

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 287 August/September 2007

\$5.50



LIFE IN THE FAST LANE

Vintage Hill Climb and Sprint action



road testing a **1928 FORD MODEL A**

1918 HENDERSON MOTORCYCLE



9 418979 000012



Peter Fry has rummaged through the family albums and come up with four photos that may be of interest to members (especially those in Taranaki).

The jovial lady at left, standing by what is presumably a Cadillac service car, is Keitha Salisbury (later Alcorn) who trained as a nurse at New Plymouth Hospital in the 1920s. Keitha later became a matron and ran hospitals and nursing homes in Australia and India. In her eighties she was still caring for the sick in Petone. She is also seen driving her "Flivver", probably en route to or from a Taranaki picnic spot. The identifiable cars in the two postcards are probably a Veteran or early Vintage Humber and a Hupmobile.

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 historical 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 instances.
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 - these details are valid until August 2007

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Beaded Wheels

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

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

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Beaded Wheels

Issue 287 August/September 2007



Scott Thomson poses a question to
rallyists everywhere, page 11.



We get behind the wheel of a 1928
Ford Model A Tudor this issue, page
28.



Photos from the Waihi Hill Climb
feature in our Idle Torque column,
page 44.



FEATURES

- 11 Stop Vintage Rallies – Now?
- 13 Sprint at Springhill
- 17 Southland Branch Restoration Run
- 18 Henderson Down Under
- 21 33rd Clutha Motorcycle Rally
- 22 Waihi Hill Climb
- 25 It all started with the Laundryman...
- 26 A Phoenix Has Risen
- 28 1928 Ford Model A Tudor
- 30 Taupo Branch 40th Anniversary Rally

COLUMNS

- 4 President's Message
- 4 As We See It
- 5 VCC Events
- 6 National Office News
- 7 Mailbag
- 9 The Way We Were
- 27 NZ Federation of Motoring Clubs report
- 31 Sounding the Brass
- 33 Marketplace
- 38 Swap Meets & Rallies
- 42 Overseas Events
- 44 Idle Torque
- 54 Obituary

COVER

Danny Ryan, 1919 Lancia Kappa ready for a quick away,
Waihi Hill Climb, Bay of Plenty Branch

Photo supplied by Carole Lindsay



president's message

Gaynor and I recently had the pleasure of attending the Auckland Branch AGM. During the course of the evening I was able to make 50-year presentations to three members: Don Cameron, Roy Cope and John Irvine. These were followed the next day with presentations made by John Coomber to Peter Henry and Bob Beardsley of the Banks Peninsula Branch. I remember when the idea of a 50 year badge was first introduced with only a handful of recipients gaining this meritorious milestone. Now the number is rising quite steadily and it is a credit to the Branches and the Club that so many members have attained this award as recognition of their involvement over a long period of time.

In the last few years the Presidential Award has been introduced. The scope of this award is to cover all aspects pertaining to The Vintage Car Club of New Zealand (Inc) (excluding restoration) at a national level.

The award is not limited to members only and could be used to recognise outstanding service to the VCC by a non-member.

I was delighted to present this award to two Auckland Branch members. Dave Allbon who, since joining the branch in 1977, has held many Branch positions, served on the Management Committee, and presently is Vehicle Technical Committee chairman. Roger Ball received his award for 21 years continuous duty as Branch Secretary and Branch Delegate. Both Dave and Roger are worthy recipients of this award and I am sure they will both continue their work with distinction.

The Vintage Car Club of NZ (Inc) has enjoyed a long relationship with Vero CIS (Consumer Insurance Specialists) with regard to insurance matters. While the name has changed (formerly Royal & SunAlliance), the support from Vero CIS has continued to benefit the Club. On an annual basis both your Branch and the Club gain financially from VCC members' policies.

Are you aware that the VCC vehicle insurance policy has been tailored with specific benefits that are only offered to our members? There is an 'agreed value' option for our Vintage vehicles, rather than the standard 'market value' cover. Vero CIS will give us first option to retain our vehicle in the unfortunate event of it becoming a 'total loss' or "write off". Vero CIS provides

VCC members with windscreen cover free of charge.

Additionally our vehicles are covered while participating in officially organised rallies; this cover is often excluded in most other motor policies. Please note, however, that this does not cover vehicles driven on a racetrack or in a hill climb.

In the future I intend to highlight other advantages offered by Vero CIS. To confirm that you are covered by the correct policies look for the VCC logo on your policy.

If you have any concerns regarding your policy ring 0800 658 411 and ensure you have your VCC membership number handy. This number is specific and dedicated to VCC enquiries.

As we get older the time seems to pass even more quickly and accordingly it is not long until the next round of National rallies. The inaugural National Moped Rally is to be hosted by Southland Branch in Invercargill in October 2007. I'm sure this will be a great event and should be enjoyed by all participants. If you've got a moped and have not not already entered, now is the time to do so.

A short time ago while on a Calendar Event I became somewhat annoyed following a line of three or four slower vehicles down the middle of a fairly narrow sealed road. There was room to pass at various points but as the cars in front had bunched up the only safe option was to sit where I was and wait until there was enough room to pass all three cars at once. Some will say that it's my own fault for rallying in a 1970 MG rather than the Model A which is sitting in the shed at home, and they may well be right. However I'm not the only one who gets frustrated and with a bit of thought the whole scenario could easily change. In rallying there will almost always be cars grouping together. If vehicles are going to be travelling at about the same speed then a gap between vehicles of approximately three or four car lengths will allow others to pass without bother and will be much safer than passing all vehicles at a time.

For those passing slower vehicles, remember a wave or toot of the horn for those who do pull over is an acknowledgment of their consideration.

Greg Terrill



as we see it

Technology. We've all had to get to grips with various aspects of technology in our lives. It makes our modern vehicles run leaner and cleaner. Many young people won't know what a typewriter was. Information on any subject you can think of is only a few mouse clicks away. Business communication methods have changed forever. It is now about accessibility and speed. *Beaded Wheels* has been enhanced by modern technology and new ways of doing things..

It's time now for a change. In the past, *Beaded Wheels Marketplace* section, where you found the For Sale and Wanted advertisements, took up five or more pages. Now we struggle to fill three. Why? – Because of technology. There are now many avenues available to the sellers and the seekers of cars and/or parts and accessories. Many of these are free. Many of these are also faster and more interactive than the magazine type media. I'm thinking here of E-bay, Trademe, Sellmefree and Buy Sell & Exchange, to mention only some of the modern ways to match a buyer with a seller.

These set me thinking about how we could manage this aspect of life and still retain the usefulness of *Beaded Wheels* for VCC members without taking away that most popular section of the magazine, *Marketplace*.

Here is the important part! The answer is free advertisements for VCC members to advertise club eligible vehicles and parts etc and free wanted advertisements for members seeking vehicles and/or parts. This is a bold step and will cost *Beaded Wheels* money as we will be losing significant advertising revenue. However, as paid advertisements are reducing anyway, resulting in diminished returns, it could be said that the loss was eventually going to occur in the future anyway. By taking this step we are enhancing the value of *Beaded Wheels* to members and providing yet another reason for those interested in old vehicles to belong to the VCC.

We need to have rules in place for this initiative and you will find them outlined later in the magazine. As we have no way of predicting the response we will be monitoring the situation over the next few issues and may need to fine tune the offer as things develop.

Happy advertising!

Kevin Clarkson
Chairman, *Beaded Wheels*

VCC Events

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

AUGUST

11 Rotorua	Sulphur City Rally
11 Canterbury	Motorcycle Around the Bays
12 Waikato	Motorcycle Club Run
19 North Shore	Triple Combined Rally
19 Otago	P60V Rally
17-19 Ashburton	National AGM
26 Waikato	Ladies Rally

SEPTEMBER

1 Waimate	Swap Meet
8 Otago	GM Night Rally
8 Canterbury	Women Drivers Rally
15 North Shore	Spring Tour (to Tauranga)
15 Northland	Swap Meet
16 Manawatu	Vintage Rally
16 Waikato	Kairangi Hill Climb
22 Central Otago	Alexandra Blossom Festival Rally
22-23 Marlborough	Swap Meet & MEGA Car Show
23 Taupo	40th Anniversary Luncheon
23 Central Otago	Biennial Swap meet
7-9 Waikato	Bonnets in the Back Blocks

8-9 Gisborne

OCTOBER

6 Far North
6 Manawatu
7 Waikato
12-14 Canterbury
13-14 Southland

13-14 Nelson
19-23 Nelson
20-21 Waikato

20-23 Southland
21-23 South Canterbury
22 Northland
28 Bay of Plenty

NOVEMBER

10-11 Southland
10-12 South Canterbury
18 Gore
19 South Canterbury

EBOP Visit and run to Opotiki Film Festival

West Coast Wander Swap Meet
PV PWV & P60
Swap Meet Cutler Park
McLeans Island
Classic Commercial Weekend
Classic Commercial rally
Paton's Rock Run
Commercial Rally
Matamata
First National Moped Rally
Mt Cook Rally
Heritage Park Live Day
Swap Meet

Teretonga 50th
Safari Weekend
Josephville Hill Climb
Vet/Vin/Comm Rally

2-4 Wellington
24-25 Waiuku
24-25 Gore
3 Wanganui
3-4 Northland

DECEMBER

1 North Shore	Swap Meet
8 Far North	Christmas "Cruising Down the River"
9 Northland	Gymnic

OTHER EVENTS OF INTEREST TO OUR READERS

August 10-12	Inaugural Winter Challenge Coast and Passes
August 12	Historic Racing and Sports Car Club Inc, Swap Meet, Pukekohe A & P Showgrounds
Sept 29-30	Chrysler Owners Weekend, Lindsay 03 434 5953, Oamaru
November 11	Canterbury USA Car Day

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

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national office news

National Annual General Meeting

The Club's Annual General Meeting and Executive Meeting takes place in Ashburton on 18 August 2007. The Executive also meets on the 17th and 18th. (The Executive is made up of each Branch Chairman and one other delegate plus the Management Committee). Your branch should be well represented and these delegates will be able to raise any questions you may have, or answer questions after the meetings. The Minutes for the Executive Meeting are distributed to each Branch Secretary as soon as possible and all members will receive Minutes of the Annual General Meeting, Branch Office details and a list of Calendar of Events, as an insert, in the October/November issue of *Beaded Wheels*.

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.

Important things to Note:

- Please let National Office know if you have changed addresses or vehicle ownership.
- **Vehicle Identity Card/Authenticity Statement** applications must go to your branch who will deal with them. The only exception is a straight change of ownership with no alterations to a vehicle. In this case, ask your Branch Secretary for a VIC Change of Ownership form, complete this and return it to the National Office.
- All Applications for **Vehicle Identity Cards** and **Authenticity Statements** MUST include photos of the vehicle. Applications can not be processed without these.
- If you require a **Lighting Endorsement** for a vehicle, you must complete both the **Vehicle Identity Card/Authenticity Statement** application and **Lighting Endorsement** application and return these to your Branch Secretary for processing.

- Every branch has two copies of the Vehicle Identification Folder and the Branch Manual. The committee keeps one set and the other will be in a place accessible by members.
- Members wishing to transfer branches are required to complete a transfer form. This can be obtained through your branch secretary.
- It is compulsory to hold a **Vehicle Identity Card** if you are entering a National Rally or any VCC Speed Event.
- It is compulsory for any member attending a VCC Speed Event to hold a current **VCC Historic Racing Licence**.
- The Club's website hosts a variety of information including a copy of the Branch Manual and Constitution. www.vcc.org.nz

Julie

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Drop in for coffee/tea have a chat and a look around while visiting the friendly Aucklanders, (jaffa Just Another Famously Friendly Aucklanders)

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,

Alex Dempster's photo of puncture repairs (p7 No 286, June/July 2007) reminded me of my family's story of 1919.

Grandfather, in his own car, one day had to go to Christchurch from Oxford, about 65km, and had taken his wife Josephine, daughter-in-law Aunt Annie and another lady with him. The reason for the trip, apart from the opportunity for the women-folk to do some necessary shopping, was to do with raising money to re-finance his farm at View Hill. One way and another it hadn't been a good day for Grandfather.

The car had two spare tyres, and in spite of this, on the way home he got his third puncture! So, on the side of the road near the Eyreton Hall he set to, to mend the flattie. This, besides having to jack up the car, remove the rim and tyre from the wheel, also involved removing the tyre from the split rim, extracting the tube, finding the hole, cleaning the area around it, and finally applying a match to the little pan of combustible vulcanising material held by the patch clamp. All of this of course took time and the women were becoming apprehensive of the coming night.

Josephine: "How is it going John?"

Grandfather: "Won't be long now, my dear"

(He had probably got the car jacked up by now!)

Josephine: a little later "Nearly there, John?"

Grandfather: "Yes, soon be done, my dear."

The sun had long gone behind the mountains, and the rim had probably, at last, been "split" to allow the tyre to be taken off.

Josephine: "Oh, hurry up John, it will soon be dark"

Grandfather: "Doing the best I can love."

With the tyre back on, the rim back on the wheel, final pumping-up to about 70psi, begins...

Josephine: "For goodness sake, John, how much longer are you going to be, it is not only dark, but we are getting cold"

Grandfather, pumping away like mad, to get a little peace from his passengers, "I'm just about finishedah....."

and he dropped dead, on the side of the road!

His obituary in *The Press* of 27 March 1919, includes "Dr Will of Rangiora was immediately sent for and after viewing the body, gave a death certificate of "death from heart failure".

Don't let this happen to you.

Wilson Hawke

Dear Sir,

Reference issue 280 *Beaded Wheels*, page 2—Browsing through this issue, and spotting the article and photos featuring the name O. Allan, of Wanganui, I perused it with special interest, being myself originally from that city. Whilst Allan's business was somewhat before my time, the name was slightly familiar and I recalled my possession of an original 1928/9 Wanganui telephone directory, which upon consulting does certainly confirm his identity and location being in Wanganui, as you can see from the enclosed page-copy, even to affirming the phone numbers advertised on the bonnet of the Crossley, bus. 4493 and pvte 2076.

Whilst the directory states his premises as being then in Ridgeway St. opp. Parkville Hotel, the workshop depicted in the pole-jinker photo suggests to me he must have moved shortly afterwards. I would guess this scene is in the former Trafalgar Place, near its intersection with Ridgeway Street. The brick structure fronting Ridgeway Street, seen in the background being probably the Merryweather Motor Company's Ford-franchise garage.

All of mere academic interest, but you did ask for reader enlightenment.

David T Murray

Dear Sir

My special interest is Cyclaid cyclemotors. These 31cc 2-stroke engines were manufactured by British Salmson Cyclaid Ltd in the early 1950s and some 6,000 units were produced. In New Zealand we have some 35 units on the Register and are organising a Cyclaid rally in March 2008 based at Clyde.

British Salmson is well known as a manufacturer of cars which came as saloons, tourers, drophead coupes or sports bodies which were all made by UK coachbuilders. Some 320 vehicles were produced between 1934 and 1946 in both 4-cylinder and 6-cylinder form, ranging in capacity from 1.4 to 2.6 litres. British Salmson Owners Club has asked me to seek information as to whether or not any of these vehicles came to New Zealand.

Information would be greatly appreciated from your members as to whether they record any British Salmson cars being in New Zealand and if they know of any today and their whereabouts. I can be contacted at:

Geoffrey Clark
7 Kellys Road
Oratia,
Auckland
Email clarkco@xtra.co.nz
Phone 64 9 814 9315
Fax 64 9 814 9343



Dick Anderson, Austin 7.

Dear Sir

Having just re-read *Beaded Wheels* 286 I recalled a photo that may be of a suitable quality for reproduction in the excellent magazine.

It was taken on the shore of Lake Tennyson which is situated on the Hanmer side of Island Saddle (1347m) and just through the Rainbow Station from Lake Rototoi, Nelson Lakes National Park. It features Nelson member Dick Anderson in his beautiful Austin 7 Special.

John Stanley

Dear Sir

If any of your readers can help with this search it will be much appreciated.

I am trying to trace a 1924 Buick 6 cyl Tourer. Last known registration number C10797. This vehicle was restored by Charlie Firms of Carnavon, Western Australia about 1995. It was then sold to Allan Gronow of Geraldton, Western Australia. I believe it was then sold to someone in New Zealand (perhaps a dealer) who in turn sold it to someone in Europe. While I never owned the vehicle I did a lot of miles in it from 1947 to '49 and would like to find its present whereabouts.

Rob Shannon
PO Box 2165
Carlisle North 6101
Western Australia
Phone 61 8 93361 6162
Fax 61 8 9361 6172

Dear Sir

I have been a member of the VCCNZ but not at the moment as I am living in France. I have participated in two International rallies – Palmerston North and Hamilton (Mystery Creek).

Recently I attended an agricultural festival in rural Limousin, France. A young fellow was forging iron and making wooden wheels for carts, carriages and (early) cars using traditional methods. I immediately thought of your members and perhaps someone may want the following information.

The craftsman makes the wheel rims and hub from local ash (Frene) or elm (Orme), the spokes are made from acacia. Shafts for horse-drawn carts and carriages are made of oak. All the wood is French of course and grown locally as the Limousin is also heavily wooded.

The man lives in the Dordogne. I have his address and phone number. As my village is in the Haute Vienne (Limousin region) and on the northern border of the Dordogne I could easily make contact again with this young man if someone is interested. He does not speak English! He makes everything wooden and iron for old vehicles in the French traditional way.

I am happy to receive any enquiries if this information is useful to any members. I will be returning to New Zealand in November this year for a month or so if that is of any assistance too.

This is perhaps a long shot for someone needing this kind of information but you never know what someone needs to know!

Lyndall Edwards
Chanliat
87200 St Martin du Jussac, France
Email: lyndalledwards@hotmail.com
Phone/fax: 33 (0) 5 55 02 55 49



Dear Sir

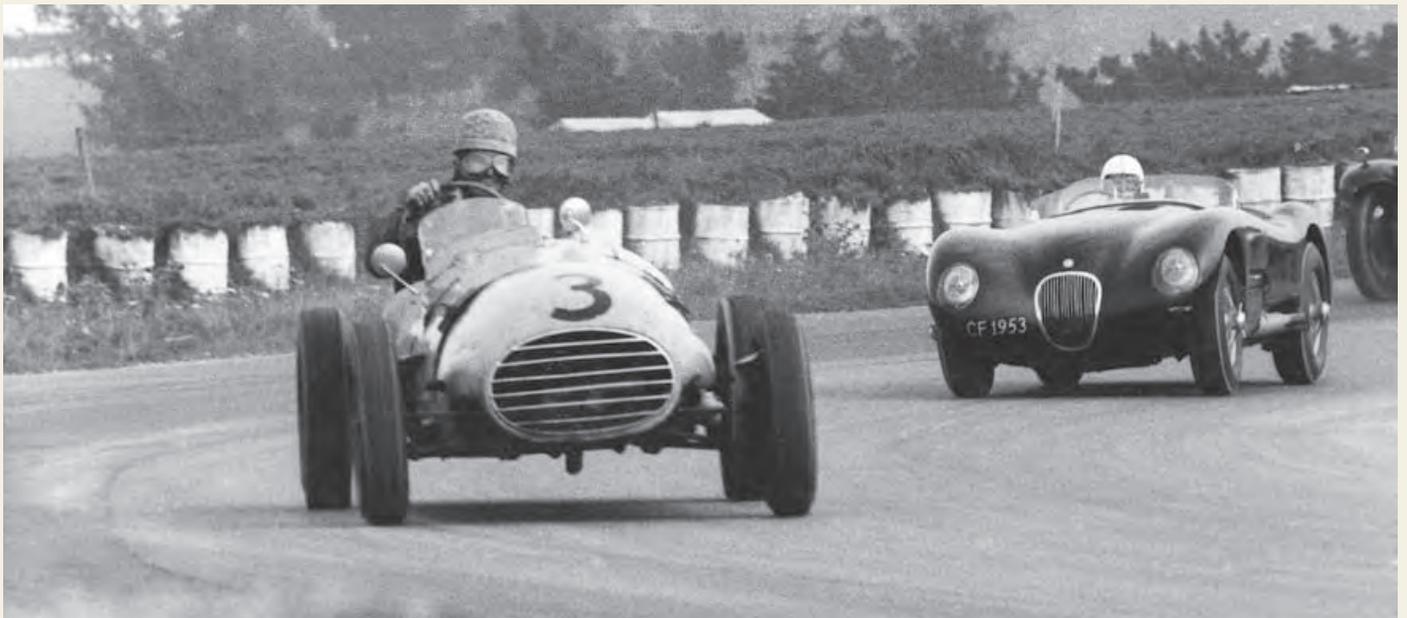
Re Producer Gas

Thank you for your article on producer Gas in the April issue of *Beaded Wheels*.

I still have a copy of the very good book on the subject: *Producer Gas for Motor Vehicles* by Cash and Cash 1942.

At that time there was plenty of coke available from the local gas works.

I also enclose a photo of our Mercury V-8 duly rigged for gas. It ran very smoothly.
AJ Wilkinson



Action from an early South Canterbury Branch Levels Speed Day. Duncan Rutherford driving the Lycoming leads Archibald in the C-type Jaguar.

Photo supplied by Brian Goodman

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THE WAY WE WERE

Words Grant Hitchings

I noticed in the archive copy of the North Otago Branch newsletter a promotion for a Gerald Lynche-Blosse Memorial Motorcycle Rally and wondered at its history and who Gerald was. At the time, due to a problem at home, I had been unable to get as much motorcycling as I had planned and was suffering withdrawal symptoms, and was also searching for the next TWWW article. The answer to my problems was soon obvious and so with my small motorcycle on my trailer I motored down to Oamaru to spend the weekend with the North Otago Branch and the motorcyclists.

The North Otago Branch of the VCC

Oamaru, the centre of activities for the North Otago Branch, is a coastal town about 65 miles north of Dunedin overlooking a small harbour surrounded by lovely rolling farmland, making it wonderful for old-vehicle motoring. With extensive hydro-generating schemes to service, and increasing tourist traffic to the lakes inland from the town, the main



And another sign says it all.



The sign says it all – and causes apprehension on the face of a youthful Judith Miller leaning on the handle of the family 1928 Chevrolet at the summit of Danseys Pass in 1961.

roads are built and maintained to a high standard and are not heavily trafficked.

Readers of past issues of *Beaded Wheels* may have often seen references to a Danseys Pass in rally reports. In the early days of settlement this was the main pass connecting Oamaru with the gold fields of Central Otago. It rises 3,100 ft (943m) at the summit where it is really a very narrow and winding shingle track, frequently covered by snow in winter. I was told it had been upgraded lately but is still very corrugated.

The branch was formed as a result of a meeting held on 2 February 1960 at Oamaru attended by 24 prospective members. Its first Chairman was R. Murray and Club Captain J. O'Brien. The branch was intended to cater for members living in the triangular area stretching from Orematata, down the Waitaki River to its mouth and then across to Palmerston.

Probably the most famous branch event is the Windsor Rally held on the first Saturday in December, taking its name from the township of Windsor where the local ladies of the C.W.I. provided a magnificent lunch for rally entrants on the first staging of the run. The last Windsor attracted some 60 vehicles.

1962 was Centennial Year in Oamaru and the vehicles of the new branch were used on a number of occasions with the occupants dressed in period costume.

The Branch purchased its clubroom from the North Otago Car Club in 2000 and has its parts shed there. Presently membership is about 106 with a club night on the first Wednesday of the month and a rally at about the same frequency.

They have members with Veteran and Vintage vehicles but the trend nowadays is to the PV and later cars. Motorcycles are few.

Present Chairman is Ernest George and Secretary Kathleen Perry although I understand Kathleen may be considering standing down from the position.

I stayed with Judith and John Miller who have been in the club since 1961, living in Oamaru since retiring from their farm about five years ago. They have 1937 and 1928 model Chevrolets, John owning the latter since starting work. He is branch Vice-Chairman and Parts Co-ordinator.

