

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

# Beaded Wheels

No. 292 June/July 2008

\$5.95



## EDELBROCK RIDES AGAIN

### RALLY ACTION

National Veteran Rally

National North Island Easter Rally

Trenchmate Hill Climb

**BEHIND THE WHEEL** of a 1920 Briscoe



9 418979 000012



*These photographs have been supplied to Beaded Wheels by Mike Weaver from Auckland. We welcome any letters with information readers may have that relate to these pictures.*

*The top photograph shows a 1930s coach, Markey's Motor Services Ltd, AARD Auckland. Photo by P. F. Nash.*

*Left: 1930 Dodge truck used by New Zealand Breweries photographed by P. F. Nash.*

#### PHOTOGRAPHS REQUIRED

Submissions of suitable prints and information (where available) are 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](http://www.vcc.org.nz)

All administration matters should be addressed to the **NATIONAL OFFICE** in the first instances.

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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 292 June/July 2008



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## COVER

Mel Reese at the wheel of his 1920 Briscoe, story page 26.

Photo Bert Geerkens



## president's message

I trust those that entered the 2008 North and South Island National Easter Rallies have many happy memories of these events. Gaynor and I accepted an invitation to participate in the North Island event held this year in and around the north Waikato area, hosted by our home branch, Waikato, which can feel justifiably proud of the weekend they organised for our Club. The low entry was disappointing; however, those who did attend had an enjoyable time, rallying on roads very suitable for Vintage motoring. It was pleasing to see a significant number of Veteran and Vintage vehicles entered in this rally.

I understand the South Island Easter Rally hosted by the Marlborough Branch was also of the highest standard. This event attracted an entry number in the 260 plus region.

Congratulations and my personal thanks to the organizing committees for both rallies for the dedication and commitment you put in on the Club's behalf to ensure successful National Rallies for members to participate in.

Don't forget next year's Easter Rallies are being held in the Hawke's Bay (Hastings) and Ashburton. Start your planning now as I'm sure both of these events will be equally as enjoyable as the 2008 rallies.

Recently Frank Renwick (Speed Steward) and I were invited to meet up with Steven Kennedy (President) and Ross Armstrong, (General Manager) of MotorSport New Zealand. Last year discussions were held between our two organisations to find a way to recognize each other's race licenses and vehicle classification and identity processes. This will of course be mutually beneficial as it will enable MotorSport New Zealand and VCC to accept each other's documentation where applicable and thus be able to enter each other's events. I'm pleased to say that while there are a couple of areas that need some further thought, I'm sure this will be in place in the near future.

The end of the financial year is upon us and I have pleasure in reporting that the Club is in a healthy financial position. As an organisation we are fortunate that with the profit share scheme from VERO, coupled with the interest generated from some investments we are able to operate comfortably with our present fee structure. Without these we would be faced with an

increase in subs to achieve a similar result. The last issue of *Beaded Wheels* contained an article compiled by Tony Bartlett (Management Member) regarding Bio Fuels and Carbon Credits. If you have not yet read this, then please take the time to do so. Whether we like it or not, this will effect us in the future both within VCC activities and outside as well. The Management Committee have registered our interest with the appropriate Government agencies and will forward submissions and comments on behalf of the Club as and when required. If any member has any questions or would like to contribute to this we would welcome this input. This should be in written form and sent to VCC National Office.

### John L Goddard Trophy

A Club member attaining a notable achievement during the past twelve months is a potential recipient of the **John L Goddard Trophy**. Any financial member of the VCC can nominate a member for this annual award. It may be for a significant restoration, memorable motoring journey or an important historical article or articles published in *Beaded Wheels*; or some special service to the club. Nominations close on 27 June 2008 and the award will be presented at this year's Annual General Meeting. For further details, please contact your Branch Secretary.

Greg Terrill

### Public Apology

I, Greg Terrill National President of the VCC, offer my sincere apologies to Bruce Murcott for implying that Don Norman and he bought the VCC into disrepute as a result of their actions at the recent North Island Easter Rally.

