at the church service to celebrate Bill's life. Over 1200 people came to farewell him, with 80 Vintage cars to escort him to his final resting place.

Bill joined the VCC in 1983 with a 1969 Continental powered Special and a 1922 Cadillac 61 Tourer in which he participated in lots of rallies with his family. He had a special passion for the Irishman rally, an event he just could not miss, proudly winning it twice in the Cadillac.

The owner of a local garage, his knowledge and skills for anything mechanical was widely known, and his counsel eagerly sought and willingly shared. His enthusiasm for life and his pride in his family were an example to us all.

Bill worked in Indonesia in his early days where he met and married Ningsih. Their three children—Sarah, Peter and William, were all well travelled and well known amongst the Vintage fraternity, with the whole family regularly participating in all manner of events.

Bill held various positions in the Ashburton Branch, including national delegate, club captain, and committee member. Bill organised and presided over many rallies and other interesting events which included night trials, an annual motokhana, and economy runs. His infectious enthusiasm ensured that all who participated enjoyed their motoring experiences.

Steve Gielingh

ROY STRUTHERS FERENS

Otago Branch

16 June 1928 - 25 September 2006

Ferens was a motoring man and his 50-year association with the Vintage Car Club was only one facet of his wide-ranging motoring life. He was a very good driver.

By chance an outdoor man, most of his working life was spent behind the wheels of Catchment Board vehicles, off-road and backcountry.

He was an early, if not founding, member of the Otago Sports Car Club and a consistent and very competitive entrant in the Automobile Association Otago Sundstrum Rallies in their heyday, some 40 years ago. When other club members might have been out on social trials looking out for number boards, Major Ferens was likely to be on reconnaissance exercises in armoured vehicles looking out for much more sinister things.

Roy had a very discerning interest in antiquities and heritage. He joined the VCC when the Otago Branch was formed as one of the Catchment Board 'Cartel' which was so influential in the early days of the branch. He was its second Chairman 50 years ago. His everyday car continued to be his immaculate Triumph Renown long after others had been seduced by cheap secondhand imports.

After the first Dunedin-Brighton Run it seemed every branch member wanted a Veteran and three of us bought the (then) 38-year-old Dennis Fire Engine, just out of service at Roxburgh. It was Roy's pride and joy. In spite of acute pain from arthritis he drove it 50 years later in the 2006 Dunedin – Brighton Run and then made appropriate provision for its future in Otago.

The Branch extends its deepest sympathy to Shirley's and Roy's daughters.

Bob Oakley

BRENT STONYER

Ashburton Branch

It is with deep regret that we record the death of Brent Stonyer. We all knew his health was deteriorating, but not that fast, and his passing was indeed a shock to a small Branch like ours.

Brent was a very well known and respected member of the Ashburton Vintage fraternity. He joined the Club in 1978 and served on the Club Committee for several years including a term as Club President. He was on the sub-committee for the fund-raising and building of

our museum and a member of the 25th Anniversary Rally Committee. Brent seemed to know everybody and most knew him, he had some sort of mana that few have.

He had a 1923 Overland Tourer and a 1929 Whippet 6 Sedan which he motored in his first major event to Rotorua in 1980.

ELIZABETH NAGLE-TURNBULL

**Hon. Vice President
Life Member of The Vintage Car
Club of New Zealand.**



My memories of Elizabeth covers a series of decades of friendship, revolving initially round old cars.

I first met Elizabeth when helping Andrew sell (London–Windsor) Coronation Rally programmes June 1953. Andrew had joined the Veteran Car Club of Great Britain in 1948 thus a mutual love of old cars developed into a lifetime communication for all. Elizabeth became Secretary of the VCC of Great Britain in 1952 and became a well known helpful associate for all members, some of whom were New Zealanders.

Her first book *Veterans of the Road* was published in 1955, followed closely by *Old Cars the World Over*. Both were an instant success in New Zealand. During the progress of both books, correspondence between Elizabeth and the VCC of NZ was prolific as several cars included in the manuscripts were only to be located in New Zealand. As interest and membership grew within the VCC of New Zealand the

His last restoration was an immaculate 1942 Ford Jeep.

Brent was also a member of the Antique Arms Assn. and had a wonderful collection of antique and modern firearms. Rifle shooting was also one of his great interests. So too was his love of Vintage machinery, especially early John Deere tractors, and he would travel miles to attend rallies.