Gerald Lynch-Blosse

Gerald joined the VCC Auckland Branch in 1989 and arrived in Oamaru in 1994, linking up with the North Otago Branch and serving on the branch committee for a number of years and holding the positions of Vice Chairman and Club Captain. He was a keen motorcyclist, having ridden from an early age, and was instrumental in founding the All British Day in Oamaru and organising an annual North Otago Motorcycle Rally.

It seems he is also remembered for his frequent wearing of a gaudy Union Jack waistcoat making obvious his British roots.

Ultimately, Gerald was to be a member of the North Otago Branch for twelve years before succumbing to cancer in 2005. The All British Day is continuing and the Annual Motorcycle Rally has now become The Gerald Lynch-Blosse Memorial Motorcycle Rally. Len Withers, who had assisted Gerald in running the event before his death, has taken over its organisation now, and with other branch members helping is making a good job of it.

The Memorial Motorcycle Rally

This is a one-day event starting with morning tea at Branch clubrooms followed

by a run to a lunch venue (meal supplied) and then a return to the clubrooms for afternoon tea and prize giving. Routes vary each year and usually cover 90 to 100 miles. This year the run attracted about 36 entries, mainly senior blokes, although a 29 year-old lass on holiday from Germany and a couple of other ladies, all on pillion, served to brighten up the scenery. Entrants came from as far afield as Blenheim and Dunedin. It is more suited to the bigger bikes and consequently I felt rather cheeky turning up with a two-stroke tiddler but I was made welcome and enjoyed myself and hope to return again next year.

I have found that, like many things in life, it is not the size of the motorcycle that is important but what you do with it that matters, and I and my little machine relished the undulating terrain and the sealed open roads. Obviously a smaller, slower bike will probably still reach the target destination but the problem is if the weather turns bad, as happened, you are exposed to it for longer and in my case I felt it wiser to cut the course and head back to Oamaru early.

One of the more interesting and regular participants is Ray Shearman. At age 77 he rode his WWII-era Indian motorcycle the 150 mile journey down to Oamaru from his home in Christchurch. Far from pristine, it has the appearance of having been used extensively and enjoyed. On the run it did give trouble returning from the lunch stop, but was mended.

I returned to Christchurch the following Sunday morning. The rain was hissing down and in the gathering gloom I noticed a muffled rider battling the elements and struggling to keep his old Indian motorcycle going – probably at about 35 m.p.h. – without a companion or back-up vehicle. I had the definite feeling that had I stopped and suggested he load his machine onto my trailer and share the comfort of my car, Ray Shearman MNZM (always fiercely independent) would have replied gruffly and very definitely “nah and bug rof!!!” The scene was a nice reminder of what the pioneering spirit of motorcycling was all about and that some of it still exists today. (I felt the man deserved a DB.)

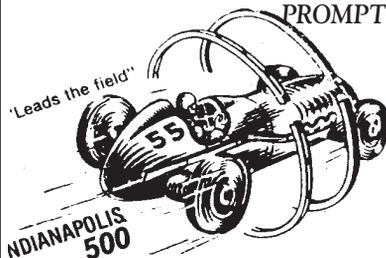
The Way We Were Article

Aborting the run meant I had the afternoon to spare and I visited Mrs Aileen Woods, a long-standing member of the North Otago Branch. She has had an interesting life and survived many difficult times. After hearing her story I decided it deserves a separate article and so I will feature her in the next issue of *Beaded Wheels*. 

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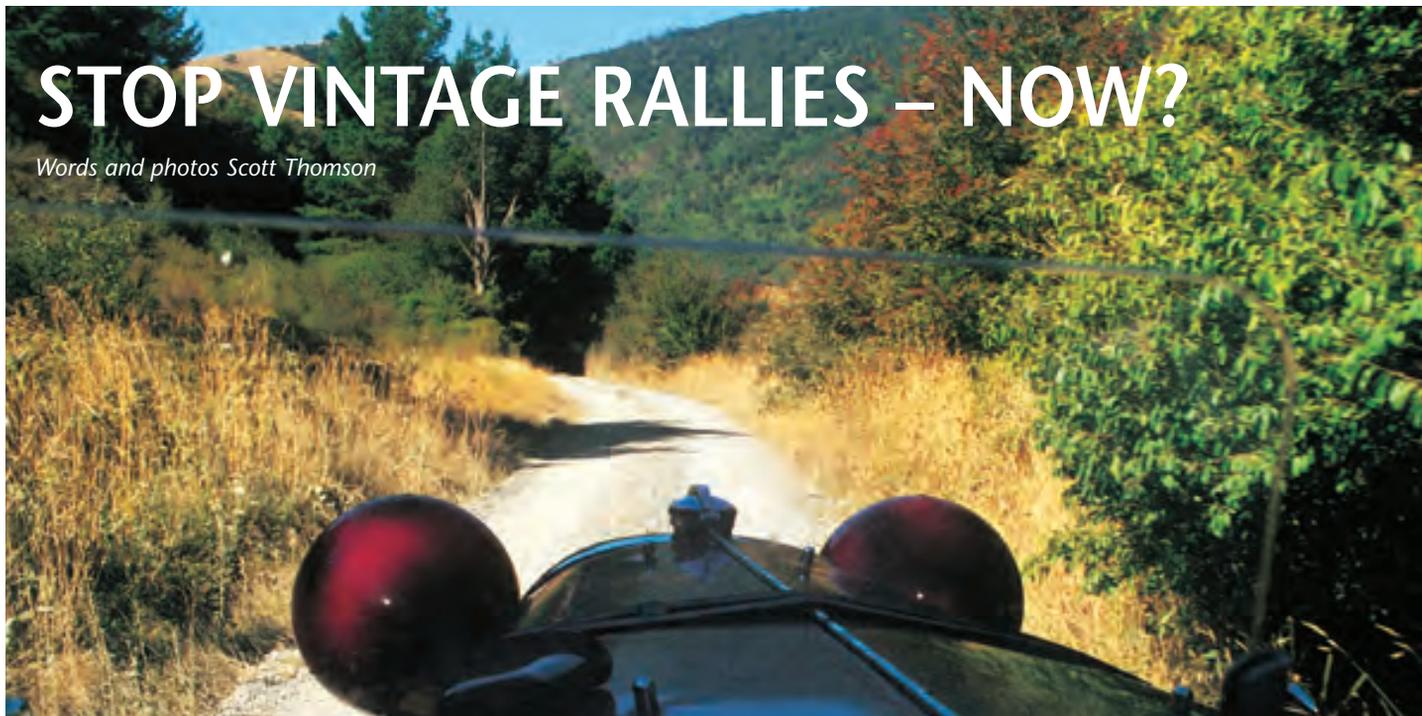
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STOP VINTAGE RALLIES – NOW?

Words and photos Scott Thomson



Try something different.

I've come to the reluctant conclusion that if I am to continue to enjoy using my older cars, the VCC National Executive may need to require all branches to stop road rallies as we know them.

The trigger for this outburst is an entirely sensible piece of advice in my branch magazine. "Don't hold up the traffic." I seem to have seen similar bleatings in *Beaded Wheels*. Vintage sheep following too closely and modern sheep all bunched behind. I leave on one side the possible attitude of the police, except to observe that it is the function of police to administer the law as it stands. If the police are also an interested party in shaping legislation, then the VCC has every right to be another.

In The Beginning

The VCC rallies we all know have taken their familiar form largely because they emerged when rallying in the wider motorsport context had reached a certain stage of its development.

Much earlier, rallies diverged from races in an attempt to show what the car could do in tough every-day conditions. By the time the Vintage movement gathered ground—say 1950—the modern cars had become so good that still tougher events were needed to find a worthy winner.

There were three obvious ways to do this. A rally might be tougher on the driver, it might be tougher on the car or it might be tougher on the navigator/timekeeper. Public safety was already making it difficult to test the driver by pushing up average speeds. A more car-punishing approach would have to take serious rallying away

from steadily improving roads to remote places like Australia or East Africa—or off-road entirely. The easiest possibility was to make rallies tougher on the navigator. The result was unsatisfactory in terms of driver challenge or car development. Long boring road sections at normal traffic speeds were timed to a second. Navigational tricks were thrown in. What had started as a test of cars became a test of mathematics. May the best computer win!

Vintage

Rallying at large did not stay stuck in this format. Vintage rallies did. In New Zealand, VCC rallies essentially just followed the then current motorsport practice of navigator/time keeper events. New Zealand was slower to change than many. At the very end of the 1960s a noted circuit driver expressed surprise when he was told to take a crash hat to a car trial.

No Problem? But even in the open spaces moderns catch up and powerful commercials close in.



Vintage rallies clung to the navigation/timekeeper format and for a long time it did not greatly matter. Vintage motoring in Britain was more diverse—thanks to their larger pool of cars and drivers. There were Veteran displays, the London-Brighton being the best known. In the 1950s and 1960s, the more sporting Bentley or Bugatti could usually keep up with open road traffic. The more sedate cars enjoyed driving test gymkhanas. A few insisted on still doing mud trials. New Zealand's Vintage founders also showed considerable imagination. Take the 24 hour relay race at the 1972 International Rally, for example. My point is that rallying—Vintage or otherwise—has historically had many aspects. It has evolved and now must continue to evolve.

As a step in that evolution, we of the VCC of NZ now need to consider two factors—our heritage cars and our roading environment.

Heritage Cars

The cars our movement caters for are perceived to be slow, and in overall performance they are slow.

Even the fastest cars of thirty years back are no longer fast in terms of road performance. In 1973 we bought one of the fastest 2 litre sports cars available. In 2003 we bought a less potent 1.6 litre. I was staggered that my familiarisation run over hilly country was comfortably equal to the 2 litre's best ever. Next trip, I took off a whole minute without seriously trying—and I have left it there. After several unchallenged years, I now find

myself passed by what seem quite ordinary vehicles. Time passes and so do they!

Our former 120 mph 2 litre is now of course in the VCC eligible category. So are real Veterans, 'Edwardians', low-powered 1930s saloons and all the variety of post war possibilities. We have a wide scatter of performance levels in our club. The average club rally hopes to cater for all.

I think the most obvious difference compared to the moderns is acceleration from rest. My present 1929—1964 cars are seriously slow by current standards and on top of that I am kind to transmissions, brakes and tyres. It follows that I give the impression of being dodderly and in a slow car. I may work up to a 90–100 kmh cruising speed but that doesn't count. Mr Modern has already formed his opinion. He is anxious to pass, before slowing down again, in front of me.

CURRENT ENVIRONMENT

Let him pass! Unfortunately, the modern traffic environment is controlled by people who can only understand very simple concepts. Speed kills. Slow drivers cause delays. Conformity is everything.

Actually, I would be not too displeased with the 100 kmh speed limit if it were policed with a more intelligent attitude. It does suit most of the Kiwi vehicle fleet. It reduces the constant need to overtake. Unfortunately, overtaking is becoming a lost art. Few want to take the risk of prosecution—or maybe they just consider that slow is good.

How you behave in your car—Vintage or modern—is your business.

Vintage rallies, however, reinforce the public perception that old is in the way.

- Typical Vintage rallies choose or allow a very slow average speed.
- Typical Vintage rallies make no attempt to separate fast and slow competitors. There will therefore be bunching of the rally cars themselves.



Just go for a drive! "One make" runs were a comfortable Vero Rally option. Photo Scott Thomson

- Typical VCC members seem to believe that it is bad form to overtake. They are conditioned to conformity, although that is not how Vintage motoring was.
- Typical road users bunch up anyway. Vintage rallies make this worse.
- Typical Vintage rallies start cars far too close – 30 second intervals.

NOW THE SOLUTION

First: National Executive needs to legislate. Should all branches cease events based on set average speeds and mental gymnastics? The history of motorsport is not being rewritten on VCC runs. The criteria of these rallies may as well be performed in a modern car, on a bicycle or on foot. In terms of enjoying Vintage cars among friends they are meaningless.

Second: Obscure navigational conventions mastered by a small minority and confusing to new members should also be abandoned. Everyone should have a map, a clear idea of where to go and get on with it. There is much to be said for the briefing at the world's first organised race. "Gentlemen, this is Paris and Bordeaux is that way. Now go!"

Third: Starting intervals should be a minimum of two minutes—five minutes would be better. That way, our cars could still be an interesting presence on the road, not a blockage.

Fourth: The combined wisdom of our membership should reconsider the issue instead of perpetuating an apparently growing problem.

There are lots of other options to use our cars in good company. The simplest is just to go for a drive. Gymkhanas, farm and forest tracks and mud trials are possible. Each branch could run (or support?) a speed event. The Banks Peninsula Branch's Monte Carlo to Akaroa is tremendous fun with minimal concentration of VCC cars until the final few miles. Some branches could see fresh cars by inviting one of the now regular overseas one-make tours to join in some local happening.

If there is any truth at all in the suggestion that old cars are a real—as opposed to imaginary—problem, we need to take action NOW. A form of rallying that has outlived its usefulness should not risk our right to drive our own cars on roads we have paid to use.

bw



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Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions.

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We can accept articles in handwriting, typed or completed on a computer (any common word-processing program is okay) and they can be posted to: Beaded Wheels, P O Box 13140, Christchurch or email beadedwheels@vcc.org.nz High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

Please contact me if you wish to discuss an idea for an article.

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

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



SPRINT AT SPRINGHILL

Words and photographs John King

One disadvantage of being a smallish branch such as Waitemata, and concentrating on the sporting side of Vintage motoring, is finding suitable places for members to disport themselves and their motors. The intricacies and costs of closing roads are beyond the resources of the branch which is thus limited to private properties for its speedier activities.

Private properties are, alas, subject to changing whims and conditions. Erosion and an ever-narrowing road affect the Pebblebrook gravel hillclimb, and Waitemata's premier hillclimb venue in the grounds of the Chelsea Sugar Refinery looks increasingly less secure as the company seeks resource consent to develop the gracious parkland into densely packed housing.

The hills may be under threat, but all is not lost. Less than an hour's drive to the north is Springhill, south of Wellsford and just off SH1 as it emerges from Dome Valley. Springhill is the Izard family property, much more than a farm and described by Richard Izard as a park. Surrounded by gently rolling hills with the Hoteo River edging the western length of the flat area, it comprises large paddocks, a few houses, farm buildings and hangars, plus an 870 metre sealed runway for the Izard aircraft. Outside organisations are privileged to use this property which sees fly-ins, horse events, model aircraft — and some Vintage motoring competition.

Springhill's sealed farm roads, winding along the edge of the river or climbing gently to the buildings, initially appear

Above: Lighter Vintage cars are fun on grassy paddocks, and Lawrence Poolman's MG is no exception.

to offer enormous scope for bent sprints. Mature reflection, however, recognises the serious consequences of any off-road excursions, whether it's into the very solid trees bordering the river, into the river itself or else contacting the stout gateposts marking gaps which look increasingly narrow the faster you go.

But Springhill is much more than just its roads, interesting though they might be. For one thing, there's the best part of a

Graeme Brayshaw and the Mk 8 Cooper are well suited to a grass circuit.

Waitemata Branch Secretary Graeme Banks measures out a precise quarter mile with Branch Chairman Alan Kerr.





Roger Herrick has his sights on the finish line, opposite the utility quarter of a mile away, as he accelerates down the Springhill runway in 15.43 seconds.

Oliver Midgeley wonders if bucket seats might not be a bad idea for this sort of caper.



Roger Munns looks determined as he makes a time of 17.90 seconds for the standing quarter.





kilometre of flat, utterly smooth blacktop, ideal for standing quarter-mile sprints to while away a morning. It's normally occupied by aircraft, but converting it to sporting vehicle use is a simple matter of paperwork by the obliging owner, and there's always the stretch of grass runway right beside it in case somebody misses the official notification.

Just over the fence from the runway is a large, fairly smooth and flat paddock. Pieces of hurdles scattered about suggest it's used for single-horsepower competition, but there's plenty of room to mark out a kidney-shaped circuit for multi-horsepower devices.

All this happened one Sunday late in February. The morning thought about some showers but later gave up on the idea while remaining overcast, with a light breeze from the east blowing straight across the strip. Some aircraft were invited to fly in, allowing for the fact that the sealed runway would be closed for a couple of hours, and comprised a brace of Tiger Moths supported by a Piper Cub, Tomahawk, Beagle Pup and custombuilt Thorp S-18. Robert McNair, his aero-engined Riley special not yet ready, opted instead for his immaculate Tiger Moth and gathered ideas for ground-based Gipsy Major fun.

Numbers weren't exactly overwhelming, but those should increase in future as word of the delights of Springhill gets around

— including the utter lack of neighbours to complain about the noise. In engine size the cars ranged from 500 cc (Graeme Brayshaw's Manx Norton engine in Peter Bruin's Mk 8 Cooper) all the way up to Peter Morelli's 8-litre Bentley, with David beating Goliath by 16.97 seconds to 21.21 in the standing quarter.

The two Formula Junior single-seaters were notably quick. Roger Herrick managed 15.43 seconds on his fourth run in the Fiat-engined Taraschi, and Nigel Russell could well have bettered his own 14.65 in the FMZ powered by BMC if it hadn't suffered a puzzling and complete loss of noise after just one run. Among the Jaguars, Bryan Wyness neglected to get a WOF for his XK120 in time and was reduced to his V12 E-type, which proved no slug at 15.40 seconds, while Peter Bruin in his C-type replica turned 17.14 on his first attempt.

None of the truly Vintage cars managed to beat 20 seconds, although Lawrence Poolman was close with 20.83 seconds in his MG C Type, just beaten by Oliver Midgeley's Model A Ford special at 20.54. The two Bucklers, both powered by ohv Ford 10 conversions but looking very different, were quick, consistent and very close in performance. Mike Woods in his upright model stayed below 18 seconds all morning with a best time of 17.58, and Roger Munns in his much more streamlined Buckler did 17.90 on his last run.

The C-type MG is about to be scrutinized by Peter (left) and Stan Jones (in light green shirt).

When the host wants to have a go on his own runway, with length carefully measured out and a timing system in place, it would be impolite to refuse him and especially to beat his time. Still, Richard Izard's modern Bentley Flying Spur made the second condition something of a formality, and by dint of turning off a few unnecessary systems he was able to manage a respectable 12.88 seconds, less than half John St Julian's effort in his Anzani Frazer-Nash.

While each competitor's standing-quarter times varied according to technique off the line and success in changing gears, the afternoon's grass circuits in the neighbouring paddock, one standing and one flying lap, were notable for steady improvements. Each driver made his fastest time on his last attempt, with the exception of Bryan Wyness who was mindful of what bumps could do to a low-slung exhaust system and spectated after a couple of cautious runs in just under 80 seconds.

The paddock bumps weren't ideal for the Formula Junior cars either. Roger Herrick made just the one run at 79.20 seconds, his Taraschi's stiff suspension banging away, while the FMZ, apparently sound in wind once more, stayed on the far side of the fence.



Mike Woods is flagged away by Norm Holloway to start a standing quarter-mile sprint with a best time of 17.58 seconds.



Richard Izard, Bentley owner and Springhill host (left) and Peter Morelli regard eight litres of W.O. Bentley motor.

No, it was definitely a place for supple suspension. Peter Bruin started things off with a rousing 70.0 seconds which the awestruck spectators declared would never be beaten. They were wrong. Not only did Peter whittle his times down to 66.29 on his fourth, final and not quite hairiest Jaguar gallop, but three other drivers also ended up below the 70 second mark. Mike Woods carved a full nine seconds off his first time to beat Roger Munns once again, 67.40 against 67.59, while Graeme Brayshaw showed how well suited the little Cooper

was to a grass circuit and turned 69.80 seconds without even going sideways.

The same could not be said of Oliver Midgeley, but he retained precarious control of his Ford for a best time of 70.08 seconds, just 0.06 second faster than the Poolman MG. Brendan Lamain, his Austin Seven special looking lonely in a Waitemata Branch normally swarming with the type, squeezed almost eight seconds off his first time to end the afternoon with 73.11, a couple of seconds faster than the Frazer-Nash. For stateliness, though, nobody could beat Peter Morelli's 8-litre Bentley,

a type not often seen these days, and to watch and hear it being driven spiritedly around a grass paddock in 79.40 seconds was something to behold.

Springhill has much to commend it as a venue for sporting Vintage events. It would be hard to imagine a place with more elegant surroundings, and with luck the sprint day will be a permanent and growing fixture on the Waitemata Branch calendar.

dw

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Readers Patricia Bren and Michael Stuart have supplied these illustrations for publication. They are looking for information about Harrison and Gash or the 1930 Motor Show in Auckland that this appears to relate to. Did anyone see the Golden Arrow film or know what happened to it?

Information to easports@actrix.co.nz or mailbag at Beaded Wheels, PO Box 13140, Christchurch 8141.

Southland Branch Restoration Run

25 March 2007



Words and photos Glenys McKenzie



Branch members who have restored a vehicle over the last twelve months are encouraged to enter in our annual Restoration Run. The Run is over a route that takes approximately an hour to complete and reassures the judges that each restored vehicle is in, on the day at least, reliable motoring condition.

Other members are encouraged to join in for a relaxing afternoon's motoring on our Buddies Run which is held in combination with the Restoration Run. We had the privilege of hosting seven Big Buddies with their little Buddies. The little Buddies are invited to sit up front and navigate with their Big Buddy keeping an eye on navigation from the back seat while clutching a copy of the instructions.

This year nine cars and two motorcycles departed for Makerewa with each alternate vehicle being sent in the opposite direction around the Makerewa School block. The little buddies enjoyed the opportunity to see other vehicles coming from the opposite direction, although it probably resulted in some of the Big Buddies doing a quick check of their route instructions.

The afternoon concluded with afternoon tea at the Clubrooms while the judges examined the three cars and one motorcycle entered in the Restoration competition.

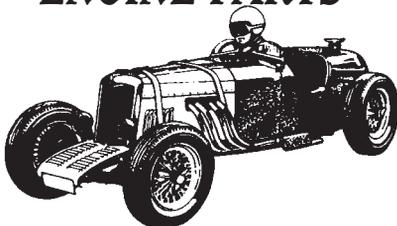
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Entrants	
Ashley Bell	1953 Velocette
Morrie Coutts	1965 Vauxhall PB
Howard Kingsford-Smith	1965 Ford Mustang
Ross Bulling	1968 Alfa Romeo
Winner	Ross Bulling

Above: Ross Bulling alongside his 1968 Alfa-Romeo.

Below L to R Ross Bulling, Howard Kingsford-Smith, Morrie Coutts and Ashley Bell.

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down under

Words and photos Ross M Weymouth

Learning about Hendersons

A new world opened to me the day I bought a 1918 2H Henderson in March 1993. I was a Baptist minister in South Australia, and a member of the congregation showed me his friend's collection of Vintage cars and motor bikes. Amazingly, we found that his friend and I had been to school together and so began a continuing friendship. His father had collected and restored cars and motorcycles over 50 years, and the Henderson was one he had never had a chance to restore.

Three things attracted me to buying and restoring the bike. First, as a teenager I had spent many night hours with my brother-in-law fixing motorcycles – at that time I owned a Triumph and a Matchless. Once out of my teens I lost my interest in motorcycles but that early involvement had obviously left its mark—to surface over thirty years later. Second, I was interested in things historical, having completed studies in Pacific history, and I was also teaching some history. Third, it seemed a good idea to pick up a hobby that was different from my people-centred work as a pastor. The four cylinder Henderson thus caught my imagination. I put a deposit on it and my new passion began!

Before I had taken delivery of the bike my long service leave was due and I planned to visit a number of churches in Europe and the USA. The historian in me determined to find out as much as I could about the Henderson while away.

My wife and I first stayed in England and enthusiastically I took a day trip from London to the National Motorcycle

Museum at Birmingham to see if a Henderson was on display. I soon realised how naive I was—only British bikes were displayed. I visited other museums and while I enjoyed seeing the bikes, nobody knew of any Hendersons in England. I'm sure they were there, but I could not locate any.

I thought I would surely see some in the USA. I had made enquiries from Australia and had two addresses of people who dealt with Hendersons commercially. In Los Angeles I made contact with Dean Salmans and took a bus trip across the city to see him. He graciously picked me up and took me to his place. He had very few parts for pre-1920 models and I realised that they were scarce. I phoned the Henderson Motorcycle Company in Missouri and had a good chat with Steve Shackman and followed this up with letters. I was picking up information on Hendersons and everyone I contacted was only too willing to help me and answer my questions. However I left the USA disappointed that I could not locate any pre-1920 Henderson.