Turn to page 17 for the rest of the tale.



## as we see it

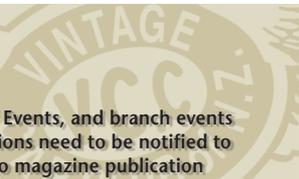
We have a new column we are trying out in this issue – we call it *Timelines*. Put together by Graeme Rice of Dunedin it contains items of interest from the past and is sure to spark a memory or two among our older readers. The Four Square Triplets, for example. Reading about this promotion took me right back to my teenage years. Graeme also writes for the *New Zealand Classic Car* magazine but has offered to do a column for us with topics that are closely related to the era of our vehicles. I hope you enjoy it.

Graeme is a researcher/writer with an obvious interest in motoring from past eras. He gets his material mainly from old newspapers in the Hocken Library in Dunedin. They have all the main papers, including *The Press*, *The Dominion*, the *NZ Herald* and an older one called the *Otago Witness*. This latter is especially good for the early days prior to WWI.

As yet we have had little response to the call for someone to cover the *Sounding The Brass* column. I believe that this could be successfully done by a group of Veteran aficionados where they take turns to do a column. What about it – Veteran fans? Are you willing to give it a go so that we don't lose the benefit of this excellent column that the late Rob Knight started?

I am pleased to advise that we are now offering free advertisement space to VCC branches for the purpose of advertising branch Swap Meets. We will allow free Swap Meets ads of quarter column in size for up to two issues prior to the event. The copy will need to be sent to us by the Secretary of the branch with the normal closing date of the 10th of the month prior to issue. This means that we need copy by 10 July for the August/September issue. I hope this extension of the free services we are able to offer is popular and all going well we expect that at some time in the future we may be able to extend this to other branch events as well.

Kevin Clarkson  
Chairman, *Beaded Wheels*



# VCC Events

This list of events is compiled from the VCCNZ National Calendar of Events, and branch events as listed in each branch newsletter. Any deletions, additions, alterations need to be notified to Beaded Wheels by the Branch Secretary before 10th of month prior to magazine publication

## JUNE

- 8 Canterbury Restoration of the Year
- 8 Marlborough Chairman's Run
- 8 Northland End of Rego Rally, Prizegiving, Annual Dinner
- 8 Waikato Motorcycle Run
- 8 Wairarapa Winter Wander
- 9 Wairarapa AGM
- 9 Bay of Plenty AGM
- 10 Gore AGM
- 11 Canterbury Motorcycle AGM
- 11 Hawke's Bay AGM
- 12 Nelson AGM
- 14 Gore Night Trial & End of Season Run
- 14 Rotorua Annual Dinner & Prizegiving
- 14 Southland Moped Run
- 15 Bay of Plenty Garage Raid
- 15 Marlborough AGM
- 15 Nelson Alan Moss Memorial Rally at Motueka Airfield
- 15 Otago AGM & Annual Dinner
- 15 South Canterbury End of Season Run
- 18 Gisborne AGM
- 18 Bay of Plenty Mid Week Run & Mid Winter Christmas Dinner
- 18 North Shore AGM
- 19 Ashburton AGM
- 21 Estn Bay of Plenty Night Owl Run & Pot Luck Dinner

- 21 Manawatu Brass Monkey Night Trial
- 21 Waikato Club Event Night Run
- 22 Ashburton Solstice Run
- 22 Auckland Motorcycle Wet Leg Run
- 22 Canterbury AGM
- 22 Wellington Colonial Cup
- 24 South Otago AGM
- 26 Auckland AGM
- 28 Canterbury Dine & Dance.
- 28 Far North End of Registration Malloy Trophy
- 28-29 West Coast Mid Winter Run
- 29 Auckland/ Northshore Combined North Shore/ Auckland Rally
- 31 Wanganui Queens Birthday Weekend Annual Rally