Club Executive set its sights on organising an International Rally hosted by the VCC of New Zealand. In 1963 the International Federation of Veteran Car Clubs held the event in Britain. Elizabeth entered her 3/4½ Bentley as a competitor and as New Zealand's delegate to the IFVCC conference held at the conclusion of the rally. Also entered was Len Southward's Wolseley driven by the Dray brothers. The Wolseley won the overall Concours. Very timely!

New Zealand's application was duly tabled and considered, possibly more appropriate comment, battle began! Elizabeth presented a profound and formidable case for New Zealand. Her sound, well prepared and knowledgeable debate continued for an immeasurable length of time until all objections were eventually overcome. Elizabeth could indeed be a formidable foe in such circumstances. The Europeans were no match for her strategy or her knowledge. Supported by Chairman Stanley Sears, New Zealand won its place on the international calendar and, we are pleased to say, a firm position on the map.

A telegram to New Zealand confirming the International win, prompted the reply. "Great work, now come and join us with the BENTLEY."

Without Elizabeth's intervention and promotion, we may well have waited some time to convince the Federation that New Zealand could organise an International of the magnitude envisioned. We could, and did.

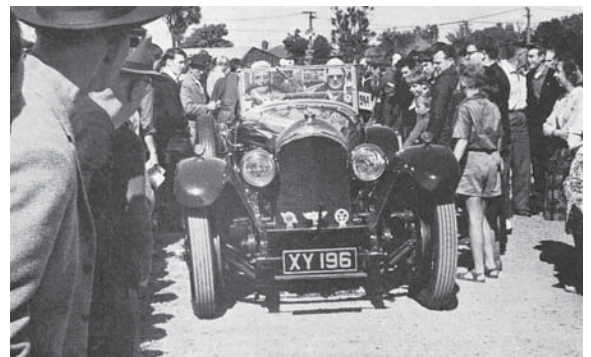
Elizabeth duly arrived in Auckland 1965, to join the 6th International Rally in the South Island of New Zealand. She drove her car to Wellington from Auckland, flew the straits, and drove on to Christchurch, where Andrew and I met her on the outskirts of the city, and escorted her home. During the following week of preparation she was in great demand from the media. The house became an in and out Club, with a constant flow of coffee, as expectations of the task in front of all hit the adrenalin!

Our club members will all miss him being around, especially on swapmeet days. That was an activity he thrived on at Ashburton and Christchurch, where he held the same site for many years.

Our heartfelt sympathy to Jan, Craig and Angela. We are all the richer for our wonderful memories of Brent.

I travelled south with Elizabeth to Lake Pukaki–Mt Cook where Secretarial duties took over. After the conclusion of an outstanding two weeks of fabulous motoring, and cementing of friendships, Elizabeth left Christchurch and headed for Blenheim to catch up with her mother's family relatives. Since then we kept in constant communication and caught up again in the UK in 1970 when Andrew, I and son Julian spent some time with Elizabeth at her home in Salcombe in Devon. By then she was Elizabeth Nagle-Turnbull. Her husband John the local Vicar, a delightful character, quite unlike Elizabeth but very supportive of her. Later in 1971 Andrew stayed with John and Elizabeth at their home at Maidenhead and again in 1972. Sadly John died in 1989.

The intervening years have sped by,



telephone calls and letters once or twice yearly have been a means of keeping in touch. Sadly, that now becomes history. Her foreword in the *50 Years* books says it all.

What must never be forgotten is Elizabeth's contribution to the success of Vintage Car Club of New Zealand's growth during and because of the International Rally, all of which augured well for the 1972 International to follow.

To ensure that Club members past and present recognise that contribution, the Club, in 1965, appointed Elizabeth. Honorary Vice President and Life Member of the Vintage Car Club of New Zealand. This recognition she treasured greatly.

Mollie Anderson

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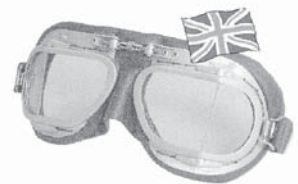
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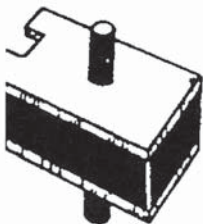
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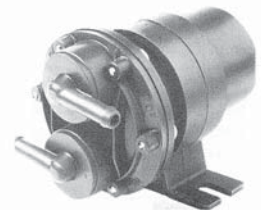
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