The story would have been different if I'd had the contacts I have today.

On our way home to Australia we stayed in New Zealand for a couple of weeks where I discovered Steve Raffills in Auckland. I was surprised to find his main business was making parts for Veteran and Vintage bikes and, believe it or not, his great interest was Hendersons. He was currently reproducing crankcases for people overseas. He gave me a contact in Christchurch, where we were headed, and for the first time I saw an H model Henderson being restored. It dawned on me that there were a number of Hendersons in countries outside of the USA, countries where people keep their old bikes, not scrap them as seemed the case in the USA. Steve mentioned that there are about 15 pre-1920 Hendersons in New Zealand, all in various conditions, and three of them in running order.

Arriving back in Adelaide, I collected the bike and looked for other folk in Australia with similar bikes. I found two in Adelaide, and others around the country. It appears there are about 20 pre-1920 bikes that are slowly being restored or are waiting to be worked on. The pre-1920 Henderson is often referred to as the "small" Henderson. Compared to the completely changed and enlarged models that appeared after 1920 it does seem small, but it is still a large and beautiful machine and I decided to concentrate solely on the pre-1920 models. My "small" bike is currently the only one that is being rallied

Ross Weymouth aboard his Henderson.

Opposite page top: The completed 1918 Henderson with 1917 engine.

Right: Left hand side of 1917 engine.

Below: The original 1918 2H engine as bought in 1993 but now almost restored to put in the bike.

Below right: Beginning of a more difficult restoration project for the existing 1917 engine.

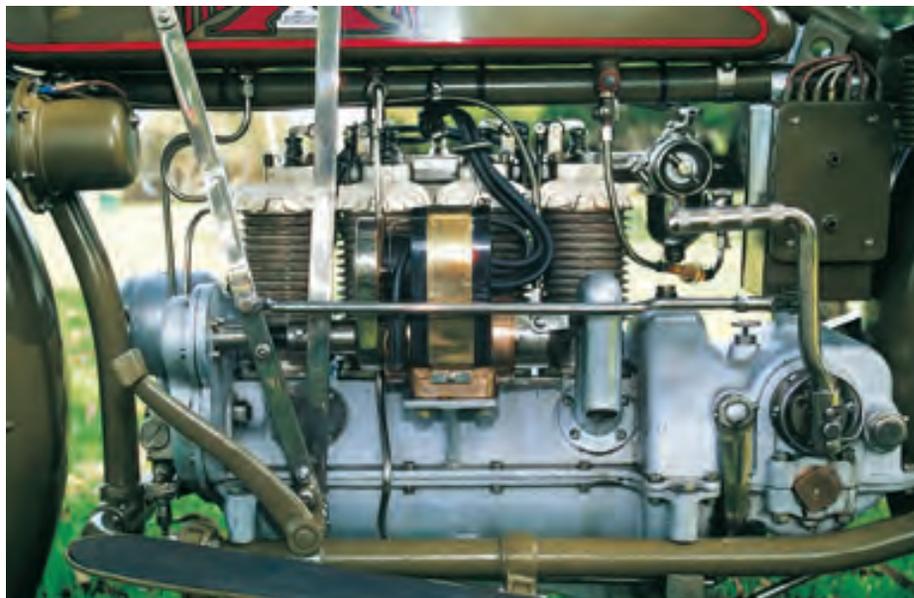
in Australia and is one of the most original ones.

Through all this I have made some good friends who have been ready to help me in my restoration project. I have become part of an amazing network of people who have great enthusiasm about Henderson motorcycles. One owner in Adelaide, who is intermittently restoring his, has always been available to give me advice. People in other states are willing to talk by phone. I have developed "telephone friendships" with Gary Warfield of Queensland and David Moore of Tasmania, and I am sure they have run up huge telephone bills giving me information on Hendersons! As a novice to the game, I started with a fairly rare and large bike and have needed quite a bit of advice.

These men have made the missing parts for me such as the kick-starter, chain guard and headlight reflector. In return I have let them copy parts of my bike such as the switch box. The process has been amazing and has opened a new world of friendship and interest. The church friend who introduced me to the bike later made penny farthings and helped with welding, while the man who sold me the bike has continued to help with workshop facilities and tools. I've also joined the Veteran & Vintage Motorcycle club of South Australia where people are always willing to help me get the bike out for a rally.

History of a Henderson

The bike itself was originally bought here in Adelaide where the owner attached a wicker sidecar and used it until about 1930-32. One day he left it running outside a shop in Rundle Street, one of the main streets of Adelaide, where a bystander revved the motor and the crankshaft broke. I have found this had been a weakness with the earlier Hendersons. The owner pulled the engine apart but never got around to re-assembling the bike. It languished in a small iron shed for the next 25 years, the sidecar providing a great venue for rats to nest. In 1957 an enthusiastic motorcycle restorer heard of its existence and bought it. The rats had demolished the wicker sidecar; the engine was in pieces in a box with the bottom rotted out and some parts had been left to rust on the dirt floor. The engine was badly worn and the new owner knew that it would take a tremendous effort to restore it. Because of this, and with pressure from Jack Kaines who wanted to buy it, he finally decided to



sell. He regrets that decision now, as with further experience in restoring bikes he knows he could have done it.

Jack Kaines, however, decided he wanted the remains of a Stanley steamer more and traded several bikes including the Henderson for the steamer with Warren Hicks, a collector of old motor bikes. In 1961 Warren Hicks was transferred to Melbourne and left the Henderson in storage in Adelaide. A year or two later he heard of a Henderson engine at Lara, near Geelong. This engine had been taken from a going bike for use in a pea-picking machine. The rest of the bike had been dumped. The experiment in making the pea-picking machine failed and it was scrapped. Warren Hicks bought the motor and it is the one now in the bike.

In 1965 Jack Kaines, along with Len Vigar, started the Birdwood Museum in the Adelaide Hills to house what has become the foremost collection of cars and motorcycles in Australia. Jack asked Warren Hicks if he could buy back the Henderson for exhibition. Warren agreed but had he known that it would not end up in the museum he would not have parted with it.

The bike finished up in storage again until a friend of Jack Kaines tried to restore it. He wasn't interested in restoring it to its original form and painted the drab olive frame black, and the rest of the bike the wrong colour green. He never completed the restoration and eventually my friend's

father purchased it and it stayed in his shed until I bought it.

Restoring a Henderson

In the process of changing hands a few parts went missing and unfortunately the sidecar frame has also disappeared. The main original part missing is the battery box. Some of the other Hendersons in Australia are also electric models but none of them have an original battery box. Even people I've contacted in the U.S.A. do not know of a bike of this model with an original battery box. I have made up a battery box but if any reader knows of an original one I would be keen to get the exact dimensions and if possible a photo. I have the switch box which was still the original colour and provided an excellent sample for painting the rest of the bike. In 1917 the Henderson was one of the first motorcycles to be fitted with electric lights.

An interesting fact was that of all the early Hendersons in Australia, only two or three have the original kick-starter. This shows another weakness in the bike which Henderson recognised in 1918 when he increased the number of screws to hold the kick-starter to the crankcase. I still haven't got the correct dog for the kick-starter and am waiting for a friend to copy his. I am amazed at how easy it is to start. I put it in third gear and with the bike on its stand pull the back wheel over.

I have kept the 1917 engine in the bike as I knew that restoring the original engine would take a lot of work. The 2H engine

also doesn't look as nice, as it was one of the advertised "win the war" models and had the crankcase painted drab olive. Warren Hicks noted one curious thing about this bike—on one side of the tank was the plain Henderson logo while on the other side it incorporated the red Excelsior X motif. It would seem that the exported 2H model was made in the first year of the Excelsior takeover from Henderson in 1918.

It took me five years to restore the bike, and during that time I did two years missionary work in Papua New Guinea.

Enjoying a Henderson

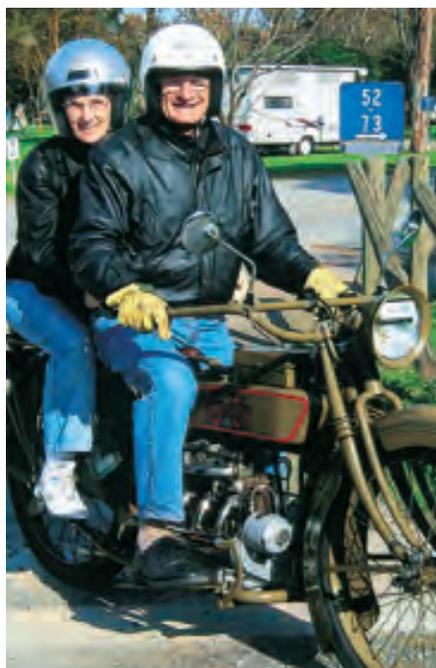
During the eight years that the bike has been going I have enjoyed several two-day rallies with the Antique Motorcycle Club of Australia in various places of Victoria. The most memorable rally was the Fourth Biennial National Veteran Motorcycle Rally held at Wangaratta in 2003 where 129 pre-1918 bikes were registered. As the rally lasted five days I was also able to try my recently restored V-twin Australian assembled J.A.P. There was no comparison as the Henderson was such a joy to ride, being so smooth, quiet and easy to operate. I would have to agree with those who, in its era, called the Henderson the "Rolls-Royce" of motorcycles. At that rally the Henderson was voted by the participants as the "Most Desirable Bike".

Over the years I had thought I'd like to get a sidecar for my wife to ride in. This, however, was not to be as she died of cancer in 2004. I thought of it again when I later became engaged to a New Zealand lady. On a rally I saw a couple riding a Harley with a pillion seat and they convinced me that it was much easier and more enjoyable to ride than an outfit. The Fifth Biennial National Veteran Motorcycle Rally in the Barossa in South Australia was coming up, and my fiancée was coming over, so I asked around for a pillion seat and found one with a spring in each corner. I sandblasted, painted and re-upholstered it, and we were able to enjoy travelling through the countryside together on the Henderson. We could talk, well maybe shout, to each other and Alison enjoyed singing as we rode. Carrying a pillion gave me no problems with power, as with 1000cc the bike did not slow at all. I had to re-adjust to riding with a foot clutch. It was most noticeable when stopping at corners—after starting by leaning the bike to the right I found that with a left foot clutch I needed to give myself enough room to straighten it before turning left.



Above: Participants at the Australian Fourth Biennial National Veteran Motorcycle Rally held at Wangaratta, Victoria in 2003 voted the Henderson as the "Most Desirable Bike".

Below: Alison riding pillion at the Fifth Biennial National Veteran Motorcycle Rally held in the Barossa, South Australia, in 2005.



The Future of Hendersons

I have continued to make friends with people owning pre-1920 Hendersons and we have learnt from and helped each other. I have also visited people in New South Wales and New Zealand. Two people in NSW have been very helpful friends. Both have been collectors of Henderson parts from swap meets for some time, but the supply of such parts seems to have dried up. Mike is working on an earlier Henderson, and also has a very original 1919 – they are both close to being going machines. My other friend will take longer to get his pre-1919 basket cases going as he has other projects on the go. He has been very helpful and has provided enough spare frame parts for me to make up another 1917-19 bike. I bought a tank and seat from Christian Henn in Germany, who makes parts for early Harley, Henderson and other Veteran American bikes. I have almost got the original 2H engine going to put back in my first bike and will use the

going 1917 engine in the frame I am building up. David in Tasmania has the incentive to finish restoring his 1918 bike for the Sixth Biennial National Veteran Motorcycle Rally in his State this year. Hopefully by the end of the year another four or five pre-1920 bikes should be at rallying stage.

Unfortunately, with the increasing popularity in America of American bikes, especially the four cylinder ones, dealers are coming out to Australia hunting for what they can get. The high dollar return is very tempting and three pre-1920 bikes have returned to America in the last few years. It would seem that the price of four cylinder bikes is now beyond the reach of most Australians and New Zealanders.

One redeeming factor is that people like Steve Raffills of Auckland are making frames for 1917 Hendersons for those who have only an engine. There have been quite a few around as many were later used for purposes such as powering sawmills, go-carts and some had the gearbox cut off to power light aircraft in the 1920s. Their frames were scrapped and thrown away. As I am now married to an Auckland, I have had the chance to become good friends with Steve and he has helped me out with parts—some he already had and others he has made for me. His engineering skills are most impressive.

One can only say that it was a very sad day in the history of motorcycles when, in 1931, Ignatz Schwinn called his Excelsior department heads together and said: "Gentlemen, today we stop". The factory had only recently begun production of a 'special' solo bike which could do 110 mph and Police departments around the country were enthusiastic about purchasing them. But Schwinn was afraid that the depression would deepen and last for many years and was not prepared to take the risk. He would only concentrate on building the bicycles for which the company had originally been set up. Within a month the finest motorcycle in the world was no longer produced.

It was pretty ambitious for someone new to restoring Vintage motorbikes to start with a Henderson, and at times I wondered what I had let myself in for. But I have enjoyed the process, have learned a lot, and now have a very fine bike to ride. It is exceptionally smooth and takes very little throttle to bring it up to the speed limit of 30 mph around the city. I had to get an electronic bicycle speedometer to ensure that I don't go over the speed limit! Restoring Hendersons will also keep me going for some years to come. But what I have appreciated most is the new world of friendships that has opened up because of Hendersons down under. bw

33rd Clutha Motorcycle Rally



Words and photos Mel Tapp

It was a busy morning as 31 entrants got their bikes ready for the 33rd Clutha Motorcycle Rally. After morning tea we departed on two routes south to arrive at Clinton for lunch at the Oak Tree Inn. Before lunch there was a visit to Geoff McPhedrans' taxidermy workshop across the road to view the array of fish, deer, thar and a mountain lion, to name a few.

Ross Pringle had a puncture in his 1918 Power Plus Indian and made a quick trip back to Clutha, returning with his 1924 Scout proving the point—it is always handy to have a spare. Heather, the busy hostess, managed to find time to inspect the bikes for a Mrs Public House choice.

After lunch and with more jerseys and scarves loaded into the support car it was on through the Clinton Gorge to Owaka, this included a short gravel section that brought forth the usual comments of those who didn't like the gravel and those who like it. I suppose all branches find it hard after 33 years to find interesting routes that don't include a bit of gravel. One rider had

a slight mishap that caused a delay at Owaka while the backup caught up and then it was a nice ride back to the clubrooms for prizegiving and the evening meal. A great day thanks to Club Captain Ian McDonald and all who helped. bw

Ross Pringle's 1924 Indian Scout and Ian McDonald's 1950 Triumph Thunderbird lead the group into the Clinton Gorge.

Results

Overall Winner

Phil Sell 1951 Norton Dominator

Runner up

John Allum 1973 Norton

Veteran

Ross Pringle 1918 Indian Power Plus

Vintage

Allan Budge 1930 BSA Sloper

Post War

Phil Sell 1951 Norton Dominator

Post 1960

John Allum 1973 Norton

1st American Bike

Ross Pringle 1918 Indian Power Plus

Lady Rider

Wendy Martin 1928 BSA Sloper

Riders Choice

Bruce Murray 1950 Sunbeam S8

Publican's Wife's Choice

John Ashton 1961 BMW



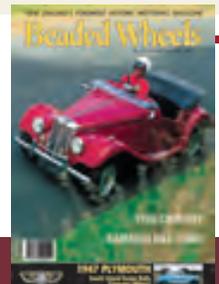
Ross Pringle's 1918 Indian Power Plus and Robert Hutton's 1924 Harley-Davidson were the oldest bikes on the rally.

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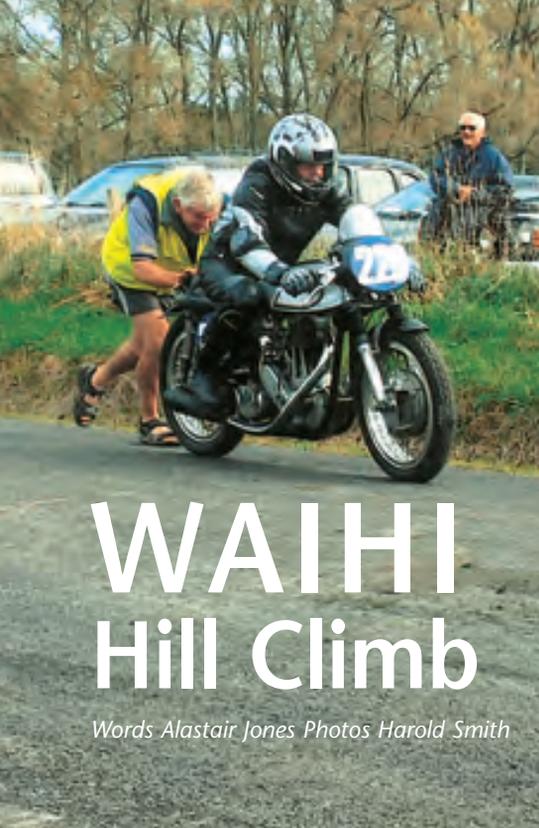
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WAIHI Hill Climb

Words Alastair Jones Photos Harold Smith



A truly eclectic gathering of magnificent machinery heralded the birth of the BOP Branch's first hill-climb on a cracker course at Trig Road North, near Waihi, on 20 May 2007. The event was conceived by Colin Dray, and a small group of enthusiasts headed by Clive Taylor tended to the gestation period, with the result that some 34 competitors and quite a number of onlookers were treated to motor sport at its best.

Any event which starts with mother, father and baby checking out the course in an Austin 7 Special is guaranteed to be memorable. Would that be a family on familiarisation? Ten out of ten to the Aldersleys, and Steve went on to take the Vintage class FTD and won a handsome cup which was donated by Sandy Meikle who has connections with the Rest And Be Thankful hill-climb in Scotland.

Bottom left: "What's the Holden's time?" Steve Sharp, 1960 Lotus 7.

Bottom right: "Get me out quick, it's pinching", Richard McWhannell, 1929 A7 Dieppe Sports

I'm not sure which of my senses got the biggest workout during the day but if exhaust notes are your thing, then the sound of the single-banger Norton, buzzing Bantam, the Morgan 3 wheeler, and various period specials with straight pipes would have set hairs on the back of your neck standing.

There were bog standard originals and a well bogged Standard (Triumph). Lake pipes out the side of Shane Hobman's indecently quick Holden and Allan Watson's quick and very indecent 2.5 Triumph, which he obtained by swapping for a carton of beer, added another dimension and singed the hair off my bare legs. Wattie and his brother-in-law Rod McCallum in his very original Mk3 Zephyr diced all day with only a few seconds and as many rude gestures separating them.

It seemed that every fellow with grey hair, or perhaps none at all, was hell bent on growing old disgracefully. Blue smoke from slipping tyres or perhaps their clutch, was worn proudly like expensive cologne; except of course Di Humphreys, graceful

as always, in the shared 1931 C Type MG with the gracious Laurie Poolman. If any reinforcement was needed, there were signs like OBR Club (Old Boys Racing Club) and Pensioner Racing to get the message across that this was intended to be a fun event.

Special thanks must be given to those competitors who drove their cars to the event. It's all about having some wheels and an engine and the spirit to compete with oneself or someone similar; although not sure just what else a 3 wheel Morgan would compete against; and does anything else look more like a bad attack of St Vitus Dance? When was the last time you saw a Railton, Rileys by the handful, a blown MGTF, Citroen Light 15, Lotus Elite, Austin A40 Farina, etc mixing it together, and the sight and sound of Danny Ryan arriving, disappearing up the hill, and later leaving, in the 1919 Lancia Kappa gave everyone a rash of goose-bumps.

There was also a rash of A7 Specials going well as always and the 1929 Dieppe Sports of Richard McWhannell was as good as they come. Also particularly delect-





table was the 1937 2½ litre Jaguar of Alan Blundell based on old No 8. So determined was he to be competitive that he put the minimum of fuel in the tank for each run and was observed to have run short more than once!

There were a few hiccups as one would expect in the running of an inaugural event but these have been noted and will be taken into account when we organise the next one. And talking of hiccups, every accountant knows all about cost and Michael Creak found out to his, that he didn't take an important formula into consideration. He now knows that adrenalin multiplied by BHP over a wet road equals E Type minus bonnet!

In fact the event was so enjoyable that quite a few of the onlookers signed up for membership of the VCC on the day and some of the bikers present reckoned they would also be joining and expanding the motorcycle class.

At the end of the day one thing was proved, as most blokes already know, and

that is size does count, and that smaller is better. The Lotus 7 took out FTD a second or two ahead of the Hobman Holden! Murray Toms in his 1917 Dodge trundled away merrily up the hill to record 2:25.23 and got STD; fortunately not something that requires a visit to the doctor. The fastest and slowest had grins so wide the tops of their heads almost fell off. That signified what it was all about.

For the record the best times in each class were

Vintage			
Steve Aldersley	1929 A7 Special	1:38.44	
Post Vintage			
Alan Blundell	1936 Jaguar	1:40.63	
PWV			
Bob Hyslop	1957 Austin Healey	1:25.21	
P60			
Steve Sharp	1960 Lotus 7	1:16.07	
Motor Cycles			
Bob Hayton	1962 M50 Norton	1:38.83	

bw



Opposite page top left: "How far to the top?" Bob Hayton 1962 Norton.

Opposite page top right: "I'll pass both by the first corner", Keith Humphreys, 1960 Daimler, Danny Ryan 1919 Lancia Kappa, Murray Toms 1917 Dodge.

Left: Forget the stop watch – get a calendar!

Left lower: "The only horn I need is a shoehorn" Steve Aldersley. 1929 A7 Special.

Bottom left: "The other cars are green also — with envy" Allan Blundell, 1936 Jaguar.

Bottom right: "A very neat and fleet elite", Tony Herbert, 1960 Lotus Elite.

Waihi Hill Climb

A Competitor's View

Words Chris Railton

An old girl lifts her skirts and shows she can still run

In a moment of bravado mixed with a short term loss of reason I entered a sedate 1937 Drophead Coupe into the Bay of Plenty Vintage Branch's inaugural Hill Climb.

An early start (still dark), a quick breakfast and we are away in the modern to Waihi to collect Clarissa de Claremont, our Railton DHC. The day starts with a light misty rain as we leave Tauranga and seems to clear as we approach Waihi, hopefully a sign that it will dry out later. We collect Clarissa from her second home and motor off in clouds of white smoke, a result of a couple of litres of diesel in the petrol tank when I accidentally filled the modern with diesel. At least it wasn't wasted, the old girl quite likes a drop or two as it helps lower the octane closer to the original 78 and lubricates the upper cylinder area.

The start line and the assembly area is a hive of activity at 8.30am, groups are preparing the food and beverage area, others are joining the line of competitors undergoing scrutineering, trailers are trundling up the track laden with hay bales, cones and security tape to ensure the safety of the drivers and marshals.

Next it was the marshals' briefing before they were taken to their posts, and drivers were called to attend the drivers' briefing. First run was to be an untimed test run, "take it easy" was the word, road is still a little wet.

Continued on page 24



Below: First time speed event entrant, Chris Railton and “Clarissa”, ready for action.

First Run

Clarissa motored up to the line and the start sequence commenced, she powered away and within 100m she was in top gear and the foot was hard down as she climbed the slight gradient, first corner, lift off a little and round we go and foot hard down again. Up through the bush and approach the second corner, lift off because the camber is wrong and the drop off the road to the right beckons, then cut across the corner and leave that behind and foot hard down again. Get set up for the last left handed corner, too far out so lift off again before slamming it back down again to get to the finish line as fast as possible. The adrenalin was pumping and there was an ache in the cheeks from the grin that seems permanent. I replay it in my mind and realize I can improve it in at least two places. 1:57.54.

An unfortunate “off” slightly delayed matters, no one badly hurt other than pride and car and it wasn’t long before we were trundling down the road for official run no. 1.