## JULY

- 3 South Canterbury AGM
- 5-6 Southland Western Districts Run
- 5-6 Wellsford/Warkworth Winter Woollies Wander
- 6 Wairarapa Margaret Gee Memorial Run
- 12 Wellington 50th Anniversary Dinner at Southwards Museum
- 12-13 Waitemata R'Oil Can
- 13 Nelson Snow Run
- 13 Rotorua Central North Island Swap Meet
- 20 North Shore Club Run
- 20 Waikato Club Event

- 26 Ashburton Aldens (21st) Run
- 26-27 Canterbury MC Mid Winter Run to Hammer
- 27 Banks Peninsula Balcairn Sporting Trial

## AUGUST

- 2 South Canterbury Quiz night with Ashburton
- 3 Canterbury Winter Run
- 8-9 VCCNZ National AGM hosted by Bay of Plenty Branch
- 9 Canterbury Around the Bays MC Run
- 17 Wairarapa Club Run
- 17 Waikato Motorcycle Run
- 17 Nelson Club Run
- 17 Otago P60V Rally
- 17 North Shore Triple Combined Rally
- 24 Gisborne Annual Dinner
- 24 Nelson Club Run to Marlborough Sporting Trial
- 30-31 Rotorua Sulphur City Rally
- 31 Waikato Ladies Rally

## SEPTEMBER

- 6 Waimate Swap Meet
- 7 Auckland PV/PWV/P60V Rally
- 7 Bay of Plenty Sprint
- 13 Northland Swap Meet
- 13-14 Wairarapa Peter Smith Memorial Rally
- 14 Manawatu Vintage Only Rally
- 14 Nelson Club Run Sponsors Run
- 19-20 Taranaki Rubber Duckie Rally

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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email: southward@kapiti.co.nz  
www.southward.org.nz



### John L Goddard Trophy

A call for nominations was made in the last issue of *Beaded Wheels* and these are due to close on the 30 June 2008. Do you have a potential nominee?

### Membership Cards

Membership Cards have now been forwarded to all members who have paid their subscriptions. If you have not received your membership card, please contact your Branch Secretary in the first instance and they will notify the National Office.

### Executive & Management Meetings

All Branch Secretaries are forwarded a copy of the Minutes from both Executive Meetings and Management Committee Meetings. Should you wish to read any of these, please contact your Branch Secretary.

### Club Website

Have your visited our club website [www.vcc.org.nz](http://www.vcc.org.nz). A Forum was set up in 2005 and can be accessed via our website. You can also download forms for ID Cards, Membership, *Beaded Wheels* subscriptions and a copy of the Branch Manual is also available.

### FIVA Vehicle Identity Card

If you require a FIVA ID Card for one of their events, please allow at least 10 weeks for its acceptance. There are charges involved. Contact the National Office if you require further information.

### VCC Speed Events

It is compulsory for entrants in any VCC speed event to hold a current financial membership, a valid ID Card for the vehicle you are using and a valid VCC Historic Racing Licence. From 1 January 2008 you will also require a log book for the vehicle in use. You can obtain one of these forms from your Branch Secretary, National Office or off the Website.

### Merchandise

There are various types of Club Merchandise available through your branch secretary such as: Bumper Badges: Brass or Nickel plated; Jacket/Blazer Badges: Cloth; Lapel Badges; Car Rally Number Holders; VCC Motorcyclist items; Transfers for your

vehicle and when due, 25, 35 and 50 year membership badges.

### Vero Insurance

You can obtain free quotes from Vero by phoning 0800 658 411. Have your membership card handy, as you will require your membership number. The insurance cover for Vintage Car Club members often includes additional coverage for items that increases premium costs with other insurance companies so make sure you compare apples with apples.

### Club Archives

The Club Archivist opens the Club Archive on Fridays for visitors. Betty can be contacted to make arrangements to visit the Archive outside of these times. (Contact details are provided on the calendar of events, in *Beaded Wheels* and via the club website.)

### National Office Staffing & Hours

The National Office working hours are Monday to Friday 9am until 5pm. Currently I am the only staff member. This means that from time to time the office will be unattended. At these times there will be a message on the answer phone and we ask that you leave a message and we will return your call as soon as possible. Your Branch Secretary will be aware of any extended times the office may be unattended.