Second Run

Back to the start line and I remember that I can cut corners because there are no other cars on the road, a better line into that last corner would save time. Power on, pop into second and hold it there to 40 mph, then into top, again within 100m. Then it’s full power to the first corner, take it wide and cut across, no lift off, full power through the bush and keep well to the left until the right hand corner, cut this to get the better camber and get set to take the last corner, not as good as I wanted it but we’re through and hammer down for the finish. That’s better, 60 mph across the line instead of 58 mph. 1:53.55. Then it’s a natter while we wait at the finish before we head back down for lunch.

Lunch

There was heaps of food beautifully prepared and served by Anne and Ray

Nitschke and their helpers and they soon had all our hunger pangs under control. Time to think, “how can I get her to go faster?” Up goes the bonnet, off comes the air cleaner and a turn of the main jet to give her a bigger drink, quick test and she’s all go.

Third Run

Called to the line, we’re eager to try the extra power. Power on and we’re away in a shower of spray, definitely more power and all going well until the final corner when I cut it a bit fine and tidy up a hay bale that had been untidily placed on the edge of a dip in the road, that dropped off a bit of speed but still across the finish at 68 mph. 1:51.04, at least we’re improving.

The organisation is now working much better and the time between runs is improving, this inaugural event appears to be a success judging by the size of the grins on everyone’s faces.

Fourth Run

Next run is the last for the day so I’ve got to nail it this time. A red mist descends, teeth grind hard and it’s power on and we’re off, hold it in second a wee bit further until half way up the first rise and then pop into top. Hard down up through the bush, cutting the corners to get the best line, all going well, line up the last left hander and cut across, miss that pesky bale and under full power we cross the finish line at 72 mph. Whew 1:47.52.

Every run faster than the last, car running like a dream, I’ve had a ball and Clarissa has proved she can lift her skirts when asked and still provide a comfortable demure run when required.

This was my first speed event and I haven’t said a thing about the other exotic cars and their speed freak owners or the friendly rivalries that arise, especially between two brothers-in-law.

bw

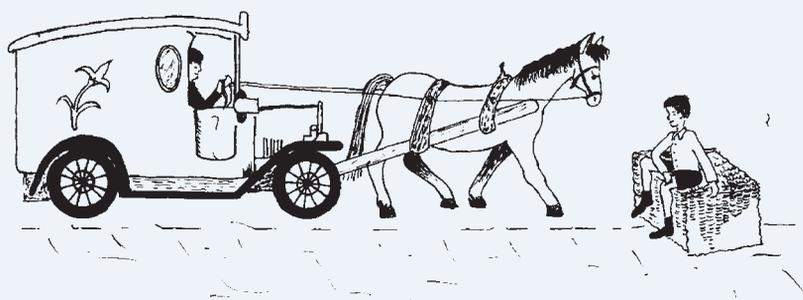


It all started when I was about four years old, in Hilversum, Holland in 1933. Every Thursday the laundryman would call at our house to pick up a large wicker basket which contained the family’s dirty linen. What fascinated me about him was that he seemed so big and strong picking up our heavy basket as if it were empty and swinging it on to his shoulder. He had a leather patch on his jacket to stop the wear and tear.

He drove a Model T truck and that’s what this story is all about. The day he invited me to come for a ride in his truck was to be a turning point in my life—the beginning of a lifetime addiction. I can still remember the smell, a combination of oil, gasoline and dirty washing—to me it was heavenly. We only went around a couple of blocks, picked up a few more baskets and then I was dropped off again, the whole ride probably took fifteen minutes but now 70 years later it is still as fresh in my mind as if it happened yesterday. Come to think of it I can’t remember what I did yesterday.

After that, every Thursday was Model T day. I would sit on top of the basket till my hero came to take me on his round and gradually I was allowed to stay for longer rides. I started going to kindy and then to school and it looked as if this would interfere with my weekly jaunts but fortunately we always had Wednesday afternoons off and I soon found where the Model T would be and I became his regular passenger for many years.

The old Model T seemed very reliable and never let us down but it looked rather antiquated, even in those days, and for the sake of appearances, and, no doubt efficiency, it was replaced by a Model A



It all started with the laundryman...

Words Jack Hoven Photo Bas de Voogd, Holland, Illustration Dorothy Hoven

van. It was certainly a red-letter day for me when he first turned up in this marvel of modern technology, for not only was it smooth, fast and silent, it looked beautiful. On the sides it had an enormous painting of a white lily and the words WASSERY DE WITTE LELIE, this is Dutch for the White Lily Laundry.

I took great pride in our new conveyance and as I got older I was allowed to come for longer trips, often during school holidays and to different towns. Then world war broke out in 1939. There was no immediate change except for a shortage of petrol. Very soon cars and trucks were driving around with all sorts of contraptions that contained or produced gas. At first our Model A was fitted out with cylinders much like gas bottles used for welding. I remember queuing up for hours at the gasworks to get them filled.

Soon gas was in short supply. We mucked about for some time with a woodburner, what a messy, smelly nuisance that was. Fortunately there are not many hills in Holland but there are plenty of bridges. I remember one instance when we spent at least an hour trying to get up a steep incline to a bridge. There was a lot of snow and every time we nearly got to the top we would run out of gas and the truck would slide backwards to where we had started.

We didn't muck about with the woodburner for very long, a better proposition was to go back to the days of horse and cart. This involved our old Model T coming out of storage, with the engine removed and shafts fitted it made an ideal light vehicle to collect and deliver laundry.

It was a delightful experience, the clip-clop of the horse's hooves on the tarmac made a very enjoyable sound, and we

managed to do the rounds just as fast as when we were driving the Model T with its engine. I tell you those one horsepower Model Ts could go, only the sound effects were different. Alas, horses must eat and towards the end of the war food was in very short supply so the horse disappeared, eaten. It was a pity Model Ts couldn't be eaten as we would have eaten that too. The last year of the war was grim, no food, no electricity, no coal or gas but the laundry would still do washing for a few customers if they dropped it in and picked it up themselves.

The big problem was how to get it there, we didn't even have pushbikes anymore. With the wisdom of a 14-year-old I decided that as there was quite a bit of snow, I would put the basket on a sledge and pull it the six kilometres to the laundry. By the time I got ready the sun had come out and by the time I got half way the snow had melted and I found out that pulling a sledge with a heavy basket was almost impossible. I finished up with the basket on my shoulders and the sledge under one arm walking the last few kilometres. Two days later I went to pick up the clean washing with the remains of an old pushchair.

Finally the war came to an end. Suddenly there were Jeeps, and Canadians with chocolates, cigarettes and FOOD, and very soon there was our laundryman driving an Austin ex-war ambulance with a copper bell still on it. I called it our ding-dong cart.

By now I was a teenager attending college and I still spent a lot of my spare time with my friend, the laundryman. No other boys were ever invited to join on his trips, he was mine and mine alone.

I didn't like school very much and as soon as I was old enough to leave I joined the family butchers business. Starting at the bottom, I was mainly employed as a delivery boy riding a pushbike with a big basket on the carrier. It wasn't much fun as the weather conditions varied from bitterly cold to atrocious. However, on my rounds I would regularly cross paths with my friend and we struck a deal. In return for a chunk of black pudding or liver sausage he would give me driving lessons. Food was still rationed but "small goods" could be purchased without coupons and I carried a variety on my rounds.

As driving lessons would have been very expensive and, luckily the laundryman was always hungry, it was a very "sausagefactory" deal for both of us. I couldn't wait to get my driving licence and as soon as I turned 18 I went for my test, which was fairly tough in Holland. Except for failing to release the handbrake, backing into a hedge and knocking a man off his pushbike, I did everything right but they failed me. The second time I came better prepared and I was driving a Studebaker. Studebakers don't knock people off bikes or back into hedges. I got my licence and I've been a Studebaker fan ever since. I bought one for £15 in 1957, towed it home from an orchard, painted it with a brush and it was our only means of transport for a number of years. I have finished up with eight Studebakers.

People often ask what makes me, with no mechanical inclinations, such a fanatic on old motorcars and I blame very early indoctrination by the laundryman, may he rest in peace.

bw



A Phoenix Has Risen

Words and photos David Barker

In 1923 the Morrison family of Geraldine in Canterbury, New Zealand, who ran a very successful general store, drapery and motor business, were visiting England and Europe. They were already agents, since 1911, for Hudson cars and had purchased, in 1915, a few Auburns and, later, a number of Dodge cars, but they were interested in adding another marque from either England or Europe.

When visiting Paris they investigated various motor showrooms collecting information. They finally ended at a Delage showroom, where, as the story goes, they came in contact with a salesman who spoke English. Cars were viewed, including the new model DI, and finally, after returning to London, it was agreed to purchase chassis number 13096 which Delage confirmed was the first car of this new model DI and was to be shown at the Paris Salon Motor Show on 29 October 1923. After some delays, and a price rise, the car arrived at the port of Lyttelton on the ship *Rotorua* in January 1924 and was dispatched by rail to Geraldine.

The car was used by the family and widely promoted in the immediate area. At this stage the Morrison Bros were negotiating for the Delage agency for the South Island. The Delage was considered a prestigious machine with a landed cost of £588 when at this time Morrison Bros were retailing Morris Cowley and Oxford cars at £273–302 for a four-seater. A number of Delages were sold, however the agency didn't materialise.

In 1929 when the Delage was in the Morrison's garage, whilst the block was away being re-bored, the car and four others, were swept down the river in a flood which took out half the workshop. Unfortunately the head, valves and all the loose bits were lost as these were in the back seat of the car. Once the car was retrieved from the river, about one mile away, the missing parts were

New body for 13096 then owned by Mrs Mary Richards 1936, photo taken in Christchurch.



ordered from Delage, all 311 items, and then it was decided that the old body was past it, so a new body was built much in the style of the then-popular Bentley.

In the early 1930s the Delage was sold to Basil Shaw of Albury and from there it was purchased by Mrs Mary Richards, also of Albury. It was then purchased by Mr Patrick Bayley of Christchurch in 1937. It was not until the early 1950s, that the car, still owned by P Bayley, came to life again when two



Above: The cars burnt in Morrison Motor Museum, Geraldine 1979, 13096 in foreground.

Left: Delage DI No 13096, found in river after flood in 1929.

Below left: Delage retrieved from river.

report from VCC rep
Andrew McClintock

Christchurch VCC members, J Loughlin and J Wilkins, had the use of the car for some three years during which it was used at various Vintage Car Club events. It was then returned to P Bayley, who later returned it to the Morrisons, who by this time had established a motor museum in Geraldine. The intention was to eventually rebuild the car with a new body. However it was not to be.

New Year's Day 1979, disaster. Following a parade of cars and after the cars were returned to the museum, a fire completely gutted the building and cars. What was left of 13096 was passed to a relation who was a keen Vintage Car Club member and he began to gather missing parts etc before starting a rebuild. Due to other commitments it did not commence, so in 1996 the writer purchased the car and began a complete rebuild in 1998. In the next two years a new body was constructed, which took 500 hours. Wheel rims and spokes, running chassis, engine and gearbox were all rebuilt. Many hours were spent on the accessories, lights and at last the finishing touch was the hood and tonneau.

With some 500 miles on the speedo, we set off from Waikanae for the Delage Rally in Hanmer in October 2000.

Since that first Delage Rally, 13096 has covered over 9,000kms, including three Irishman Creek Rallies plus many events in both islands.

So the Phoenix has risen from the ashes with renewed youth to live again.

For those interested, the specifications are 4 cylinder overhead valves by pushrods, 2.2 litre engine with 5 bearing crankshaft driving through a dry multi-disc clutch to a 4 speed and reverse gearbox to a 4.11:1 crown wheel and pinion. Both hand and foot brakes work on all four wheels. bw

*Below: 13096 first mock up after purchase.
Finished car at Delage Rally in Hanmer 2000.
first long run, had only done 600km before
leaving Waikanae.*



Once again the Vintage Car Club of New Zealand has asked me to be their representative within the Federation of Motoring Clubs. I am on the Federation committee and have been appointed submissions secretary for the FOMC.

I haven't had a report in *Beaded Wheels* for some time. It's not because nothing has been happening but most of the proposed legislative changes we have had to deal with have been of concern to owners of more modern classic and collectors vehicles.

A noticeable change from LTNZ in the past year is that exemptions are being proposed by them for classic/collectable vehicles before rules reach the public submission stage. They have been listening to concerns raised by the VCC and the FOMC and are now taking action on your behalf early in the rule proposal stages.

I have heard people say "The authorities want all old cars off the road." While it is true that they want a more modern fleet of safer more fuel efficient and cleaner burning everyday commuter vehicles it has been made very clear that it was never their intention to limit or restrict the ownership or use of our club vehicles. Some proposed rules inadvertently had that effect but when this has been explained via submissions and face-to-face meetings with LTNZ and the Minister of Transport Safety, changes have been made and they are now aware of our existence and needs and are including this in their proposals. This doesn't mean we can be complacent, new staff come on the scene and staff get transferred. Ministerial advisers change as do Ministers and our requirements are not always made clear. The VCC and the FOMC will continue to lobby on your behalf

In the past year we have dealt with:

- Tractor drawbar certification.
- Vehicle equipment rules (more specifically exhaust noise levels)

There has also been talk of restricting the age of second hand imports to improve the safety and emission levels of our modern fleet, but this has been superseded by frontal impact rules for new vehicles and second hand imports (but vehicles over 20 years of age are exempt) and the recent vehicle exhaust emissions rule for new vehicles and second hand imports,

only very clean burning imports with their emission equipment in working order will be allowed into the country. It is planned to exempt unique/collectable and pre 1990 vehicles, but of course they will still have to pass the existing visible smoke rule.

There is also the ongoing problem of re-registering vehicles with no proof of previous New Zealand registration and no clear paper trail. Some others are complete original vehicles, some, but not all, are restored. The FOMC has proposed a path for these vehicles with a change to the Pre Registration Procedures Manual. It is being considered by the authorities and we are hopeful of a satisfactory outcome. In the meantime owners will still have to wait for a decision on a case-by-case basis.

Our proposal for 12-month WOFs has met with approval from most authorities, but it appears 12-month WOFs can be issued to new vehicles until they are six years old. From this age on all vehicles must have six monthly WOF inspections by law. A change to 12-month WOFs for vehicles over 40 years of age would require a law change and this law is not up for review at this point of time. However the Minister of Transport Safety has confirmed that the matter of 12-month WOFs is under wider review.

Another issue I want to ask VCC motorcyclists about is the ACC levy for motorcycles. One make and classic motorcycle clubs have felt collecting the levy on your licence (registration) fee is unfair, as owners of registered motorcycles pay towards all motorcycle accidents. It is no good simply complaining to ACC, first you have to have a workable alternative proposal. We are contacting all FOMC member motorcycle clubs for suggestions, but as there are more motorcyclists in our ranks than all these clubs put together your opinion is important. Over 40 year old bikes already get a large discount on their registration fee (from the ACC levy). In my opinion any change must not cancel this advantage, but if there is a fairer system for all motorcyclists perhaps a compromise could be considered.

I look forward to hearing from you on this or any other issues. bw



BEHIND THE WHEEL

1928 FORD MODEL A TUDOR

Words and photos Tony Haycock



I have not checked the numbers, and I have very little intention of doing so, but I would be very confident in saying that the humble Model A would be numerically the most popular Vintage car in New Zealand. I am equally sure that this could be put down to its simple design and rugged construction. Combining this with the Ford Motor Company's knowledge of metallurgy, which was ahead of many of their competitors, this meant the old "Motley Dray" kept plodding along years after its technically superior wooden-framed competitors in the low-priced market finally gave up the ghost and disintegrated.

The car in question is owned by Brendon Wilshire of West Melton, near Christchurch, and is a wonderful example of an older restoration, which sees very regular use on proper Vintage roads. Imported from Canada in CKD form, it was assembled in Timaru, and began its life as a demonstrator in Ashburton. Something I was not aware of until pointed out to me by the owner, is that from new the car has had odd front mudguards with one being of an earlier design than the other. According to Brendon, there are several other early model As in New Zealand with a similar affliction. I think this helps to confirm my long held view that we were seen as a market for cars made up from the bottom of the parts bin, as there is more than one make which has a known history from new, and yet differs in finish or specification from what was the official factory line.

Brendon tells an amusing tale from one of its previous owners. "He and his family were travelling over Arthur's Pass to the West Coast when one of his children seated in the back said, 'Dad, look at the wheel' as a strangely familiar wheel and tyre passed the car and headed down the bank into the bushes. A bump and a scraping noise as the rear of the car dropped to the ground scraping the brake drum and backing plate along the road. With the help of the children, the wheel was retrieved, three of the five wheel nuts found and with a nut robbed from the spare wheel, the journey was continued and a great holiday was had."

Restored in the 1970s the car has been in regular use since, well looked after but definitely not pampered. What you see now is a tidy and presentable car, without that awful, over restored, better than new look which ruins cars and defeats the purpose of restoration, which to me means having it look as close as is possible to how it did the day it left the factory.

Seated behind the wheel, it is immediately obvious that there is very little to distract one from the task of conducting the beast. Instrumentation is sparse. A drum speedo with odometer and trip meter, an ammeter, and circular window full of petrol with a wobbly thing inside which helps convey a rough idea of how much fuel could be left in the tank. Nothing else – oil pressure and temperature being left to look after them selves. It must be noted here that the fuel tank is mounted above your knees, and refuelling is done via the

filler outside in the middle of the scuttle, conveniently placed just high enough for you not to know the tank is full until 91 octane starts gushing over the paintwork. Under the steering wheel there are hand throttle and spark controls, both of which 'fall easily to hand'. The headlight switch is in the centre of the wheel, surrounding the horn button. At the base of the steering column is a mixture control, which can provide the more frugal of Model A owners with hours of entertainment as they look for that fine line between fuel economy and melted pistons.

Starting is simple. Key on and find the starter button, which is high on the toe board on the wrong side of the gear lever and handbrake, and the distinctive sound of a large four cylinder engine can soon be heard. The process is easier if there is a front seat passenger to work the starter, as Henry obviously wasn't going to add another ten cents to the cost of his car by adding another linkage to the starter and moving it somewhere more convenient. Once on the move the first thing I noticed, apart from the owner daring me to say something rude about his car, was the 'unusual' feel of the seat. Being a two-door sedan, it has two separate front seats with hinged backs to allow access to the rear. The backrests are supportive, but the squab feels as if it is made of jelly. Nice and soft, but it does wobble around somewhat, giving the feeling you are sitting 'on' the car rather than 'in' it, and it does take a while to get used to it and feel fully secure and in charge of the car.

What then takes your attention is that unlike some other Model As I have experienced — not to mention 4 cylinder Chevrolets and Rugbys, many of which

suffer from the vibration inherent in a large capacity four cylinder engine — is that it is smooth. And I mean impressively smooth — as good if not better than some six-cylinder cars I have tried. This has been done not by spending large sums of money on pressure feeding bearings, using combine harvester engines, or any of the other modifications done to so many of its brethren, but simply by a bit of balancing and putting counterweights on the crankshaft, and the use of aftermarket rubber engine mounts. What this means is that the steering column isn't giving you an arm massage and the floorboards doing the same to your feet. Everything is far more quiet than you would expect from a car designed from new to be built to the lowest price possible, with refinement coming in a poor second.

What it also means is that a comfortable cruising speed is anything up to 55 mph, and unless you keep a close eye on the speedo, it will happily exceed this, although for the sake of longevity, Brendon keeps 55 as his normal maximum. This is, of course, at the outer edge of what the handling was designed for, but the same could be said of any other American cheap car of the period. Cornering at highway speeds is a little disconcerting until you get used to it, as to a certain extent the front axle feels like it is steering itself. I suspect the rubber engine mounts may have something to do with this as the radius arms coming back from the transverse-sprung front axle attach to the bell housing, now no longer firmly bolted to the chassis, which may allow the axle to pivot slightly when under cornering load.

Still, this is not enough to make the car unstable at all. It is just another one of

those idiosyncrasies that we Vintage drivers just learn to put up with — and after a few miles forget about completely. The steering is very light, and the brakes are well up to the job of stopping from any speed. The gearbox is very easy to use, with not too much of a throw between gears, and with the usual muted whine of straight cut gears in the indirect ratios, and no drive train noise at all in top. With the addition of a very well hidden heater, which feels like a blast furnace under the driver seat when the fan is on full speed, this is a very practical motor car for all seasons.

This is a car that you mock — I know I did — at your peril. Yes, it was designed as simple, basic transport, but it does everything it was designed for well, and many things far better than you would expect. Brendon's car is an excellent example of why so many Model As were built and sold, and why they have such a loyal and even fanatical following today.

bw

Specifications when new

Displacement:	200.5 cu inches
Bore:	3.876 inches
Stroke:	4.250 inches
Brake Horsepower	40 at 2200 rpm
Torque:	128 ft/lbs at 1000 rpm
Weight:	2375 lbs (body only 726 lbs)

Edsel (Brendon's car) runs the standard distributor and carburettor, has the original type exhaust system, white metal crankshaft bearings and retains the original oiling system with the addition of a filter.

It has an after market cylinder head which has a higher compression ratio. Gearbox, diff, brakes, wheels/tyres etc are all standard.



Brendon Wilshire, Ford Model A, Thomsons Gorge Road, Central Otago 24 April 2005.



TAUPO BRANCH 40TH ANNIVERSARY RALLY

Ready for action - vehicles lined up at the start point of the Taupo Branch 40th Anniversary Rally.

Words Jack Hindess

This year's Annual Lake Taupo Rally celebrated the 40th year of the branch, which had its inaugural meeting on 9 September 1967. As usual we had a noggin and natter on the Friday evening, a day of motoring on the Saturday with dinner and prizegiving at night, and a final cup of tea on the Sunday morning. The run embraced about 85 miles of mainly rural roads in the Taupo-Reporoa area, which included a timed section, the inevitable silent checks and a gymkhana in the afternoon. The event attracted 49 cars as well as a couple of moderns.

This rally was a highlight for one of Taupo's disabled citizens, Colin Cockburn, who is confined to a wheelchair. Colin has set out his impressions of the day's events in the article that follows. Similarly, Robert Hunter, an old school friend of mine, who regularly assists me as a navigator, had to assume a driver's role for the day. Robert also adds his experiences of the run to illustrate that a day's Vintage motoring can embrace much more than simply driving.

Unaccustomed as he is to the navigator's role, Jack Hindess seems to be enjoying the dispensations his injury have afforded.

Photo Robert Hunter



A Taupo Treasure

Words Robert Hunter

The annual Taupo Branch Rally has become an eagerly anticipated yearly excuse for my wife Patricia and I to again visit Taupo and enjoy another slice of Jack Hindess's hospitality. The 40th Anniversary Taupo Branch Rally was to be a repeat of what was becoming the yearly norm; me enduring the squeeze to navigate for Jack in his 1934 Austin 7 Special – Patricia wallowing in the regal splendour of the rear seat in Lester and Marie Strawbridge's 1954 Mark VII Jaguar.

Not to be!

Jack foolishly fell off a ladder while repairing his roof, damaging his left Achilles tendon—thus rendering impossible the operation of any clutch, let alone the intricacy of the 25mm of throw on the 7 special (probably quite inaccurate—but the throw is minimal—and weighty)! Furthermore Lester had not completed engine repairs to the Jaguar, leaving Patricia's participation in doubt. Resourceful lot our Taupo hosts.

Club Captain Ray Harwood's wife Shona, generously (and, suspiciously, a little too readily), vacated the navigator's seat in Ray's 1974 Vauxhall Viva to allow Patricia to participate. Dispensation was given to foundation member Jack to compete in a modern with the navigator/driver's roles being reversed. There was still one question for Jack—could my gammy, ill-repaired, stick-dependent left leg be trusted with the manual box on his precious 1994 Ford Capri Clubsport? Hardly blind leading blind; a bit like the wounded leaning on the crippled!

As readers will hear from Colin Cockburn's account of his gutsy experience navigating with Laurie Tyler, this 40th Anniversary Rally was organised

with Taupo's customary aplomb for its scenic route, the engaging competition, smooth organisation and friendly sociable atmosphere. Taupo Branch departed from their traditional practice of using their clubrooms as the venue for the dinner/prize-giving function concluding their annual rally; the clubrooms were just too small to accommodate the 120-odd attending. The Taupo RSA proved to be an excellent alternative, relieving, I suspect, many members of much of the toil that goes with hosting such an event. Heartfelt thanks and congratulations on behalf of all visitors to all involved.