Your Branch Secretary and Branch Committee are well equipped to answer many of your queries. Many answers can be found in the Branch Manual. Every branch has a copy of this accessible to members. There is also a copy on the Club's Website.

If you require ID Cards, Historic Race Licences, Log Books etc by a certain date, we ask that you attend to these as soon as possible and do not leave them to the last minute. If they are left to the last minute then we can not guarantee that you will receive them in time.

### Notice of Motion

There is one notice of motion a copy of which appears on page 10 of this magazine. This Notice of Motion *does not* alter the vehicles that the Club currently accepts under its current Constitution.

# 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

I am asking for help from any members in identifying a car badge I own.

Have you or any of your members ever seen this badge? I am trying to get a valuation on it as it is for sale.

Jon Hewitt  
3/27 Hopetoun Street,  
Rochester, 3561,  
Victoria, Australia  
Mbl. +61 437659687 Hm. +61 3 5484 2319



### Dear Editor

Can anyone identify this motorcycle? The photo was taken about 1920 and my late father is riding it. The photo was taken somewhere in South London – probably Balham as that is where he lived.

Yours etc  
John Tenquist  
Member, Wairarapa Branch



Interested in joining the Vintage Car Club? Our website [www.vcc.org.nz](http://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.



### Dear Sir

Regarding photos of Sunbeam racing, I believe this is Bill Hamilton's Sunbeam.

Enclosed is a copy from original photo that was given to me by my father Ian Jones. On the back is written: "Billy Hamilton and Stan Jones winning race at Muriwai Beach North Island. (Approx late 1920s early 1930s.)"

Stan Jones, (Ian's father) and Bill Hamilton's riding mechanic, would prepare the Sunbeam for racing then the pair would drive the car to the North Island to race. I was told how Stan used to road test the car up Kimbell straight (all shingle roads) in excess of 100mph.

Andy Irving (Bugatti) and Matthew Wills (Sunbeam Straight 8) would also travel with them to race.

Wayne Jones

### Dear Sir

In issue 290 Peter Brown seeks info on a bonnet ornament. These mascots were a genuine (or after market) item so not pertaining to any particular make of vehicle. A similar mascot in my possession is in this photo of a circa 1930 and may just be spied perched on the windscreen scuttle of the late Harrington Power's c1925 Kissel Gold Bug.



As for the "wings" with Peter's mascot, these are also an after-market accessory, sometimes encountered together with an external radiator thermometer (calorimeter), on vehicles up into the 1930s. Morris in particular springs to mind.

Roger Power

### Dear Sir

This is a long shot but I need to contact one of the entrants in the 50th Anniversary Rally held in Christchurch in 1996.

We participated in a 1926 12/4 Austin Gordon Landaulet and met a group of four entrants from Wales. From memory they were driving a large solid rubber tyred International! I have hunted through the official program but can't find what I thought was the International though with my limited knowledge of Veteran cars anything is possible!

During the Rally, over a couple of cold ones, I invited them to call into Fiji (I was living in Fiji at the time) on their return trip to the UK, and thought nothing more of it. After the rally I returned to Fiji and three weeks later I got a call from the four

of them "just landed at Nadi – where do we find you" Well, as you can imagine we had a great time before they returned to Nadi and resumed their journey home to the UK.

Now the purpose of this letter is to try and track any one of the team of four. I did have their addresses and business cards, but with military coups and cyclones coupled with my dilapidated filing system these have been mislaid.

If anyone can help me locate them I would be most grateful. My address is 23 McKerrow Place, Sunshine Bay, Queenstown, NZ phone 03 441 1598, email [mcpq@ihug.co.nz](mailto:mcpq@ihug.co.nz) <mailto:mcpq@ihug.co.nz>

Murray Cockburn

### Dear Sir

I would like to offer my thoughts on Ron Day's comments regarding Cadillacs and the English. New Zealand has one of the most interesting motoring histories due to our forefathers' choices of motor vehicles and later on the governments' choice of supply following WWII. "So what" you may say, "I can remember those events happening". This however is not in my living memory as I am in my mid-thirties. I am continually soaking up this history from a variety of sources including the humorous rivalry between American or European supporters.

I enjoy my Vintage car all the more for knowing something of the New Zealand motoring environment before and beyond its sale in New Zealand.

American cars have always been more suited to New Zealand conditions, perhaps some would prefer that facts like this should be swept under the colonial hall carpet and hopefully forgotten. The effect

## One that Got Away



Jim Baird has received news of an ex-New Zealand vehicle that is still giving much enjoyment to its new owners on the other side of the world.

The 1928 Chevrolet special is the Jim Baird built/restored vehicle that was purchased from Marc Hendrix. At the moment the car is in Holland. The new owners and current mechanic Charles van Lookeren have tried the car on the Zandvoort circuit – they seemed happy with the day reporting "...much fun, the road holding was especially impressive. Brakes were another adrenaline booster!"

would genetically modify the incoming Vintage enthusiast into simply thinking that all old cars were created equal and never broke axles. I find the latest blip in NZ motoring to be of interest, 60s and 70s imports from America. Is this the result of political regulation in the past?

PS If someone was to write a book about motoring regulation, including the effects of our resourcefulness in avoiding these regulations. I would think it would be a very interesting subject.

Nigel Coghlan

*Ed: That book has already been written. It is "The Trekk Dynasty" by Todd Niall, Iconic Publishing. ISBN 0-476-00757-7. At first glance, I am sure many people would have dismissed it as being about old Skodas but it is in fact a very well written account of that period in NZ motoring history, from the late 1930s to the mid 1980s when the whole industry was heavily regulated. It goes a long way towards explaining why certain types of vehicles were and weren't sold here. A copy should be available at your local library."*

**Dear Sir**

As Rally Co-ordinator for the Pre '56 MG National Rally, Whangarei, 2009, I was surprised to find our records indicate that between 50 and 100 cars have gone missing from our database. This can happen due to the cars being sold or the owners moving and not providing their new address.

It is well known that a lot of Pre '56 MG owners are not members of the MG Car Club but are members of the VCCNZ.

I would be grateful if, through this letter, I can ask any of your members who have not been contacted regarding the Pre '56 MG National Rally, Whangarei, 2009, and who wish to be, to please contact me.

Bernard Wood  
Rally Coordinator  
117 Carlisle Rd, Northcross  
Auckland 0632

**Dear Sir**

I am searching for information on a 1906/07 Humber which has a 4cyl motor with separate cylinders, tubular chassis, single spoke steering wheel, and which may be fully restored or still a basket case.

I was the original discoverer many years ago and only just recently was told it had gone over to New Zealand.

I would like very much to locate it, if possible.

Would appreciate any info.  
Frank Holmes,  
kirstinh@bigpond.com  
Phone 07 5545 3004 or M. 04 1719 9571  
Queensland, Australia

**Dear Sir**

The Collectable Vehicle Club of Golden Bay welcome any visiting car clubs to our beautiful region.

We are only too happy to have you join us for a cuppa, barbeque or pot-luck tea. If you group is planning a trip to Golden Bay contact us.

The Secretary,  
PO Box 123  
Takaka 7110

historical snippets of motoring interest from years gone by

**timelines**

**100 YEARS AGO**

Christchurch had 381 cars registered, more than the all the rest of NZ put together.

A Kiwi touring Paris saw an ancient Panhard-Levassor for sale for just £3. The garage owner claimed repairs had cost £3 and the P-L's owner refused to pay, so there car had lain for 12 months. Anyone with £3 could have it, said Mr Percy.

**75 YEARS AGO**

A good time to get the ladies along to Hallensteins for a new pair of "Guinea Style high heel shoes – just 21/- a pair. Then you went into a draw for a Morris Minor valued at £230!

Since Capt John Black's takeover as boss at Standard cars, weekly output had risen from 80 to 500. One of the best sellers for the firm was the Standard Nine selling at £265 with 4 speeds and offering 40mpg.