Winners in each class were: -

VINTAGE

Stu Clothworthy & Eric Rogers, Waikato 1929 Graham-Paige

POST VINTAGE

Des & Angie Brunton, Rotorua 1937 Morris 8

POST WAR

Ross Jannings & Rob Buchanan, Taranaki 1957 Chrysler Royal P60V

Gary & Rosanne Bright, Auckland 1960 Morris Minor

FARTHEST TRAVELLED

John & Sylvia Bartlett, Canterbury 1928 Renault

HARD LUCK

Bill & Marilyn Dawson, Taupo 1929 Model A Ford

Fortunately, as the moderns don't presently warrant a competitive class of their own, I am not required to report our result – so nobody need know that we identified just one of the ten silent checks that were set – reflecting, my navigator informs me, my skills as a rookie driver! Another cracker journey spoiled by silent checks. May we be in our usual (rightful?) seats for the 41st, God willing?

bw

More tales from the Taupo 40th Anniversary rally on page 32.



1910 Buick 14B, owner Doug Wilton.



Sounding the Brass

Words Rob Knight

Photos Doug Wilton

As I write this the shortest day is upon us and we can be sure that the worst of the weather is to come; although it can hardly get worse than what is on offer at the moment. Not good for Veteran motoring but, as spring and the motoring season will inevitably follow, we should be using the time to do those maintenance jobs we made note of and neglected last season.

A few new cars will make their debut for sure, among them being Doug Wilton's 1910 Buick Model 14B. Imported as about 90% complete from USA to the Waikato by Ron Twiddle, since purchasing it from Ken Jonathon and bringing it to Hunterville, Doug has worked hard to make a splendid job on this delightful little runabout. He reports that "the car is a delight to drive and sits straight on the road", while he is well pleased with the uphill pulling power of the 2-cylinder horizontally opposed engine. The car is running on a temporary gravity feed oiler until Doug finds the correct 4 outlet Detroit Lubricator Model G for which he has a 6 outlet oiler to trade.

After a lengthy gestation we also look forward to seeing abroad this summer the Nightingale 1916 Maxwell that has been reported on in this column before.

Having sorted out his woes with the back axle of his 1914 Buick 4, some serious grumblings in the gearbox suggested to Jim Watson that it might be a good idea to remove that item for some attention to make it fit and well for another season of motoring.

The body frame of Wayne Richards' 1913 Ford T was left in Ian Chamberlain's tender care for skinning in early January but was not still cluttering up the workshop in June, so the chances are we will see Wayne out in his new toy instead of the lusty blue EMF. The full history of the T is known — from proud photos of family outings in the car through to the inevitable sawbench. What is understood as a

loose co-operative between Wayne, Gavin Harris and Peter McColl is likely to simultaneously produce another two Ford Ts (1918 & 1917 respectively) in the Bay.

It may take Trevor Roberts of Wanganui a little longer to complete the Overland that came from the collection of the late Jock Clouston.

A recent and enthusiastic Manawatu member, Karl Gilchrist, who took such a liking to Ford A models that he bought two in fairly quick succession, has added a 1917 T model to the stable. Like all newcomers to the beast he is having to learn to drive again but it will take little enticing to see him out at the first event this year. Several months back, Paul Nolan of Waikato with yet another Ford T, a 1913 Tourer, was welcomed to the VCC. I have not heard if this is a restoration project or a running car.

Harking back to the Lake to Lake Veteran tour at Wanganui, so ably reported by Fay Chamberlain last issue, John Wilkin's 1913 Austin was out for the first time for ages, with John promising we will see more of him again this year. Will Holmes had decided that "Denny", with a 100th birthday this year, deserved some new wheels, which we all duly admired. Back in the far distant days of the VCC, when Rex Porter restored this well-known and well-loved de Dion Bouton, good wheels were not readily available and Denny's had obviously been chosen on the premise that only one side of the car could be seen at one time. Besides, they were at risk of turning into a bundle of kindling wood if stressed overmuch.

Dennis Scanlan phoned from Auckland to announce he had imported a 1912 Sunbeam project from Australia that he found through this column. He is fortunate to have Rex Healy, owner of a very lively 1912 Sunbeam 12/16, nearby to act as mentor. With the heap of parts that arrived with the package, and a few from

Rex's collection of spares, Dennis thinks there is probably enough to build two cars.

Sturmey Archer 3-speed hubs for Veteran motorcycles are hard to find. I am told that most of them have been pirated to make fixed-drive machines somewhat more friendly to ride in modern day traffic, which explains the absence of the correct hub for Chris and Gillian Taylor's 1910 Alldays Matchless. They would welcome any information leading to the capture of one to help get their machine mobile. Yes, "Matchless" is correct. Until the other Matchless became a bit huffy and called a halt, Alldays and Onions named one of their motorcycle models after their Matchless works in Birmingham.

Down south, Joseph McClintock's 1916 Ford T Raceabout won the People's Choice at the South Island Rally in Dunedin at Easter. It appears that Otago branch is well advanced with their Locomobile project which is being overseen by Geoff Mehrtens. "Springs are back on the car. The boiler is complete..." and they hope to have it on show for the Autospectacular. Such progress suggests that we might see it at Motueka which is the place to be with your Veteran in February. That event, the National Veteran Rally, will be preceded by the Founders Prince Henry Tour of four days duration under the able direction of John and Margaret Wallis.

A photograph in the Northland Branch newsletter of a stunning reproduction of the actual radiator used on the Barney Oldfield record breaking Blitzen Benz reminded me of the many skills essential to keep Veteran cars on the road that have been developed among our members. The shiny brasswork sporting a pronounced rhinoceros-like horn was by Auto Restorations of Christchurch and the core was by Replicore in Whangarei. Vern Jensen at Feilding is kept busy with building wooden wheels while nearby at Awahuri, Craig and Debbie Hambling can attend to your wire wheel problems. John



The restored Blitzen Benz radiator recently completed as a joint project between Auto Restorations and Replicore NZ Ltd. This radiator was rebuilt for the car in the above photo that is being restored in the USA.

Acknowledgement should be given to the fine work Auto Restoration did on the brass tank work, Replicore NZ Ltd made the core, a copy of the original full depth tube core.

Photos Auto Restorations Ltd

Callesen and his team have become so well known that Americans are ordering Veteran cylinder blocks in batches. Wheels need rims and Brian Black is continually expanding upon his basic range of popular 30 x 3 1/2. Is it John Armiger who makes a suitable brass mirror? Apart from the many skilled panel workers and upholsterers,

there will be other trades and skills omitted from this brief summary? Unfortunately Ken Jonathon has recently relinquished his brass lamp work. Although not a member Stedar Belting in Auckland, through the use of synthetic linings, have tamed many a vicious cone clutch.

Visits planned to a few old car enthusiasts and two or three events during our three month sojourn in Canada or USA should turn up a tale or two to send if we can beat the deadlines, otherwise this column might be somewhat reduced in the next two issues.

bw

More from the Taupo 40th Anniversary



Thoughts Of A First-Time Navigator.

Words Colin Cockburn.

My big day out as a first time Taupo Branch navigator in the Club's 40th Anniversary Rally finally arrived at 9am on Saturday 10 March. It was overcast and foggy as we waited for the briefing on the playing field behind the Taupo Primary School.

All I could think about, after a sleepless night running the logistics of the exercise over and over in my head, was whether I could find our way to the lunchtime destination and whether I could cope with sitting for the next 85 miles in the compact confines of Laurie and Colleen Tyler's V8-powered 1960 Daimler Dart SP250.

My situation that morning came about from a desire to ride in an open sports car. Then one day I spotted the Tyler's Daimler Dart parked beside the lake. It had all the attributes of the exotic sports car of my dreams and Laurie and Colleen were willing to make my dreams come true.

There was just one problem to overcome. I can no longer get into and

out of a car because I am confined to a wheelchair by a muscle wasting disease called muscular atrophy. A week before the rally we arranged a trial run with the help of my caregiver Janine Kasik. The solution lay with the portable electric hoist Janine uses in my home for transferring me from my chair.

It worked and the following drive was so enjoyable that Janine and Colleen sipped their way through several cups of coffee before we finally returned. I had a smile on my face for the rest of the day.

Come Saturday, when it was our turn to roll after the rally briefing, I found the route instructions easy to follow with the only complications being the questions, silent checks and time trial.

I clutched the rally notes tightly in the windy cockpit and double-checked them carefully at every turn as we headed out to Huka Falls and on to the Wairakei Valley lookout. From there we had a slow tour of the cul-de-sacs of Wairakei Village before heading along SH1 to Link Road, which terminated with a left into Forest Road. Then it was north to the most challenging part of the rally, the silent checks on Tutukau Road. We had to sight ten small orange signs printed with the names of famous carmakers. We managed to see seven signs and to this day I have no idea where the rest were hidden.

The time trial section followed on Mangamingi Road. Laurie had nominated an average speed of 30mph at the start of the rally, which I thought sounded a bit slow given our car's capabilities. But as the timekeeper counted us away it suddenly seemed to be a frightening speed to maintain

on such a winding narrow metal road. This was a real rally road, but thanks to Laurie's driving skills we finished the section safely, incurring only a 45 second penalty over our nominated time because we got caught behind a couple of slower cars.

After the rigours of Mangamingi Road, the course proceeded along gentle sealed roads through the village of Reporoa before climbing to the top of Hancock Road, where we were rewarded with a magnificent view of the valley below as the sun burst through the morning fog.

As we descended south through the centre of the valley we encountered one of the trickiest questions so far. On Settlers Road we were asked to count the number of mop heads in the driveway. We were flummoxed until we spotted a driveway lined with small trees with perfectly manicured mop heads of foliage.

When the well-groomed green expanses of the Waiotapu Valley Golf Club rolled into view we spotted rally marshals hovering on the roadside and realised this was the end. We had arrived safely in time for lunch with Colleen and Janine where my trusty hoist was ready to do its job once again.

However the biggest surprise of the day came at the awards dinner that evening at the Taupo RSA when it was revealed that Laurie and I had been placed second in the P60V Class. This achievement crowned an enjoyable day where my horizons had been stretched well past the limiting confines of my wheelchair. It was certainly an adventure to dine out on for many months to come.

bw

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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.

1923 BUICK TOURER. Near complete, may trade Veteran project with cash difference. Phone Martin 07 573 7136, 07 573 8512 work. Mem

1929 MORRIS ISIS – restoration project. Engine and front ends reconditioned. All steel body, chrom work done, reg on hold. Heaps of parts. \$7,000 ono. Phone Dave 03 236 7910.

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

1963 HILLMAN SUPER MINX, one family owner since new, WOF & Reg. Bit rough but complete and original, some spares included. Ideal restoration project. Price negotiable. Phone 09 810 9768, mob 027 630 4681, email frank.reinheimer@hotmail.com MEM

CIRCA 1947 E83W FORDSON/THAMES TRUCK. Ground up restoration, motor, cab, tray to complete. Truckload of spares which includes best bits from three separate vehicles. All parts needed are there except rubber floor mat. \$600. Phone 021 122 9571, 09 433 1883, a/hours.

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

BALANCING BALANCING BALANCING,

We can balance most Vintage and single cylinder engines, fans, driveshafts etc. Work is carried out on a modern digital machine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

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

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 027 660 2366 to find out more about NZ's top automotive website (Hitwise, 2005).

DISTRIBUTOR PARTS AND SERVICE

We can supply many new old stock distributor parts for Lucas and other makes, and have built a New Zealand wide reputation for restoring worn distributors to as new performance and finish.

All aspects of repair undertaken including Vacuum Advance Units.

MECHANICAL FUEL PUMPS REPAIRED.

Repair kits and parts in stock. Faulty pumps restored, including fuel resistant diaphragm. All work fully guaranteed.

Contact Quality Rebuilds,

5 Fenhall St, Christchurch, 8004.

Phone/fax Barry Emms 03 342 5677 MEM

email: barry@qualityrebuilds.com

www.qualityrebuilds.com

DRIVESHAFTS DRIVESHAFTS DRIVESHAFTS

We can alter or make driveshafts with fabric components to take modern universal joints and yokes, as well as performing dynamic balancing. We also carry a large range of driveshaft components for car, trucks, industrial and marine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 66 7462, Email: mscoombesltd@clear.net.nz

EUROPEAN HOLIDAYS. Camper vans, motorhomes and cars for hire. Excellent helpful service, best rates in UK. For brochures phone 07 853 2711 or phone Kiwi Hire Direct 44 1 432 870 410 fax 44 1 432 870 875

DODGE 4 TOURER 1927 APPROX Restoration project. Mechanically complete on spoked wheels. Body mostly complete but rear tub missing. \$2,500 ono Phone 03 6886750 or Email shonaandbill@xtra.co.nz MEM

EXTENSIVE RANGE OF 1929 GRAHAM-PAIGE, 612 parts includes most motor parts, clutch and gearbox, front and rear axles. Lots of miscellaneous bits. For a full list of items please phone/fax 03 577 6161. MEM

FOUR 600/650 X 17 FIRESTONE TYRES with little wear. Can be seen in Auckland. \$150 each. Contact Lewis 021 454 508.

FOUR 700 X 15 TYRES three 95%, one 70 %, also to suit '48 Chev three speed top loading gearbox, distributor, Rochester Carb, manifold(s) fuel pump and other sundry pieces. All in Wellington, phone 04 528 4621. MEM

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

KING-PIN KITS, TIE ROD ENDS,

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.**

MG TD ENGLISH ASH KITSET WOODEN FRAME includes front and side bulkhead rails, wheel arches. All door pillars. Complete door frames and other wooden components. Items are right and left hand where applicable, new and unused. \$1,500 the lot. Ph Dennis 07 348 8448. MEM

MODEL A FORD 1928 2 door sedan. 7,000 miles since total rebuild. Mechanically as good as they get. Owner has two other cars and this one not getting enough use. Just get in and drive it. Whangarei area. \$20,000. Ph 09 433 9870. MEM

NATIONAL DIECAST MODELS, tin-plate and old collectable toys etc. Collectors Fair and Swap Meet. YMCA, Akoranga Drive, Northcote, Auckland. Saturday 6 October 2007. 11am till 3pm. Adults \$6. Enquiries phone Graeme 09 480 9117, email graemeh@infogen.net.nz

OLDSMOBILE PISTONS. 1937-40. +.030, NB 4 7/16. Set of 6 with gudgeons. NOS \$200 or ono. Phone Monty, 03 344 3080. MEM

PISTONS PISTONS PISTONS PISTONS

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.

**M S Coombes Ltd
344 St Asaph St, Christchurch
PH 03 366 7463, FAX 03 366 7462**

PENRITE ENGINE COOLANT

A colourless hybrid-organic non glycol based corrosion inhibitor designed specifically for use in Veteran, Edwardian, Vintage and Classic Car cooling systems. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

PENRITE OILS We carry a large range from Vintage to Modern engines. Gearbox, diff, S.U dash pot and water pump grease. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.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. MEM

RENAULT NN1 ROADSTER 1925 Partial restoration, complete with instruction book, parts manual etc \$7,500. Phone 09 418 4436 or email robreid@xtra.co.nz

SPARE PARTS FOR ENGINES — precision machining service. New or replacement parts made to order by experienced skilled tradesman. No job too small, no job too large, call today to discuss your project. Phone B Griffiths, 03 384 3888, Christchurch.

TYRES, FIRESTONE, 700 x 16, CP, new, never fitted. \$400. Also English chrome rims, 14 x 7, new condition, suits Jaguar or Chev 5 stud, \$1,100 or ono. Phone 03 489 1311. DN

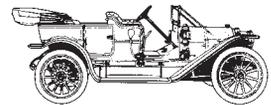
VALVES exhaust quality stainless for Vintage engines. Available in blank form or machined to size required. Contact; George Calder, 307 Hoon Hay Road, Christchurch. Phone 03 338 5372, Fax 03 338 5482. Member.



Please notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our August/September issue closes 10 July 2006.

VINTAGE ENGINE SHORTBLOCKS We can in most cases rebuild your shortblock using modern shell bearings, new pistons and rebuilt oil pump. Please contact us for more information. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

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 St, Marton 4710. Phone 06 327 6164.



AOTEAROA WOODEN WHEELS

Vern Jensen

Member of Manawatu V.C.C.
H.C.C.A. (NZ)

(6) 323-3995
A/Hrs (6) 323-3868

WOODEN WHEELS made for your metal-work. Steam-bent felloes, any shape spokes. New beaded rims available in some sizes. Phone Vern Jensen 06 323 3868, 16 Osborne Terrace, Feilding. Mem.

WHEEL TRIMS POLISHED STAINLESS, 13", 14", 15" and 16", top quality, low price from \$89 inc gst. Per set 4. Free freight for VCC members. Visa etc accepted 03 377 0029, bus hours or 179 Ferry Rd, Christchurch.

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

SHED ONE STORAGE

Full undercover long or short term storage.

Ideal for parts cars and future restoration projects

SHED ONE STORAGE
Hugo Johnston Drive, Penrose.
Phone 021 393 302 Email cre8ifbmw@hotmail

Just
\$30
a week to
store
your
car.



CLASSIFIED ADVERTISING REALLY WORKS... & NOW IT'S FREE*

Commencing in our October/November issue classified advertising in Beaded Wheels magazine becomes free ***for all current financial members of the Vintage Car Club of New Zealand.**

Our standard advertising charges remain unchanged for all non-members or members wishing to advertise commercial services.

It is easy — just email your advertisement to beadedwheels@vcc.org.nz

or complete the form on this page and post to us at Marketplace Beaded Wheels, PO Box 13140, Christchurch 8140
or fax us on 03 332 3827

Deadline for receipt of advertisements and payment for our October/November issue is 10 September 2007.

NO LATE ADVERTISEMENTS ACCEPTED

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.

Yes I am a current financial member of the VCCNZ and wish to advertise in Beaded Wheels for FREE.

Name (block letters) _____ / _____

Membership number is _____ Phone _____

Please list this advertisement in the wanted column text only advertisement
 for sale column text and photo advertisement

Advertisement text to read (include contact details):

CONDITIONS OF FREE ADVERTISING

- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
- Advertisements must be of a **non-commercial** nature.
- Advertisements **must be submitted in writing**, by email (preferred), post or fax. Photographs will only be returned if a stamped addressed envelope is supplied by the advertiser. Digital photographs may be supplied by email in a .jpg format, send a high resolution file to achieve the best results.
- The recommended length of advertisements is 45 words – the maximum space available is 65 words. *Beaded Wheels reserves the right to edit all copy.*
- Advertisements will be published on a first come, first served basis. While every attempt will be made to include your advertisement in the issue immediately following receipt – limited space may mean some advertisements will be held over until the following magazine for publication.
- Advertisements **must be resubmitted** for each issue they are required to appear in.
- All free advertisements will automatically be listed on the VCCNZ website.

Not a VCCNZ member?

Yes – you can still advertise your vehicle in New Zealand's foremost historical motoring magazine

\$54*

Text & colour photo.

Tick which column you require

WANTED FOR SALE

Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, digital photos may be submitted to our email address: beadedwheels@vcc.org.nz

\$16*

Text only advertising

Tick which column you require

WANTED FOR SALE

Up to 45 words including phone number, no photo. Additional words over 45 up to a maximum of 65 words at 15 cents per word.



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 where required must accompany your advert. Cheque should be made payable to Beaded Wheels.

Post payment & advertisement to marketplace, P O Box 13-140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive free advertising.

Deadline for receipt of advertisements and payment for October/November issue 10 September 2007. **NO LATE ADVERTISEMENTS ACCEPTED**



1929 CHRYSLER 65 SEDAN Fully restored 10 years ago. Reg & WOF. Spare motors and other parts. Reasonable offers accepted over \$20,000. Please contact Rob Webb 06 388 0617 or kiwino6taihope@xtra.co.nz



1928 RUGBY FOUR Reg & WOF, new body, upholstery, soft top, mechanically very good. Comes with spare engine, gearbox, front and rear axles. Reliable Vintage motoring. \$15,500 ono. Photos and details email yetasman@yahoo.com or phone John 03 540 3550, 03 548 3003.



AUSTIN 16/6 CLIFTON TOURER 1928 original upholstery, repainted, rebored. Only car of its type in New Zealand. Phone Ted 09 625 7334.

MEM



HUMBER SUPER SNIPE DROPHEAD COUPE 1949 Tickford bodied. Extensive body off restoration. Full leather upholstery. Stayfast topping, wool hood lining. Full mechanical reconditioning. A very rare, top quality, no expense spared. VCC PWV 0559. \$65,000. Phone 06 843 5151, fax 06 843 5849



1976 DATSUN 120Y COUPE. Reg & WOF. 125,000 km believed genuine. Fitted A14 80 bhp motor otherwise unmolested. Very good all round condition. New paint and carpets. Mag wheels. Comes with complete running (just!) spare car. An appreciating Japanese classic. \$5,000 or offer. Photos email yetasman@yahoo.com or phone John 03 540 3550, 03 548 3003.



1934 FORD Y Rebuilt approx 1985, 3 owners since with little use. Present owner since 1996. Very straight little car. Listed on worldwide register of Ford Ys. Reg & WOF, VIC. Runs well, lots of spares. \$8,000 ono. Phone 03 544 9998, email jimnkyra@xtra.co.nz

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.



1928 WILLYS KNIGHT SEDAN Sleeve valve motor, car is about 90% complete. Parts are readily available from USA. Approx three only in New Zealand. \$8,000 ono. Phone 04 569 9988, Brian Valentine.

MEM.



1952 DE SOTO DIPLOMAT 4 owners, in very good original condition. This car is in great condition always being shed stored and a pleasure to drive. Reason for selling? I need the shed. New WOF & Reg.

MEM



Need to get your vehicle insured?

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

Freephone 0800 658 411

vero

consumer insurance specialists



1968 MERCEDES-BENZ 280. Requires tuning after LPG removed. Upholstery and chrome very good order. No rust—chrome stripped and sanded ready for painting. Offers. Phone 03 689 8992, a/h 03 689 8507.



WOLSELEY 1500 AND RILEY 1.5 RALLY.
A rally to celebrate the 50th Anniversary of these popular models will be held in Picton, Labour weekend 2007. Also open to Austin Lancers and Morris Majors. Enquiries to Colin Hey, phone 03 3598 737, email c_jhey@xtra.co.nz



MG BGT 1973. 26,000 miles. Genuine low mileage. Used extensively for concours events. Bought off stand at Earls Court Motorshow and brought back to New Zealand. Drives like a new car. Excellent condition. Personalised plate included. \$19,500 ono. Phone 07 858 2995.



1923 DI DELAGE A very rare car with history. completely rebuilt in 2000 and rallied in both North and South Islands. Plus spare engine. Open to offers over \$65,000. Phone 04 904 6226. MEM



1939 BUICK 46C CONVERTIBLE COUPE with Opera seats. A ground up restoration finished about 6 months. Phone 07 312 4147. \$95,000. MEM



CLASSIC 1956 CHEV 1300 CAMPER TRUCK
350 Chev Engine, 3 Speed Auto Trans. Professionally re-fitted camper interior (new upholstery and cabinets) New Cooker, 12 volt water, 12/240/ Gas Fridge, 4 Berth. Bodywork and repaint 3 years ago. Ideal to tow your Vintage Vehicle. \$35,000 ono Email shonaandbill@xtra.co.nz Ph 027 2214552



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.

FREE CLASSIFIED ADVERTISING* IN BEADED WHEELS SEE PAGE 35 FOR DETAILS.
Deadline for receipt of advertising for our October/November issue 10 September
*classified advertising is free for current VCCNZ members, non-commercial adverts only.