**50 YEARS AGO**

Another competition. If one's wife gave birth to triplets on July 4th, Four Square would give you a brand new Vauxhall Velox PA. (Surely a Fiat Multipla might have been more appropriate?) Twins won you a fridge, and a single child got a teddy bear.

Christchurch Traffic Officers now had a better chance of catching speedsters with their 1949 500 and 650 motorbikes being replaced by £400 English "Police Model" Ariel Square Fours.

**30 YEARS AGO**

Piggy Muldoon offered tax cuts in his 1978 Budget, but then upped tax on a litre of petrol by three cents! One wonders if the tax cuts finally equalled the price of a weekly concession bus ticket?

GM had everything reduced — \$650 off an Isuzu Gemini, "even with the superb 1600cc engine!" Holden's HZ range was reduced by an average of \$350, with the Kingswood saloon starting at \$8995, the Premier (6cyl) at \$12,040, the GTS at \$14,413 and the Statesman de Ville a cool \$14,699.

Graeme Rice

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Des Fowler in his office



The Wrigley – club eligible but yet to appear on a run.



The A Team

## THE WAY WE WERE

Words Grant Hitchings Photos Graham Wallace

Canterbury Branch opened a new addition to its Parts Shed late in 2007. Designed mainly for the storage of engine parts the building is quite impressive being well constructed and sizeable. I heard a comment that the Canterbury Parts Shed complex is now the largest in Australasia. I can well believe this although I am unable to obtain definite verification.

I thought readers of TWWW may find its history and present functioning of interest.

Canterbury Branch was formed in 1956 and when spare vehicle parts started to accumulate a storage facility became necessary. The late Mr Godfrey Hall offered the use of a shed and this became the Branch Parts Shed.

In 1959 Canterbury Branch moved to a new address in Colwyn Avenue in Christchurch and in 1966 a lean-to shed was attached to the clubroom taking over as the Branch Parts Shed. To help clear a mortgage on their property members decided on a scheme to raise funds. The membership was encouraged to donate surplus car parts and other objects of interest and at the next members' night these were auctioned, the profit going towards the Branch. Memories have dimmed over time but it appears that Tom Clements was one of the main instigators of the scheme, adopting the role of auctioneer and being helped in no small part by Trevor Lightfoot who assisted with the gathering-in of the prize money. Tom is dry-witted, possessing a generous sense of humour as well, so it is not surprising that the auctions were popular and provided the main entertainment on Club night. Parts unsold were added to the spares already in the parts shed and a ledger kept of the contents. Often whole trailer-loads of saleable items were collected from deceased estates and garage/workshop

clearances. Notable was a complete and running Roosevelt Straight Eight sedan which realised the equivalent of about \$25.00, (then a weekly wage) as well as a very rusty Dodge 4 Roadster and a rough homebuilt Austin 20hp van. Once, a large trailer-load of surplus nuts, bolts and washers was received from the Toyota Assembly Plant and the contents sold by the fruit-tin full.

Although signing a lease on their site at McLeans Island in 1969 it was 1978 before Canterbury Branch established itself there. A rickety shed was used to store minor vehicle parts, with the larger axles, motors and body parts being deposited on an adjacent stopbank. Conveniently, the rickety shed fell apart when the first purpose-built Parts Shed was finished in 1979 – this being constructed using PEP labour. A netting compound for storing complete vehicles and large items outside was erected when the local Catchment Board objected to the proliferation of old iron on its stop bank. It seems the late Graham Pluck and Noel Beecroft were the members mainly involved in managing the new parts shed project with assistance from John Judson. Additional storage buildings have been added over the years and at present the Parts complex provides about 940m<sup>2</sup> of floor storage with about 150m<sup>2</sup> of mezzanine space. Obviously more space will be required over the coming years – the thirty year rule meaning an increasing demand for parts availability and storage. There is also some concern at the ever increasing amount of Japanese vehicle parts being received requiring storage too.

Brian Rogers and Wayne Stocks seem to be the longest serving Branch members active in the Parts Shed, both working there soon after it opened. Des Fowler represents the Parts Shed staff on the

Branch Committee and is responsible for the overall management of the Shed.

Brian and Wayne with Doug Sibbold operated the Parts Shed on two Sunday mornings a month, and every Wednesday afternoon 20 to 25 members meet to process the donated parts. Evidently these members are paired and work in the area of their own interest e.g. if you have a Wolseley, you sort the BMC parts etc. The Shed is open on the first Thursday night of each month for members as well.

It soon became apparent after its opening, that to function efficiently the Parts Shed would need mechanical aids to move and lift vehicle components. A frontend loader was first purchased, followed by a larger tractor. Then a larger fork-lift was obtained along with a power lifter for use with hoisting engines when dismantling. There is a "Wrigley" on hand as well to assist with the moving of parts. (I think the local Council introduced these machines about 60 years ago as replacement for their fleet of horse-drawn carts used for street cleaning and I don't think they were in service for very long.)

Wayne said that there are a surprising number of '50s and '60s cars both British and American, donated to the branch. Those that are judged able to be made roadworthy usually find a ready market and are quite profitable for branch funds – the others are dismantled. Spares come from a wide range of sources – estates, garages, those downsizing their homes, the Swap Meet and others just wanting rid of unwelcome clutter. The branch does offer to pick up spare parts from any source.

Last year the Parts Shed made a significant contribution to Canterbury Branch funds. Two things pointed out to me were "The main reason for the Spare Parts Shed is to help keep members' cars on the road" and "The part you throw away today may be the part you need tomorrow." bww

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## book review

### ANY COLOUR — AS LONG AS IT'S BLACK

*Designing the Model T Ford 1906-1908*

By John Duncan

Exile Publishing Ltd, 2008

Price \$35 Pages 128, Case bound with jacket

ISBN-10: 1 86950 693 6

Book review by Marilyn McKinlay

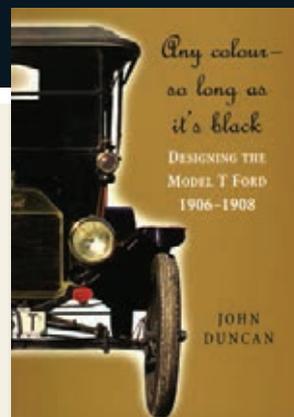
John Duncan has put a new twist on an old story. In it he describes, with authority and respect, the design achievements of Henry Ford and his design team. In doing so he has written a very readable little book full of interesting technical facts and explanations.

"The nuts and bolts part of the story is interesting, but it is the design process as a piece of social history that is of greater importance." (page 116)

He explains why black became the colour of Model Ts:

"Like many decisions made by Mr Ford, the choice of colour was based soundly on natural laws and not on aesthetics or whim." (page 116)

This is a no nonsense book with very clear print, double spacing and black and white photos and line drawings and graphs. Carefully chosen quotes at the beginning of each chapter from people as diverse as



Shakespeare and Robert Burns add to its readability and the dust cover is very attractive. The author also tells us about the significance of the rocking chair which sat in the enclosure where the design team met.

John Duncan has used his professional expertise and personal experience to write a good book with which to celebrate the centenary of Ford. It will be a significant addition to the volumes already written about this subject. I am sure it will be a welcome addition to your library, whether you are new to or already familiar with the Model T story.

## NOTICE OF MOTION

To change the Constitution of the Vintage Car Club of NZ (Inc.)



### Remove the following clause from the constitution:

3.1 e) Motor Vehicles constructed after 1st January 1961 provided that no vehicle is accepted for this class until January 1st of the year that is thirty years after its original year of construction, such vehicles to be known as Post 1960 Vehicles.