TR2 FOR SALE

The time has reluctantly come when my TR2, which has been under gentle restoration for many years and is "almost there" must be sold. 1955 TR2 black plate CN 4683 first registered in NZ January 13th 1955, Commission TS 3982 - Engine No TS 4312E

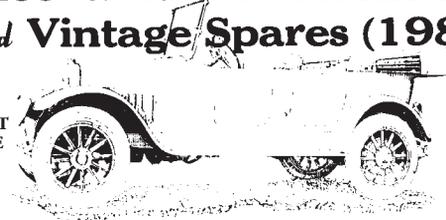
A substantial amount of work has been done with a chassis-off restoration commenced and receipts for body panels, motor etc.

The car is a running chassis on new tyres, rewired (new loom), new panels, painted, re-upholstered, and brakes and suspension completed with body on and needs merely final assembly and detail work. And to be driven.

It is currently located in Napier and has been in dry storage for about 5 years whilst work has been done on it from time to time. For price (which is negotiable depending on how good a home it goes to) and further details etc **Contact John – on 09-445-6008 (hm) or 445-3030 (wk)**

Mechanical Restorations and Vintage Spares (1980)

Stockists of
**REPLACEMENT
AUTOMOTIVE
PARTS**



1912-92
**ENGLISH
AMERICAN
CONTINENTAL**

- | | | |
|-------------------------|--------------------------|------------------------|
| Kingpin sets | Engine gaskets | Gearbox gears |
| Suspension parts | Steering joints | Crownwheel & pinions |
| Spark plugs | Electrical fittings | Wiper motors (vac) |
| Engine bearings | Shock absorbers | Wheel cylinders & kits |
| Master cylinders & kits | Shackles (pins & bushes) | Ring gears & pinions |
| Rear axles | Water pumps & kits | Clutch plates |
| Clutch covers | Carburettors | Fuel pumps & kits |
| Brake & clutch cables | Pistons | Steering box parts |
| Valves, springs, guides | Speedo cables | Ignition parts |
| Timing gears & chains | Lenses | Engine mounts |

MECHANICAL RESTORATIONS & VINTAGE SPARES (1980)
RD 7 • Fordell • Wanganui • Phone/Fax 06 342 7713

WANTED TO BUY

1918 TO 1930 VINTAGE TOURER WANTED to purchase. One that is a runner but needs a bit of work done to it. The mechanicals need to be reliable enough to do a few rallies including the Irishmans in 2008. Also must be realistically priced. Contact Jim on 03 359 0733 Monday – Friday. Leave a message or email jim.miles@xtra.co.nz

1929 DODGE DA – need an exploded diagram of how the Hand throttle and light switch is assembled into the steering wheel hub. Also, a horn button plus any circlips and spacers which are required to complete the job. Any help appreciated. Contact Russell Gutschlag phone 03 435 0155, 021 468 535.

ANY PARTS FOR S7 OR S8 SUNBEAM motorcycle wanted. Please phone 03 216 5298 home or 03 216 3098 work.

BUICK 1934-35 SERIES 50-60 motor box diff or '37 '38 series 40. Body manual for conv. Copy. 16" 5 stud wire wheels. Multibeam head glass tail glass amber centre luggage rack, dashboard, check your parts. Sell swap for parts 6 16" artillery wheels, 5 19" wire split ring. 1927 Mast LG front guard. Russ, 6 Tutchen St, Tauranga. Phone evenings 021 024 57984.

MOPED WANTED ANYTHING CONSIDERED. Must be complete and going. Also small motorbike, Bantam, James, Barnett etc or 50–90 cc Vespa. Also an Austin 7 special. Phone Brian 03 366 9894 work or 027 432 2672.

VOLVO 145 STATION WAGON 1972, right hand (drivers side) tail-lamp, complete unit or lens only required. Please contact: Ronald Lever, 87 Tui Road, Papatoetoe, Manukau 2025, Auckland. Phone 09 278 3888 evnings

RADIATOR EMBLEM FOR 1930 FORD Model AA truck wanted. Phone 04 388 9488 or email gpomstra2000@yahoo.com

STUDEBAKER 1925/26 DUPLEX OR TOURER authentically restored car wanted. Vehicle must be in excellent condition ready to use. Older restoration is acceptable. Phone Phil 07 348 7243 evenings or email monka@wave.co.nz

VETERAN PROJECT OR PARTS WANTED. I would prefer 5 seater as I have a young family. Also motor and front axle for a '48 Bonus truck. Phone Martin Carey 07 573 7136, 07 538 512 wk.

VINTAGE 1929 OR THEREABOUTS, Austin 7 or Morris Minor that needs restoration or a major tidy up. Must be a complete car. Phone Peter 03 308 9840.

CHROME HUMBER SCEPTRE BADGES WANTED! Also interested in any Sceptre parts eg dash panel, door cards etc. Phone 03 489 8004 evenings.

ALLDAYS & ONIONS MOTORCYCLES Alldays Matchless parts to help in the restoration of this rare motorcycle Sturmey-Archer 3 speed hub or parts Please help if you can Also like any pictures or drawings and contact other owners Telephone Chris 095338050 Email taylorhq@xtra.co.nz

WANTED FOR 2 LEGGED 1923 DODGE 4 SEDAN I now need 3 – 20 inch x 5 stud Budd Michelin Pressed steel rims (disc type) with locking rings. I'm ready to put the old girl on the road-help! Contact Barry 06 835 9575 or email stacem@xtra.co.nz I have Dodge 4 items to swap.

WANTED. WOODS DUAL POWER 1916/17. Is there in antipodean ownership an essentially complete example which might benefit from pommy restoration. Having just completed a chassis up job on a 1916 Owen magnetic a final challenge before falling off my perch would be good. If you haven't got maybe you can point me in right direction Bernard Parris email: Bandrparris@aol.com phone: +44 1435 865261 fax: +44 1435 868044, Arden's Farm, Waldron, Heathfield, East Sussex, TN21 OQR. U.K.



SWAP MEETS & RALLIES

CHRYSLER



ENGINEERED BEAUTIFULLY

CHRYSLER OWNERS WEEKEND

29-30 September 2007

Come to Oamaru to enjoy an informal weekend with other Chrysler owners and their vehicles.

Open to all Chrysler vehicles

Plymouth • Dodge • Chrysler • Graham • Maxwell • Fargo • Valiant

ENQUIRIES TO: Lindsay McKenzie

03 434 5953 (After 8pm weekdays),

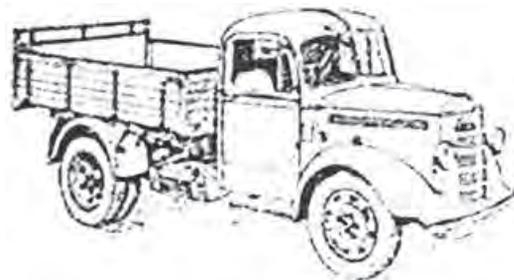
PO Box 304 Oamaru

Ernest George

03 437 2044, 32 Leith Street Oamaru

All vehicles must be road legal

Make your own accommodation bookings through AA Oamaru Phone Sandra 03 4333 1099.



Nelson Classic Commercial Rally 13–14 October 2007

The Nelson Vintage Car Club in association with the Transport Museum, Wakefield, & the Southern Classic Commercial Club are holding a **CLASSIC COMMERCIALS WEEKEND RALLY**.

All vehicles are welcome from big Macks to Morris Minors from all parts of the North and South Islands.

Join in with the Spring South Island Tour running from Farewell Spit to Slope Point or take part in the days rally from Nelson on Saturday all ending in a display day on Sunday at The Transport Museum in Wakefield.



Please register your interest by contacting Gordon Taylor on 03 545 1765 or PO Box 1221 Nelson, email: info@executivelimousines.co.nz

If you wish to take part in the **Spring South Island Tour** please contact John Sime on 03 484 7803 email: LITTLE.JOHN@xtra.co.nz

ANNUAL **SWAP** MEET



**NORTHLAND
BRANCH**

15 SEPTEMBER 2007

Club Grounds, Heritage Park, Maunu • Gates open 8am • Adults \$3 Kids free Stall Holders \$5

boot sales vintage car parts motorcycle parts sausage sizzle arts and crafts tea and coffee

For information phone **Keith Thomas** 09 437 3240 **Rex Graham** 09 433 5725

SWAP MEET & MARKET

NZVCC INC BAY OF PLENTY BRANCH

SUNDAY 28 OCTOBER, 2007

BAY OF PLENTY CLUBROOMS, 29 CLIFF ROAD, TAURANGA

VINTAGE CAR DISPLAY — CAR PARTS OLD & NEW — GARAGE SALE
COLLECTABLES — BOOKS OLD & NEW — A MUST FOR CAR ENTHUSIASTS
FOOD HOT AND COLD

Gates open 7am STALL HOLDERS \$10 ADULTS \$5 CHILDREN FREE

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

Please contact Jack Anderson for further information. Phone 07 576 6346.

CANTERBURY BRANCH VCC

ANNUAL SWAP MEET



Cutler Park McLeans Island



12*, 13, 14 OCTOBER 2007

Join us on this fun weekend and visit
the Mecca of Vintage Motoring of New Zealand

For information Phone Kay 03 352-5217.

Some EFTPOS facilities available. No Dogs. ROAR.

PUBLIC DAYS 13, 14 OCTOBER: 9am - 4:30pm. Adults \$5, all accompanied school children free.

*** 12 OCTOBER
Member's Day**

Members Day Admission to the swapmeet is by current **VCC MEMBERSHIP CARD**
PLUS ADMISSION CHARGE OF \$5 or site holders ticket only.

Admission for those people accompanying a VCC member is \$10 per person.



WE ARE TURNING 50 AND PROUD OF IT!

A warm invitation is extended to all Vintage Car Club Members throughout New Zealand, especially those who have been members of the Wellington Branch, to join us as we celebrate 50 years of motoring.

SATURDAY 3 NOVEMBER 50TH ANNUAL NOVEMBER RALLY

Friday evening: Noggin & Natter
Saturday Programme

Annual November Rally leaving clubrooms from 9.30 am
After lunch there will be a re-enactment of the first rally with original vehicles and drivers from that rally, and parades through Upper Hutt and Lower Hutt cities.
Dinner – Saturday evening.

OTHER EVENTS PLANNED

19 & 20 January 2008 Bi-Annual Motorcycle Rally
Anzac Weekend 2008 Club Captain's Safari
12 July 2008 50th Birthday Party

For information on any of our events,
please contact:

Diane White Tel: (04) 563 6236 or
email white.house.stokesvalley@xtra.co.nz



Nelson Branch VCC NZ Inc

BIENNIAL RALLY 2007

Nelson Branch invites all VCC members and supporters to join them on the 2007 Biennial Rally. Choose from 2 rally routes travelling through picturesque Nelson countryside in the spring.

LABOUR
WEEKEND
20-22 OCTOBER
2007

PROGRAMME

Saturday 20 October from 2.00pm – Registration
from 5.00 pm – BBQ tea
Sunday 21 October Rally Day and dinner
Monday 22 October Farewell morning tea

FOR FURTHER INFORMATION

John Miller phone/fax 03 544 7904
email milleraj@xtra.co.nz

Entries and payments to:
Branch Secretary
PO Box 684, Nelson 7040. Phone 03 544 9998



National Veteran Rally

16 and 17 February 2008

Hosted by: Nelson Branch of the Vintage Car Club of New Zealand
Open to all eligible pre 1919 vehicles as per NZVCC Regulations.



This two day National Veteran Rally will be based in Motueka, and will be preceded by 'The Founders Prince Henry Tour' and an optional non-competitive three day rally based in Golden Bay will follow on from the National Veteran Rally, making it a marvellous opportunity to enjoy this beautiful part of the South Island.

Enquiries to:

Rally Director: Pat Kennedy Ph (03) 528-8010 email: humber@slingshot.co.nz
Rally Secretary: Dale Conlon Ph (03) 543-2151 email: jenac@xtra.co.nz

Entries Close
30 NOVEMBER 2007

3rd Founders' Prince Henry Tour

12-14 February 2008

To cater for Veteran vehicles travelling to the National Veteran rally at Motueka a three day tour is planned. To cater for North Island motorists the tour starts in Kaikoura.

This will provide interesting Veteran motoring over some gentle sealed roads in very scenic countryside.

Field and driving tests are planned, and the event concludes with a prize giving dinner.

On Tuesday 12 February, the 3rd Founders Prince Henry Tour leaves Kaikoura, bound for Motueka over three days.

This tour is for the Veteran motoring enthusiast over wonderful North Canterbury and Nelson roads, visiting towns, buildings and sites of a by-gone era.

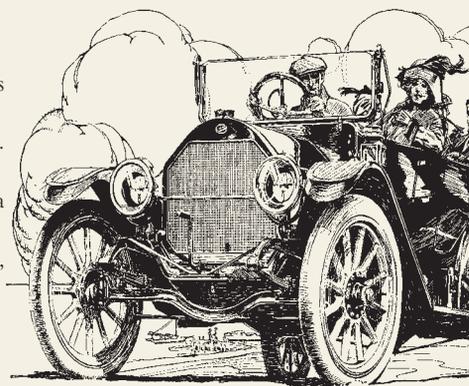
Entry forms available now, contact:

Branch Secretary: Dale Conlon, Ph 03 543 2151 (home) Email: jenac@xtra.co.nz

OR Tour Co-Director: Mr John Wallis, 03 352 7465 (home), Email: jsd.wallis@clear.net.nz

ENTRIES CLOSE
30 NOVEMBER 2007

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The First National Moped Rally Invercargill 20-21 October 2007



Moped:

"A vehicle on 2 or 3 wheels and fitted with a motor that has a power output of no more than 2kw and maximum capacity of 50cc and designed to be ridden at no more than 50 kph."

All mopeds must have a VCC VIC.

Entry forms available from Rally Secretary.

Entries close 20 September.

Rally Secretary: Peter Pryde

Phone: (03) 214 0044 (bus)

PO Box 1240, Invercargill

email: auto.centre@xtra.co.nz

NATIONAL SOUTH ISLAND EASTER RALLY 21 – 23 MARCH 2008

Marlborough Branch are hosting the 2008 SI Easter Rally and we are also celebrating our 50 years as a branch.

We would love to see you here and extend a warm invitation to one and all to come and enjoy some Marlborough hospitality, so keep these dates free and help us to make this a memorable occasion.

Accommodation will be at a premium so bookings should be made as soon as possible to avoid disappointment. A list of motels in the CBD has been sent to all branches, so check with your secretary for details.

THE PENNZOIL TROPHY will be competed for at our rally and we would like to invite branches to enter a team for this trophy. Ideally you will have a team of 4 made up of 1 Veteran, 1 Vintage, 1 PV, and 1 motorcycle, or a similar combination. We suggest you have 2 reserves in case of somebody having to pull out at the last moment. Please get your teams together and send details in writing to the Rally Secretary, P.O. Box 422, Blenheim 7240 by the closing date of 31st January 2008.

There are a number of **PRE RALLY AND POST RALLY RUNS** being planned and details of these will be sent to branches along with entry forms, shortly

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21 – 23 MARCH 2008
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For registration or more information contact Lucy Brown, Event Coordinator, Direct Dial 04 381 8839, Email lucy.brown@mta.org.nz or go to our Website – www.mta.org.nz

mta 90 Years
1917-2007



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 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

- Aug 26-Sept 1 VMCC Manx Rally, email hq@vmcc.net
 Aug 31-Sept 2 Snail Trail, Veteran run South West England, Bob Smith 01803 292 775
 September 7-9 Northern Alvis Day - 50th Anniversary - Harewood House Chris Holt - 0161 432 5501
 Sept 7-10 31st Chevrolet Festival, QLD Chev CC, Caloundra, Charles 0421 089 000, Australia.
 Sept 15-16 VSCC SeeRed Race Meeting, Donington Park, Leicester
 Sept 20-30 VSCC Tour of Ireland
 Sept 20-24 HCCA 1 & 2 Rally, New Jersey, oldcarfudd@aol.com
 Sept 23-29 Scottish Veteran run, James & Catherine Gray 01 346 541 292
 Sept 24-27 AACA National tour, Santa Rosa, California, Gudy Bateman 707 539 4945
 Sept 30-Oct 5 6th National Veteran Motorcycle Rally, Ulverston, Tasmania email: flattank@bigpond.com
 Sept 30-Oct 6 National HCCA Tour, Strrasburg, PA. Cheryl Vaughn, 14 Clearview Rd, Willow St, PA 17584
 October Riley Rendezvous - South Africa, Mike Jones, 14 Chelmsford Ave, Essexville 6070, Port Elizabeth, South Africa
 October 6 British vehicle meet, Morges, Lake Geneva, Switzerland. 1,000 vehicles, no entry fee or admission. www.british-cars.ch
 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 email: jandgmclean@optusnet.com.au
 October 19-21 Autumn in the Lakes - Veteran Car Club of GB - carolewilliamson@btconnect.com
 Oct 25 - Nov 5 Classic India Tour - guided self drive in new Hindustan Ambassadors (=1950s Morris Oxford) - limited numbers - www.classiccarjourneys.co.uk
 November 2-4 London to Brighton Weekend 01 462 742 818
 November 17-18 Bendigo Swap Meet, Victoria

2008

- TBA National Veteran Rally - A.C.T. - Australia
 TBA FIVA World Rally - Portugal - Madeira
 April 9-14 Veteran Car Club of GB - Norfolk - Creepy Crawly Rally
 April 17-21 20th National Meet - Model A Club of NSW - Bathurst, NSW.
 April 27-May2 14th National 1&2 Cyl Rally - Parkes, NSW
 Russell & Chris Holden, 386 Melrose Road, Mudgee, NSW 2850
 May 9-14 Veteran Car Club GB - South West Annual Rally - Jersey Alan Coleman - 01590 642805
 July 3-6 The Circuit des Ardennes - Belgium Michael Edwards 01865-735180 (UK)
 July 13-19 HCCA tour - Hickory Corners, Michigan David O Lyon 616/624-6757
 August Great Dorset Steam Fair
 Sept AACA - Glidden Tour
 Sept 6-20 NSW Classic Grand Tour - Grafton Vintage Motor Vehicle Club Edith - tel 2 6642 4569
 Sept 8-12 AACA Reliability Tour (1915 & earlier vehicles) Chattanooga, Tennessee
 Sept 21-27 Veteran Car Club of GB - Scottish Annual Event
 Sept 28 - Oct 4 National Tour - 100 years Ford T - Echuca, Victoria, Australia entry limit 250 - www.modelfordclubvic.org.au.
 October 8-11 Hershey Swap Meet, Pennsylvania
 October 20-25 Reliability Tour - AACA & HCCA - Chattanooga, Tennessee, Steve Rinaldo - 770/739-9439 (similar event in September?)
 Oct 31 - Nov 2 London to Brighton Weekend
 2010
 Summer AACA 75th Anniversary Celebration, Joseph Gagliano, PO Box 634, Zoar, OH 446697, gaglio@aol.com

2012

- Mar 16 - April 7 "Across Australia" Centenary Expedition - for all Brush cars and all 1&2 cylinder veterans - thelamonds@bigpond.com.au ph/fax 61 2 6373 32265

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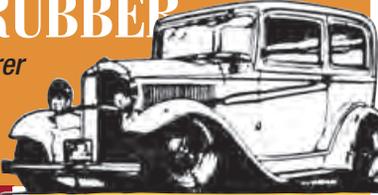


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Ashburton

Les Bennett.

Our swap meet on 5 May saw a large turn out, and credit for a successful day must go to Rod Begbie and his assistants.

Local member Bruce McIlroy has gone on the trip of a lifetime, crewing in a 1922 Rolls-Royce Silver Ghost owned by Neville Jordan in the Peking to Paris rally, starting from Peking on 27 May. Bruce has been sending progress reports and at last report they were past halfway with a trouble free run but experiencing extreme temperatures from minus 40 to plus 50 degrees celcius!

Derek Prebble has been motoring his 1906 9 hp twin cylinder Talbot, which Derek's father purchased when it was only a few years old, converting it to a truck about 1916. It was used to take people in to Cathedral Square in Christchurch on Armistice day 1918, after which it shifted his family's possessions from Christchurch to Mt Somers, then was used as a family car until replaced by a 1914 Hupmobile. It was eventually cut in half, the front section with engine becoming a saw bench with the back half made into a farm trailer. Fortunately almost all of the parts were kept and when Derek took possession of them he kept them through two shifts until retiring to Ashburton where he has been able to rebuild the car to its original form. Derek must be commended for his foresight in keeping all the parts together after all those years. I expect there are few people who can say a vehicle has been in one family for almost 100 years!

Gary Hawke has been making good progress on his 1929 500 AJS and has at last found the horn which Vern Ellis was able to supply. The bike has been in the Hawke family for 70 odd years.

Vern Ellis has been working on the running gear of his 1934 De Soto Airflow and the body is well on the way. He has also given his Veteran Renault a valve grind.

Russell Haines recently finished a nice 1935 colonial cab pickup and also is working on a couple of later trucks.

Percy Ralston has made good progress on his Veteran Studebaker with new front wheels made, and is soon to complete the engine assembly.

Auckland

John Stokes

Motorcycles: Monty Wray has brought a 1972 Honda 750. Two new motorcycle members are, John Anderson, 1960 Norton Dominator 88, and John Comer, 1971 BMW R50/5. The Eddie Sim Rally was won by Michael Wise on a Triumph Saint. Jack Clark has stood down as motorcycle scribe for our branch bulletin and Don Green has taken over. Martin Spicer stays on as motorcycle co-ordinator.



Veteran: Barry Robert has completed the radiator for his 1908 single cylinder Rover.

Commercial: John Campbell has sold his 1943 GMC 6X4 to Canterbury region, where it will be used to transport a restored Bren Gun carrier. Kevin Whitham has the bonnet and front guards for the '25 Morris in the panel beater. Alven Bonney is at the upholstery stage on the International KB3 and Bryan Belcher is fitting body panels to the 1940 Diamond T.

Vintage: Derek Dixon of Queensland has bought the late David Batterton's 12/50 Alvis. Pete and Andy Webster have the Model AR Ford running again. Neville Olsen and Gill Stephens won North Shore's Northern Raid in the 1930 DD Dodge, while Glenn and Marion Morris won the overall prize at the Waikato Double Fifty in the '28 Model A Ford phaeton. Rodger and Val Ball won our night trial in their 1930 Ford A and also scored second place in the Experts Rally.

PV, PWV, P60V: A new member John Murphy owns a Triumph Herald. Colin Bell won our Experts Rally in the 1939 Chev coupe, while Noel and Muriel Smith placed second in our night trial driving a 1937 Chev. Chris Clark has bought a Jowett Javelin.

Spares: The work under the house continues by the dedicated group, the area is now more orderly than it has been for many years. Sadly Peter Wood and John Poole will stand down this year, and we extend our thanks to them.

Library: Austin expert Chris Wood has joined the Thursday cataloguers/maintainers.

Service Awards: Roy Cope, Don Cameron and John Irvine have received their Fifty Year awards. Thirty-Five year awards went to Tony Forster, Mike McGinley, Colin Bell and Bruce Madgwick. Twenty Five year awards were received by Yogi Schollit, Roly Ganderton and Brian Forster. Greg Terrill gave Presidential Awards to Dave Allbon



Auckland Branch photos top: Ellie Pye in her E type Jaguar at the Auckland North Shore Combined Rally.

Right: Charabanc axle shaft showing splines

and Rodger Ball for services at branch and national level. Alan Roberts proposed Barry Robert for life membership of our branch.

Politics: Chris Wood and Kelvin Hawke join our committee.

Event: Twenty cars took part in the combined Auckland/North Shore club run, Bernie Engleback in his Rugby, and Ellie Pye in her E Type Jaguar travelled hood down. Don White won the event in his 1974 Rolls-Royce Silver Shadow.

Trophies: Husband and wife, Cedric and Gayle Pegrum. Gymnic, Russell and Jocelyn McAlpine. Hurlingham (triers trophy), Monty Wray. Points Trophy, Rodger Ball.

Banks Peninsula

W Crapo

The summer racing season came and went, with the ever popular Skope meeting at Ruapuna, followed by Levels and the historic Dunedin Street race, and after a break for more pedestrian motoring, the Pomeroy Trophy – the branch's premier event as we look for the ultimate touring car. This time the Daimler SP250 of Graeme Power came out top of the very complex handicap formula.

While not a branch event, the Australian Grand Prix in Melbourne seems to attract more of our members than some of our own events, especially with the hugely popular historic racing at the nearby Phillip Island being the weekend before. This time the

Bay of Plenty Branch photos: Right Murray Tom,
Lower right: Peter Alderdice.

usual group “led” by our chairman was joined by motoring writer and branch member Eoin Young, who according to the TV3 news and local newspapers was covering his 450th Grand Prix.

Staying with the speed theme, Anzac day saw the running of the always popular driving tests at Hadstock, the property of member John Chamberlain, where it seems the best way to plough a paddock is to have a gymkhana in the middle of it. After many years of almost making it, this time Avon Hyde was able to get his hands on Cynthia – not our host’s wife, but the highly prized and very tasteful trophy.

This year’s AGM was a little disappointing, taking almost thirty minutes to conclude the business in hand. Usually ten minutes quicker, the chairman will have to try harder to get things under control. The only change in the committee is Paul Grainger (Austin 7 and BSA) moving to the role of Club Captain, replacing Mistral racer and MkII Jaguar pilot John McDonough, and Craig Keenan, Sunbeam and hopefully soon Talbot driving former club captain coming back onto the committee.

The end of June is the annual midwinter dinner, and presentation of 50-year badges. This year Bob Beardsley, Peter Henry and Tony Julian have reached this milestone.

From here we move outside to the Balcairn trial, where Haycock and McGuire will endeavour to stop a swarm of Austin Sevens from climbing muddy hillsides to win another of our high quality trophies – the old boot. Not content with getting everyone bogged in a paddock, our chairman has decided to take a run through the Rainbow Road in August when the road now (late June) is already impassable.

One of our branch’s founder members and stalwart Vintage man, Gavin Bain is currently in the UK, where he should be exercising his 3 litre Bentley. Unfortunately on its first event he was forced to retire with a two piece crankshaft. We hope he gets it back together before the motoring season finishes

Bay of Plenty

Jack Hoven

Never ever in 48 years had our branch considered organising a hill climb. Colin Dray changed all that. He found a suitable location and drummed up enough support from members and participants to get it off the ground. Lots of planning resulted in a very successful day, attracting 33 entries ranging from a 1917 Dodge to a 1974 Holden and Triumph. Austin 7s were the most popular in numbers and did remarkably well.



Results

Fastest Vintage Steve Aldersley, Auckland	1929 Austin 7 Special
Fastest Post Vintage Alan Blundell, Wellington	1937 Jaguar
Fastest Postwar Bob Hyslop, Tauranga	1957 Austin-Healey
Fastest Post 60 Steve Sharp, North Shore	1960 Lotus 7
Fastest Motorcycle Bob Hayton, Hamilton	1962 Norton Model 50
Fastest Time of the Day Steve Sharp, North Shore	1960 Lotus 7

No doubt that this branch will continue to organise more of these events. Many thanks to Colin Dray and his team of marshals and the club members who did such a good job on the catering.

Midweek runs are still popular. 15 cars turned up for a visit to the feature gardens and museum at Pukehina. It is amazing what an energetic couple can achieve in six years. Thanks to our hosts, Paul Lett and Sandy Piercy, for a very enjoyable day.

Now that we have our own clubrooms we are able to have film evenings. Derek Winterbottom organised a showing of the *Fast Lady* a hilarious comedy featuring a 4.5

litre Bentley. Next showing will be *Peking to Paris* on Saturday 30 June.

On the 27 May we enjoyed a half day run that taught us how to negotiate speed humps. The highlight of the run was a visit to Peter Buckley’s comprehensive collection of model cars and auto memorabilia. Our AGM on the 11 June saw most of our committee re-elected. It is interesting to note that apart from our committee there are 15 positions, ranging from Welfare Officer to Club Photographer, involving 30 people. Add 11 committee members, which makes 41 members involved. Well done all of you.

Restorations: Bruce Hutchinson is making good progress on his 1913 Daimler with the expert help of Bill Janes and Ivan Allen. Also restoring are:

Bob Hyslop	1935 De Soto Airflow
Ivan Allen	1934 Austin 18-6
Seaton Dredge	1907 Ford S
Brian Dobson	1906 Ford N
Derek Bryan	1915 Ford Towncar
Julian Webb	1938 Jaguar S.S.

We look forward to seeing these cars at our runs in due course.



Bay of Plenty Branch photos from the Waihi Hill Climb: Top left: Greg Terrill.

Top right: Holden special.

Above: Lotus 7.

Canterbury Tony Becker

Canterbury Branch keenly welcomes winter!

The words Irishman Rally are magic to its fans. More than 100 Vintage vehicles challenged Canterbury's High Country at Queen's Birthday weekend.

A less adventurous event was the annual Rural Run. Thirty-three vehicles traversed McDonald Downs to the Hawarden lunch-stop. Organisers Andrea and Gilbert Dallow had set up a competitive element to keep everyone focused!

Hundreds accepted Nancy and Ray Drury's invitation to an organ and opera recital in their private Drury Lane Theatre. Better known for their restored cars, the Drurys staged a memorable show in aid of the Guide Dog Appeal. Barry Brinson and Richard Hore entertained on the Drurys' new concert organ. Supported by soprano Elizabeth Emeleus and a tenor, excerpts were performed to original movies from Paris Opera House.

Next day was Restoration of the Year Rally with more than 30 vehicles leaving from Halswell Quarry after refreshments.

Wednesday's 9-90s went to the Recycling Depot in Parkhouse Road. Members gained new respect for this operation after learning of its marketing and conservation efforts.

June's main event was the Branch AGM. For discussion were financial and convenor reports, calendar of events, swapmeet and branch functions. John Bartlett replaced Lyndsey Saunders in the chair and a committee was elected. Retiring members were thanked and Colin Rae was awarded the Des Fowler Special Events Trophy for his book *Vintage Gold*. Annual Restoration

of the Year trophies were presented by Club Captain Graeme Sword to:

Colin Rae Trophy – Vintage
Mark & Maureen Morrison 1925 Oakland Roadster

Robert Hayes Family Trophy – Post Vintage
Kevin Campion 1939 Ford V8 Sedan

Crester Car Sales Trophy – Post War Vehicle
Malcolm Currie 1959 Austin Bug-eye

Hey Family Trophy - Post 1960 Vehicle
Terry Kiesanowski 1962 Vauxhall Cresta S/W

McLaughlin Age/mileage Trophy
Joseph McClintock 1914 Ford T

Eric Walker Memorial Trophy – Motorcycles
Steven Skurr 1928 Harley-Davidson

Max Smith Memorial Trophy
Joseph McClintock Ford T

Eastern Bay of Plenty Elaine Proffit

This report begins on a rather sad note with the recent passing of two of our long serving members, life member Tom Needham, in April, and Colin Valentine in June. Tom and Colin have both put a lot into our branch and although Colin and his wife Betty had recently moved to Rotorua, both he and Tom will be missed by us all very much.

Our club run for May saw 20 cars venture out for an interesting run around the Edgecumbe plains area. We visited two private properties where we viewed a variety of stationary engines and a 1917 Titan tractor which the owner had restored and shipped to New Zealand. While the men drooled over machinery the women browsed through gardens and were shown and told about Andalusian horses. The

afternoon finished off nicely with afternoon tea. Also in May was our branch AGM, a successful and interesting year was reported. The only changes to the committee being Chairman Walter McFarland replaced by Peter Worrall and Club Captain George Bond replaced by John Sisson. Two cars travelled via the Forgotten Highway through Whangamomona (seems they couldn't go past the local without stopping!) to take part in the Maunga Moana rally at Hawera, and four cars went over to Hamilton for the Waikato Double 50. Although no prizes came back to the Eastern Bay from either event, it would appear all who took part had a good time.

Far North Dave Duirs.

2007 is all go with a full programme and some new members and it is great to see some different vehicles join our runs.

Summer Retreat was a quick run from the clubrooms to Tokerau Beach via the kauri gum holes. Vince and Naomi Mason had instructed us to "bring beach gear and gumboots". With the cars sheltering under the Norfolk pines for a picnic lunch, the fun began! A catwalk was set out on the grass, the gumboots donned and some hilarious antics were performed. The same boots were then used for a throwing contest with many an interesting trajectory being achieved! Then a radiator had to be filled from a bucket and the flow measured – not easy, with much concentration and varying techniques tried.

The Horseless Carriage Club re-enactment of the 1917 Parliamentary Tour brought nearly fifty beautifully prepared vehicles to luncheon in Mangonui where



Canterbury Branch restoration of the year entries.

From Top: Steven Skurr 1928 Harley-Davidson
Kevin Campion 1939 Ford V8

Jim McSaveney's major Morris restoration

Malcolm Currie 1959 Austin-Healey Bug-eye

Terry Keisanowski 1962 Vauxhall Cresta station wagon

the public looked them over and branch members provided security. The crews had come from Kerikeri where they were entertained at Pete and Cecilia Odell's Pioneer Museum. Next evening they dined at Win and Lyn Matthews' museum on lamb spit-roasted by Branch members.

The Kearns' Kapers run to the Hokianga was postponed by a day for the seventieth birthday celebration for our illustrious chairman, Gordon Matthews. Well done old chap! It was a relaxed run, starting with a picnic lunch at Rawene and then motoring to Opononi, the peninsula lookout, Waimamaku garage and crafts and a cuppa at Labarinth Woodcraft. One crew misplaced their ignition keys and another their picnic basket, but a good day was had by all.

A small team attended the Dargaville group's twenty-fifth birthday celebrations. As usual, these folks put on a great day with some great challenges, with our Murray and June Baird bringing home the bacon.

Keep up the good motoring, there's a full calendar ahead.

Gisborne Rodney Clague

After all the hype over the past four years of organising our Easter Rally, it was a bit hard getting back into the mundane things that make life simple. Our April club run consisted of a run around town organised by Graeme Revell, who used his Easter Rally City Sights run which those entrants who took part in it in the lead up to the main rally enjoyed. Many of the local members had not visited some of the places Graeme took us to.

The May run was organised by our chairman, Adrian Joyce, who took us on a jaunt around the outskirts of the city. It was good to have new members Brian Kinge, 1977 Triumph TR7, and Graham Saunders, 1929 Hupmobile, along for the day.

The floor of our parts shed rose about six inches after the Easter invasion, with many bits finding their way to new homes throughout the country. There is still a large variety of motors, gearboxes, diffs, etc available, so why not drop us a line – we may just have the part you are looking for. Currently there is a good 1964 Morris Oxford station wagon needing a new owner. It is not mint, but it does go and needs saving now – it is too good for dismantling.

Our AGM saw a bit of a change-around at the top table. Adrian Joyce moves into his second year as chairman, with Rosalie Douglas taking on the job of secretary as well as treasurer after Jocelyn Wood stood down from the secretary's position. The rest of the committee remains the same as last year.

Coming up in the near future are our annual dinner in August, and our bi-annual visit to the Eastern Bay of Plenty branch in September.

Gore Raewyn Dodds

Jim took us to the outskirts of Invercargill to Jack Johnstone's property, with the most immaculate workshop and garage. Jack is quite a character who had only given up racing his Mini Cooper at 70 because he had promised his wife that he would stop when his age matched the racing number on the car! He wishes it had had 80 on it, so he would only be giving up now! The many other cars neatly packed into the 'showroom' were all well known to him, even those he hadn't owned all their lives, and he shared little tit-bits about many of them. We finished the afternoon at Andersons Park with a picnic – and yes, we did picnic on the grass outside!

June was the Night Trial. Snow threatened and it was bitterly cold. Numbers were down and more moderns than Vintage vehicles attended, nevertheless, a very interesting and challenging run was had by those who did attend, with Jim stipulating various average speeds over the motoring. June 24 was to be our End of Season Run down to a Flax Mill just out of Riverton. Unfortunately, that had to be postponed due to the weather. (There has to be a first for everything, I suppose!) We hope to run this later as it sounds an interesting place to visit.

Our next big event will be our Josephville Hill climb, on 18 November. We held the inaugural event last year and are looking forward to more entries this year. It is a great piece of ex-highway, still tarsealed and does not require road closure permits. We are very lucky to have wonderful support from the landowners and some very passionate and enthusiastic members who put together a great event. Enquiries to Stewart Quartier at stewyq@xtra.co.nz or phone 03 208 7932.

Horowhenua The Nightingales

Sunday runs have been great. A well-attended trip to Mount Bruce and a visit to Swanny's old wrecking yard in Paihiatua proved a popular run. One of our members was approached at Mount Bruce and was told of a 1912 Straker-Squire motor in a shed. I followed this up and found it has a very interesting story behind it, so maybe someone will be interested to hear more. The next run was to a few local garages finishing at Ivan Benges in Foxton to view his 1938 Chevrolet restoration and a great afternoon tea.

We had our AGM in our recently finished clubrooms. Rob and Pat Knight



Gore branch photos top: Jack Johnstone's well parked garage.

Middle: Picnic lunch on the Ladies Run at Roxborough.

Above: Enjoying a picnic at Anderson park.

attended and Rob presented Ivan Benge and Warren Birch with their 35-year badges.

The building committee carefully monitored the finances of this project over this last five months. We are extremely grateful to co-ordinator Ivan Horn for his constant checking on the costs associated with each stage of the project thus assuring that we completed the task on time and within our projected budget given that the building costs have risen 15% during this time. It is a tribute to Ivan, Mike Khull, Jeff Fox, Colin Brooks, Brian Bull, and the many volunteers, that the branch has an asset that members and visitors will benefit from for many years to come.

Graham McKenzie and his committee are working on the 2008 National Motorcycle Rally and have made great progress to date.

Restorations on the way; our Maxwell is registered with most of the teething problems sorted. It drives very well and has very long legs.

Manawatu Brian McPherson

Our Annual PV Rally fell on Mothers' Day again, a good reason for about 34 members to treat their mothers, wives or partners. After a cuppa and briefing we headed off at regular intervals in overcast conditions. The instructions were interesting and kept everyone alert and active gathering answers. We travelled over sealed and gravel roads with good views of the wind farms, rural scenery and Pohangina Valley. Most people chose to eat lunch in the lovely sunshine and then it was off through Apiti and looping northwest towards Rewa. Some drivers may have found the gravel sections a bit long, but our truck was raised on them so we enjoyed the experience. The final straight-line section in Feilding was a challenge, before returning to the clubrooms for afternoon tea and prize giving.

Unfortunately, Dick Haycock, a most senior member, passed away recently. There was a large number of family, friends and Vintage club vehicles present for his funeral.

On a more cheerful note, Murray and Dot Martin have recently celebrated their 50th wedding anniversary.

The Brass Monkey lived up to its name with a very cold night to test the 17 hardy entrants. Included was Steve Bright in his newly restored 1934 Chevrolet Junior sedan, which is a credit to him. Apparently, each entrant had to plot their own route with map and clues provided, compose a poem and collect several treasures. Everyone reached the Apiti Pub for a very good meal and then continued the rally, heading back to our Clubrooms where they enjoyed a cuppa in front of a good warm fire while waiting for the prize giving.

Marlborough John White

Sadly, we have to report that foundation member, Jim Mason, passed away on Friday 15 June, just a couple of days short of his 49th AGM. Jim was a very active member of our Wednesday parts shed working party and will be missed.

There have been two weekend runs organised recently, one by the Motorcycle Section to Kaikoura and the other The Chairperson's Tour to Nelson where those attending were hosted by that branch, both runs were reasonably well attended. Coming up on 13, 14 and 15 July we have our Annual Snow Run to Lake Rotoiti where we meet up with Nelson members for a joint feast and play in the snow should we be lucky enough to have any! Usually it is a battle with the sand flies and wasps.

The night trial was a great success I believe. The motorcycle section has also been quite active plotting interesting forays. I am told that a well-attended garage raid

planned for the fellows produced some interesting relics under restoration while the ladies enjoyed a Hobbies and Craft gathering.

Local branch member David Wright invited me to visit and inspect his recently-acquired Vauxhall 23-60 because he had heard that I had an interest in that car. David has made a start restoring this car and if he maintains the standard evident, it will be a first class job. I look forward to seeing it on the road again.

I also visited Sue and Andrew Dittmer's residence to view progress on an Austin 7 Van they are working on. The body was built some years ago by fellow Austin enthusiast Ray Hills but had never been completed mechanically and eventually passed into Andrew's hands. Andrew is doing a complete mechanical rebuild and this little van will be a delightful addition to his stable of A7s. Below is a photo of work in progress and if you look hard you might spot the 3'2 box saloon in the left corner patiently awaiting attention.



Nelson June Campbell

Our regular scribe, Pat Kennedy, has been ill and we all wish him a speedy recovery.

A record number attended our May club night including South Island Club Captain Diane Ross and her husband Rob who were visiting from Ashburton. Ken Ivory provided a great night showing of his many home movies dating from the 1950s. We believe there is more to come. Tony Hansen was delighted to see himself as a seven year old in a Model T Ford at the 1958 Picton Rally.

The Mothers' Day Run took members to Kaiteriteri for lunch on a glorious day. Penny and Gordon Taylor introduced their newly acquired 1929 Morris Cowley to the Club. New members attending were Gloria and Brian Pegg (1955 FJ Holden) and Kathryn and John Hurley (Veteran Unic).

Several members travelled south to take part in the Irishman Rally at Queen's Birthday Weekend. We had a visit from several Marlborough members this same weekend and after a quick ring around of members that we knew were home,

got together with them for an enjoyable evening at the Clubrooms. They also had an inspection of Tim McDowell's impressive restoration of his and Debbie's 1938 Austin Big 7. We look forward to meeting up with Marlborough again in July for a joint get-together at Lake Rotoiti for the Snow Run.

The AGM is now over again for another year. David Campbell remains Chairman, Jim Wareing remains Secretary, and the only change is that Gordon Taylor was elected to the Club Captain position.

The June Club run was out to Cable Bay followed by afternoon tea at Happy Valley. Twenty-five vehicles assembled at Founders Park, which was a good number now that the days are much colder. It was lovely sitting on the beach but once the sun drops it's time to head home.

Northland Terry Lambess

The Northland Motorcycle Rally was held on 19/20 May in fine and sunny weather. This was a welcome change from last year's wet and wild rally. Forty six entrants lined up for the start, some from as far away as Rotorua and Tokoroa. Auckland as usual was well represented. This was by far the longest rally to date at 180 miles. Across to Dargaville and then up through the Waipoua forest to Opononi for lunch combined with a show and shine competition and Peoples Choice. The winner was Cam Francis with his 1942 army Indian. After lunch the riders travelled through to Kaikohe and down through Twin Bridges to Titoki and back to the finish at the club rooms. Despite the long distance most riders agreed it was the best one yet. One rider was somewhat startled at riding through a litter



of pigs, luckily not hitting any, only further down the road to be charged by a very large pig. The day finished with the prize giving and dinner. The overall winners were:

- 1 Robert Young, Whangarei 1952 Matchless
- 2 Neville Olsen, Auckland 1951 BSA & sidecar
- 3 Alan Grout, Auckland 1972 Honda

A continental breakfast was available on Sunday morning and many enjoyed this.

Marlborough Branch: The ex-Ron Roycroft Vauxhall 23-60 is now owned by David Wright Marlborough Branch member.



Many thanks to Peter West-Hill and rally team. Well done.

This year the Club has decided to hold monthly meetings on the first Sunday of the month to start at 12 midday, pot luck lunch etc then the general meeting as most members seem to like the idea as a trial during the winter months as it saves going out on cold nights.

The End Of Registration Run was held on 10 June. The run through the back roads of Whangarei proved a challenge for some members, plus the rain and mud and fog! The eventual winners were Noeline and Brian Potter.

North Shore Ray Urbahn

The organisers of our monthly runs are excited at their success in tempting a bumper turnout of Club vehicles and members to participate in last month's event. Using the words "Breakfast Run" and the promise of no silent checks, straight line or tulips on a leisurely run in the country, seemed to provide sufficient inducement to remove those dust covers and fire up the family pride and joy. Even a 9:00am start failed to deter our hungry participants and after a 45 minute run through the delightful autumn scenery of rural Redvale and Dairy Flat areas saw them arrive at the Fernilea Cafe in the Coatesville lifestyle block for a sumptuous breakfast.

Our recent AGM saw Dallas McNeil stand down after two very successful years as Chairman, and hand over the reins to Brent Mathieson who welcomed the new Committee (comprising mainly current members) and expressed the hope that he will be able to emulate the work carried out by Dallas.

It was with much regret that we recently farewelled Robin and Diane Strachan who have shifted to Raumati in the Wellington district. After joining this Branch from the Hawke's Bay, Robin has held the Club Captain's position and Diane has been our Treasurer and Librarian. Both have been outstanding contributors to the Branch management. We will certainly miss this very popular couple and wish them well in their new environment and hope that their threat to participate more in the motoring activities rather than organisational work comes to fruition.

At the AGM trophies presented were as follows:-

- | | |
|--------------------|---------------------------|
| Rolling Pin Award | Len and Joy Woodgate |
| Vintage Trophy | Rex Cottrell |
| Post Vintage | Murray and Joan Henderson |
| Rallyist Trophy | Peter Brockner |
| Points Trophy | Jim Scott |
| Club Captain's Cup | Dick and Rachael Andrews |
| P60V Vintage | Brent and Lou Mathieson |
| Most Enthusiastic | Allen Collie |
| Ladies Cup | Lois Hadfield |

Posh Picnic Trophy
35 Year Award

Brian and Gaylene Cullen
Ray Urbahn

Otago

Arthur Bennett

Jack Frost has virtually left town, so garage doors will now be opening, just like spring flowers with our cars, trucks and motor cycles ready to take to the country's roads taking part in the many day runs, rallies and tours that are held. Our AGM is now over whilst many positions have been filled with some reluctance. All who filled committee and non-committee positions should have the grateful thanks of those members who didn't turn up to the meeting. Some prior lobbying or a controversial project or decision beforehand might be the catalyst. The main office bearers:

Chairman	Kevin Fowler
Treasurer	Denis Johnson
Secretary	Marion McConachie
Club Captain	George Martin

The only change being Veteran Commercial Representative is now Joan Pearce. The trophy awards were then presented. General business resulted in a \$10 reduction in subscriptions.

The Branch is very thrilled with the compliments about the South Island Easter Rally. Thank you. Our Post War run organised by Alistair Graham went around the South Coast hills as far as Taieri Mouth then back to the club rooms for afternoon tea and a warm up. The run and was won by new members Graeme and Jenny Leith in their 1955 Jaguar Mk 7 M.

The classic motor cycle auction of early bikes and parts belonging to the late Sandy Long was an overwhelming success with over 350 people attending from all parts of New Zealand plus phone bids from Australia. The Austin sprinter convertible was purchased by an Australian. Sad but that's how things go.

Our Parts have two 1936 Morris Twelve Sedans, no rust, partially dismantled to give away. Easy project for someone. Contact our Secretary. We don't have facilities to store cars. If you are wanting parts in general we have a big variety including two front and two rear door, no rust, off a Jewett Sedan or a wooden dashboard off an early Studebaker pre-World War I.

Rotorua

Doug Green

Things get a bit quiet this time of the year but we still box on and enjoy the days as they come.

Bill and Adelai Skelton put on the night run this year which was enjoyed by all as it was a pleasant evening.

The branch joined the Mercedes Club as twenty-five cars ventured out to the other side of Lake Rotorua to Hamurana to go through Richard Robinson's great display of

toys, tractors, trains and farm machinery. A very large collection.

Our annual dinner at the prize giving was a success this year again. A few of our new members gained prizes and everyone seemed pleased with the evening.

Our Swapmeet is nearly here. We all hope it goes well again this year.

Southland

Paul Rodmell

With the winter being here there is little rallying being done, but the Post War and P60V Rally on Saturday 19 May took place in perfect autumn weather. Unusually there was no time trial on this rally, but there were many questions to be answered before the enjoyable Pea, Pie and Pud meal at the Clubrooms. While both Gore members and members of the Morris Minor Club also joined on this rally, the overall winners were Jim and Shirley Wilson of the Southland Branch.

The Waimea Motorcycle run started on a cold and drizzly morning that turned out later to be a sunny day. The bikes toured through Mandeville to Riversdale and Balfour and back to the clubrooms – a very enjoyable day!

The mid-week run on the 6 June in cooler weather had more modern cars than Vintage vehicles. Still it was a nice run going on a roundabout way to Matura, where we had an excellent roast meal and the usual natter before returning home.

Matters are well in hand for the First National Moped Rally in October, and the raising of money to help run the rally continues apace.

Planning for the Arrowtown Motorcycle Rally 17–18 November is also well advanced. The motorcycle enthusiasts are eagerly looking forward to that event.

South Canterbury

Frances Irving

A new addition to the branch's ranks is the newly restored 1928 Ford Model A Tudor owned by Michelle and Gavin Munro. They purchased the vehicle in 1999 from Nelson and it sat in the shed for awhile. Gavin began the panel beating himself and over time rebuilt the motor and gearbox. The car was sodium blasted from one end to the other and some parts Gavin rebuilt, using old parts as templates. Everything was done as time and money allowed. Most missing parts were purchased from Derek Thomason at Antique Ford Parts Nelson.

The USA Day held on 15 April saw about 100 vehicles on display at Caroline Bay. Vehicles came from as far afield as Cromwell and Christchurch while a large crowd supported the annual event. An optional afternoon cruise around South



South Canterbury Branch: the newly restored 1928 Ford Model A Tudor belonging to Michelle & Gavin Munro.

Canterbury hinterland completed a very enjoyable day.

South Otago

Glenice Smith

Our annual Holmdene Rest Home run was held in April. We went to Kaka Point where we all enjoyed an ice-cream overlooking the sea, then we returned via Romahapato the rest home for a natter and afternoon tea. Thanks to all who participated.

In May there was a Night Trial, where a good time was had by all driving around the local countryside in the dark, some getting lost. We returned to the clubrooms for supper, some laughs and prize-giving. The winner was David Renton and co-pilot Jay Paterson. Thanks to John Cook for organising a good night. Thank you to all who set up the display of bikes at the Noel Atly evening for the Rural Womens Week.

The AGM was held in June, we now have new office bearers—Chairman John Cook, Secretary Mel Tapp, Treasurer Don Jenks, Club Captains Stewart Milne, David Renton. Thank you to all out going office bearers and their partners, you have all contributed a lot to the club and we are sure you will continue to do so.

Some branch members had vehicles on display at the Auto Spectacular, Ross Pringle had a 1924 Indian Scout, 1918 Power Plus, Robin Bennington a 1941 Indian, John Rutherford had his very rare 1930 Indian outboard motor, Ian Clark and Joe Smith had their Rovers in the Rover Display. To all club members who were marshals thank you.

The annual dinner was held in July. We had a lovely meal, prize-giving was held with the Ladies Trophy going to Kathy Renton, the Mens to Paul McNabb, Best Restoration Gordon Duthie's Wolseley. It would be good to see some of the upcoming events better patronised by members.

South Waikato

John Lee

In May we decided to entertain the local Stroke Club. Ten members attended, Fred Mathis, Daimler; Reg Blomfield, Sunbeam-Talbot Convertible; Lex Thorn, 1936

Vauxhall; Arthur Drover, 1938 Vauxhall; Roger Drover, 1944 Hillman; John Lee, 1964 Rover; Dolphy Mathis, Wolseley 1928; Neville Beale, 1928 Whippet; Ian Stewart, 1964 Jaguar; and Trevor Mitchell with his three wheeled invalids car on a trailer which attracted a fair amount of interest. On arrival Neville Beale gave a talk, assisted by Ian Stewart, on the history of the Vintage Car Club, and answered questions. The stroke victims in varying states of recovery were offered rides in the cars, and on a beautiful autumn day travelled the streets of Tokoroa. A cup of tea at the club finished the day.

The Te Awamutu annual Car Show which covers all makes and models had approximately 170 official vehicles on display. Several members from South Waikato visited.

Michael Mathis entered the Essex Car Club run with dad Fred as his mate. Starting from Gisborne to Hicks Bay, Opotiki and returning to Gisborne via the Motu Coach Road, a very enjoyable experience. Reg and Poko Blomfield decided to have a break and make a trip round the East Coast in their 1951 Sunbeam Talbot. From Tokoroa to Opotiki, for petrol, on to Te Kaua for the night. From this point onwards touring round the coastline is something else as there is so much to see. Fuel stop at Te Araroa, feed at Tokamaru Bay tavern, and back to Tokoroa.

Taranaki

Colin Johnston

We have just had our branch AGM and we welcome new committee members Les Bognuda and Dave Moore. The Chairman Veronica Oliver and Secretary Launce Gudgeon are in their second year in these positions.

The bi-monthly mid week run held in May and organised by Des and Phyllis Cornwall took us on a tour around the south and central Taranaki areas where we visited Brian and Sue Tipler's residence. We viewed a most comprehensive collection of over three hundred radios and were able to relate to that bygone era of the fabulous radio before the TV came along and ruined all those marvellous nights we had by listening to music and those favourite serials and special broadcasts. We then were off to see Eric and Jeanette Darrah's gardens and their new purpose built building housing three vehicles undergoing restoration and also admired the family's 1947 Oldsmobile Coupe. We ended our run at Des and Phyllis Cornwall's (Stratford) new residence and we were able to inspect the latest restoration work on Des' 1958 XK 150 Jaguar which is nearing completion after many months work.

Congratulations to Madeline Potter and Robert Gudopp who were presented with their twenty-five year badge recently along with Launce Gudgeon who was presented with his thirty-five year badge.

Jim Watson is the organiser for this years annual "Rubber Duckie Motor Cycle Rally". This popular event is being held in New Plymouth and entries are now open. This year's rally theme is "the Two Under Rally" and special motorcycle rally type accommodation is available. Jim is progressing on the restoration of his Veteran 500cc twin 1915 James motorcycle with just the chain guard to complete. Much guidance from Royce Kitney of Waitara has helped immensely with this project.

Forty members sat down to a mid winter Christmas dinner put on by our own volunteers in our clubrooms at Waiongona. With a decorated Christmas tree and the right atmosphere, just goes to show that the clubrooms are such a wonderful asset to our branch and it's great to see them being used to their fullest potential.

It was good to see Bruce Simkin in the Essex coupe, Allan Henry in the Alvis, Grant Bishop in the '49 Ford custom twin spinner and Patrick Stieller in the 1935 Chrysler and others at the annual run to the Mountain.

Taupo

Jack Hindess

Bill Dawson, sometimes known as Barbary Bill, entertained us at our April meeting, giving us an insight into his varied and colourful career. He illustrated this by wearing hats that seemed appropriate to the role he held at any particular time. In recent years Bill skippered a two-masted yacht once owned by Errol Flynn. He is a well-known and respected fencer having played a significant role in farm development in and around Taupo. He drives a Model A Tourer and is an active member of this branch.

Our Club Captain's run, also in April took us in and around town following clues that led us to a number of well-known locations. The run saw the debut of Joe and Beryl Ridley's Austin 7 Chummy and Rex and Trixie Tindall's MGB roadster. The winner of this run was Ray Perry assisted by myself.

Our AGM was in May and this year Norman Pointon remains in the chair, Lynne Sutherland taking on the secretary's job, Rex Tindall is now looking after finance and Ray Harwood continuing as Club Captain. Many thanks to the outgoing long time secretary Val Moore and treasurer Harold Watkins.

The annual Navigator's Run was straight line navigation for some 50 odd miles taking us through farm and forest lands

along gravel and sealed roads. It finished in Kinloch where we all enjoyed tea and coffee in Kinloch Cottage. This years winners were jointly Graham Mock and daughter Bronwyn in their 1925 Durant and Laurie and Colleen Tyler in their 1960 Daimler.

Also in May the branch hosted the AGM of the Federation of Motoring Clubs, where about 50 delegates and observers met over two days to attend to the interests of heritage vehicle enthusiasts.

Waikato

Jeremy Brook

The club's main event for the year is the Double 50 rally traditionally held on Queen's Birthday weekend. This year's rally turned out to be a wonderful occasion. It was organised by Stu Clotworthy and Eric Rogers with assistance from other club members. The weather on the day was quite good considering that we are in the middle of winter. The rally route was reasonably long and took the participants cars through all sorts of Waikato country from Waitetuna Valley up to Waingaro and on through to Glen Massey for lunch. The rally then returned down to Whatawhata and across to Cambridge. Participants enjoyed the rally with lots of entries from Auckland and other neighbouring areas. The first Waikato winners were Brendon and Naomi Arnet.

At our recent AGM the following prizes were given:

Driver of the year	Graham Pate
Navigator of the year	Marcia Pate
Best attendance	Graham Pate
Sportsman of the year	John Foot
Hard luck award	Wally Spence

The new committee for the branch consists of president Les Webster with new vice president Brent Parsons and new secretary Bob Hayton. We have two new committee members being Peter Spiller and Ray Rainsford. Generally all the other committee members have stayed on the committee. Graham Pate has replaced Joe Bruntlett who has resigned. Joe had dedicated a lot of time and effort in his year as both club captain and vice president.

John and Shirley Foot organised a club run from Ohaupo to Putaruru over very interesting roads and culminating in a visit to the Putaruru Motomania and lunch at the café.

We have just finished the annual White Owl Night Rally which was a lovely rural run in deepest winter organised by Bryan and Lorraine Cossey and Ray Rainsford and Ollie Driscoll. The winners of the event were Shirley and John Foot.

The branch is gearing up for its 50th anniversary celebrations in 2008. As part of that event we are hosting the 2008 Easter Rally and look forward to participation from members from throughout the country.

Welcome to new member Adrian Gover with a Velocette motorcycle and an Austin car.

Thirty-five-year badges have been awarded to Kelvin Davis, Owen McGaughey and Howard Porteous and 25 year badges have been awarded to Gaynor Terrill, Graeme Holdmes, Pat Holmes, Dianne Porteous, Ivan Cropping, R Dunn, Bill Troughton Keith Vachre. Well done people.

Wairarapa Rosemarie Hickland

With the year almost at the halfway mark our branch members have been kept very busy over the past few months. The autumn months will be enjoyed for the turning of the leaves, providing a wonderful array of colours as we travel the roads.

Our AGM is to be held on Monday 11 June and we would like to see a good turn out of members – not just to attend the meeting but to put their names forward for nomination for committee. Our Club President, Les Poole, will not be standing and is also relinquishing his role as Clubroom Custodian. Over the years, Les has played a major role in nurturing the Club and has held most committee positions, with wife Margaret lending her support. Our most grateful thanks to both Les and Margaret for their dedication to the Club and we trust that they enjoy future outings and the camaraderie the Club has to offer, while sitting back and leaving the Club's decision-makers to continue the good work.

A very successful Motorcycle Reliability Rally was held on 5 May, organised by Maureen Bull and Frances Elwin. To keep costs down, it was held over one day instead of the normal two days and covered approximately 146 miles. The 17 entrants with motorcycles varying in age from 1929 to 1976 certainly made fast work of the rally routes which had no average speed or time checks and resulted in most entrants reaching their morning and afternoon tea stops well ahead of time! The morning section of approx. 55 miles covered Greytown, Martinborough, Ponatahi and Gladstone districts, while the afternoon loop took them through Mauriceville, Hastwell, Rongokokako, Eketahuna, Alfredton, Masterton and returning to the Clareville Complex, covering a distance of approx 91 miles.

Our most grateful thanks to the marshals: Ray Lester, Waverley Bootten, Gary and Dina Albrett, John and Julie Alexander, John and Sue Nation and last but not least, Maureen and Frances for their organisation of the event.

Results were determined by Registration/WOF/ Licence check; 12 photos of things encountered during the ride, and 17

questions relating to safe motorcycle riding practices. The winners were:

- Barry Wells 1973 R50/5 BMW
- Norman Hill 1954 B33 BSA
- Bruce Hill 1974 R903 BMW

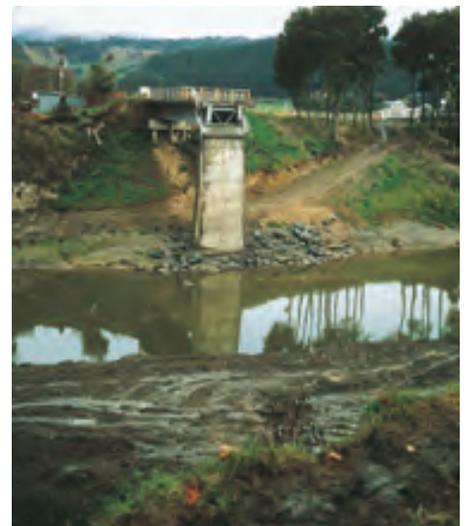
Congratulations to the winners and thanks to all participants who supported this rally.

May Club Night, organised by Howard and Marion Sims, involved a night rally and I have yet to hear of what hi-jinks they got up to! Our games afternoons have recommenced and provide a very interesting and enjoyable way of whiling away the odd afternoon with a lot of fun. Due to their popularity, they are now being held on the 1st and 3rd Thursday afternoon of each month, starting at 1.30pm at the Clubrooms. Participants are asked to bring four items of food for afternoon tea.

Our June rally will be the Winter Wander, organised by Kevin Bell, and we look forward to a good turnout of members.

Wanganui Fay Chamberlain

Quite a lot of happenings for this time of the year. The Motorcyclists celebrated their 25th Autumn trial very successfully. Going round Crofton circuit brought back a few memories for some. Congratulations



Wanganui branch: Top: Bridge collapsed after our Queen's Birthday rally through Mangamahu over Mangawhera River. A Bailey bridge has since been erected but this picture confirms a no-exit road or is it the line of least deviation?

Centre: Now, where would be a good place to put it. Ed Boyd Chairman, Lee Taylor 35-year badge.

Above Buddy Holly chorus line – spot the VCC blokes

to the overall winner Ian Dougherty of Taumarunui!

The annual Gymkhana was held on the domain next door and drew the neighbours' interest. The winner this time was Dave (wife Lyn navigating) Austin.

A Sunday run prior to the annual Rally on Queens Birthday weekend was well supported. Marton's Nikau Garden centre was a very pleasant place to be on a fine

Sunday afternoon, with afternoon tea on the lawn also very welcome.

The community saw us out and about again. The local Amdram Theatre used VCC cars round the 50s to transport the cast from the Opera House to Majestic Square to perform a sample of their upcoming show Buddy (that's Holly, if we can all remember?)

Two members received their badges at the branch's AGM – Allan Ashwin 25 years,

and Lee Taylor 35 years. Congratulations to both!

Ian Chamberlain's been doing a lot of restoration work in his retirement – unfortunately for us, most of it will be for other branches! One particularly interesting Morris 24/6 (1934) is apparently one of the very few and is taking a bit longer than usual.

Membership is increasing well. Sorry to say goodbye to Selwyn Warren (Wairarapa's gain), but May has seen a record number of new members, including one with a Vintage Austin hearse, which is always heartening. The AGM saw all positions filled and a great attendance — well done Wanganui.

Wellington Elisabeth Smits-Brouwer

The 38th Ladies Rally was well attended and proved to be a nice and easy drive for the ladies, but hard work for the (male) navigators. Cathy Haddock in a Morris Eight was the winner with Peter as navigator and received the Pam McLean Trophy. An afternoon tea for which the male navigators had done the baking followed the Rally. Colin White was the winner for the very best cake; it was still warm when the cars returned from the rally!

Dave Bray was the guest speaker on our Club Night telling the branch members about his XK120 Jaguar replica. Dave and his wife had assembled this beautiful car using a glass fibre body purchased in England, while all other parts had been collected in New Zealand.

On June 24 the annual Colonial Rally was held on one of those beautiful Wellington days, which brought many cars out. The rally started at the clubrooms after the participants had shared home-made soup for lunch. The rally was quite a challenge, with hills to climb, bridges to cross, interesting places to visit and tricky questions to answer. The overall winners were Rodger and Diane White, while the Young Navigator Trophy went to Jacob Walker. Jacob is a third generation Ewing VCC member, following his grandparents Bob and Elsie Ewing and parents Kirsty and Craig Walker.

Two members competed for the Restoration of the Year awards. These were: John Kinvig with a very nice restored 1934 Austin 16/6, winner of the "The Most Meritorious Restoration"; John Hollis, a new branch member with a 1937 Ford V8 pickup winning. He received "The Southward Solver" for his effort.

The branch motor bike section was involved in the "Ride for Hope", a charity drive for the Mental Health Foundation, as

well as in the Classic Motorcycle Show held in Lower Hutt Horticulture, where thirteen motorbikes, from Veteran through to Post-War were displayed.

Wellsford-Warkworth

Rita Jorgensen

I often take great pleasure in watching groups of one make Vintage vehicles pass my house on SH1 at Wellsford, taking advantage of our mild autumn weather. After general business was dealt with on our April Club Night we were entertained by a documentary about Bert Munro. The film *The World's Fastest Indian* is a must see and if you can get hold of the book it goes into much greater detail of Bert's life.

Geoff Thorpe from Kumeu gave us a short talk on a proposed commercial rally and camp out in February 2008.

Our annual swapmeet was fairly successful despite early drizzle and a very heavy mid-morning shower. A good variety of items on sale to interest the ladies too. There was a line-up of Vintage cars on show, sausage sizzle and refreshments for sale. There is always a dedicated band of local members on hand to keep things running smoothly and to clean up afterwards.

Tom and Maureen Belch took 16 people in seven vehicles on a days run to Totara Waters garden on the upper reaches of the Waitemata Harbour. The garden is over two acres and has an extensive range of palms, succulents bromeliads and lots more with plants for sale. The remains of the steamer *Hawera* sit at the water's edge at the bottom of the garden. Used in the Pacific, it is a rather sorry sight now after having been burnt out to the waterline by the previous owners of the property.

The only changes to our committee at the AGM in May being Leon Salt replacing Martin Howson as Club Captain and Graham Power replacing Leon on the general committee.

The Hibiscus Coast enthusiasts hosted our annual Gymkhana this year with at least six Buicks on the field among an excellent turnout. The usual tasks of egg and spoon, timed parking, and many more items kept everyone entertained.

Good luck — good motoring.

Don't forget the upcoming WELLINGTON BRANCH 50th CELEBRATIONS

starting with the 2007 November Rally, which will be attended by many of the original Veteran and Vintage Cars that entered in the very first 1957 November Rally. 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 at
phone 04 563 6236.

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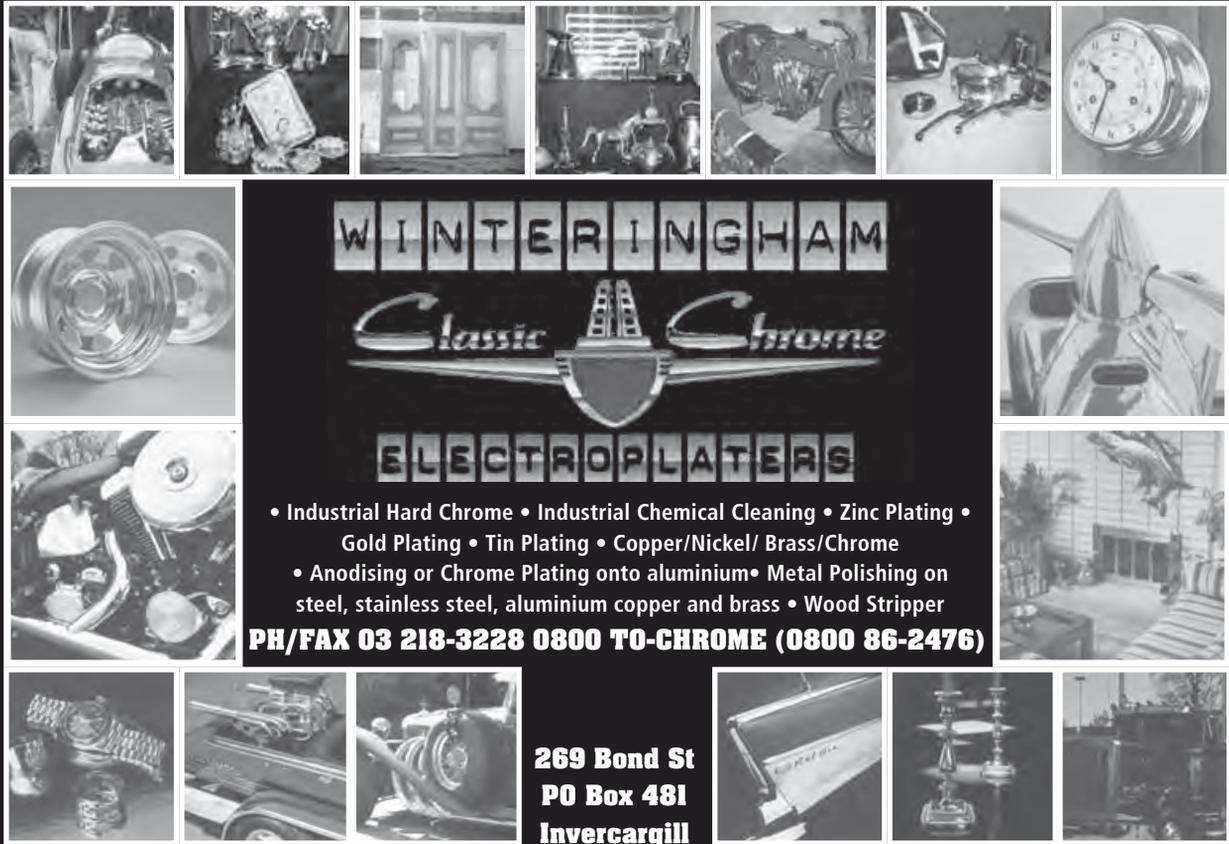
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OBITUARY



Thomas Keith Needham

Eastern Bay of Plenty Branch

15 January 1923 – 30 April 2007

Tom was born, educated, and spent his early years in Wellington working as a tailor's cutter. He served in the army as a reserve during the WWII. From an early age Tom had a passion for old cars. His first car was a 1925 Chrysler, followed by a 1929 Austin. He later purchased his much loved, black 1961 Ford 315 Capri. He moved to Whakatane in the early '70s bringing his Capri, which became known as the 'Batman Car', and was the envy of many.

He continued on his trade in men's clothing with Pattersons Menswear and was closely associated with them until his death.

Tom joined the EBOPVCC in 1975 when it was reformed as a full branch of the VCC. His first club vehicle was a 1933 Bedford light truck which, although being most uncomfortable, he drove for many a mile.

Tom served on the committee for the greater part of 30 years, being Chairman for three years, Secretary two years, Treasurer

12 years and Club Captain three years, this position he held until he was too ill to carry on. He was the First Honorary Life Member of the branch, being awarded this honour in 2000 for his outstanding service and dedication to the club. Tom used his experience and skills in designing and making the original branch jackets as well as the emblems and badges.

Tom's devotion to the club saw him enter and compete in many rallies both local and overseas. These included the 1986 Pan Pacific International, the 1992 Pan Pacific at Palmerston North, where EBOP won the President's Trophy for Best Branch performance, naturally with Tom's input and experience. Tom also entered the 1996 VCC 50th Anniversary Rally at Christchurch where he proudly motored his 1935 Ford C. He was a marshal at the 1980 Rotorua and the 2000 Hamilton International Rallies.

He attended numerous National Executive and VCCNZ AGMs representing the branch.

He travelled to Australia twice, competing in two rallies and also to the United States on VCC tours.



Tom's latest pride and joy was his little 1958 German-built Lloyd Alexander station wagon. He lovingly restored it after acquiring it and three other Lloyds used for spares. He motored far and wide in the little Lloyd, accompanied by his special friend and navigator Lorolei Pollard, over some difficult roads. The little car and Tom coped brilliantly. He loved to show it off and enjoyed telling admiring folk of the finer points of a Lloyd. A few weeks before his death Tom donated the Lloyd to The Southward Museum for all to see.

He leaves a void and will be missed by us all.

Bert Watchorn

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