And substitute:

3.1 e) Motor Vehicles constructed between 1st January 1961 and 31st December 1980, such vehicles to be known as Post 1960 Vehicles"

f) Motor Vehicles constructed after 1st January 1981 provided that no vehicle is accepted for this class until January 1st of the year that is thirty years after its original year of construction, such vehicles to be known as Post 1980 Vehicles"

And change existing paragraph identifiers 3.1 (f) and 3.1 (g) to 3.1 (g) and 3.1 (h) respectively

### Reason:

Eligible P60 Vehicles will increasingly outnumber those in other classes if this class is not limited as the others are. Post 1980 vehicles represent a newer generation of vehicle technology and global sourcing and can generally be considered significantly different from those of previous decades.

Proposed:

Roger White  
 Wellington Branch member  
 National Honorary Member

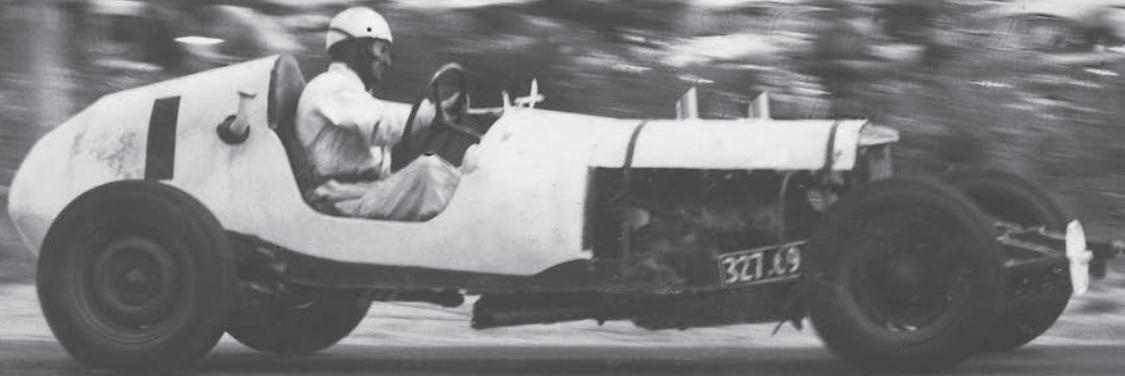
Seconded:

Murray Hislop  
 Wellington Branch member

Date: 8th January 2008

# Edelbrock Rides Again

Words Scott Thomson, Photos T A Thomson & V C Browne



A piece of New Zealand motoring history has burst into life again. Rob Boulton is out with the South Island's most successful 'fifties racer – the Edelbrock Special.

*Restyled: Mairehau, 1953. The tail was cut short later in the season. Rubber from the fuel cap seal got through to the carbs causing a rare retirement. Photo V C Browne.*

## GEORGE SMITH

The origins of the Edelbrock lie back in the formative years of New Zealand racing with the redoubtable George Smith. In March 1938 Smith and three friends took a tuned and stripped Ford V8 chassis to Muriwai. Smith, Frank Brewer and Australian speedway champ Arch Tuckett all bettered 92mph. The 1939 beach championship went to Max Hughes – on Smith's Ford.

The link between this effort and the car now owned by Boulton is unclear. The future "Edelbrock Special" may have begun to take shape in Smith's mind for the 100 mile 1940 Centennial road race cancelled because of the war. About that time Smith apparently purchased the chassis from a fire-damaged 1935/6 Chevrolet – basically well engineered and light.

When peace returned, George Smith was already "the old man", Speedway promoter, President of the Auckland Motor Cycle Club and the NZ Speedboat Association. In 1947 his boat *Silver Wings* won the NZ Hydroplane Championship powered by a Ford Mercury engine claiming 100 horsepower.

In a rare appearance at Seagrove Airfield next summer Smith clocked almost 84 mph in a supposedly stock V8. Perhaps this inspired him to build his own hotrod using the Chevrolet chassis, one of his several improved Ford V8 engines – and an Austin radiator grill! A tidy two seater roadster body completed this road express for Mr and Mrs Smith.

The new "V8 Special", as this, the eventual "Edelbrock" was then known, appeared at the Northern Sports Car Club's hill climb at Ridge Road in September 1949. Smith broke the course record in practice, but his official runs were spoilt by 'the front axle moving about'. Possibly he had just fitted a Ford front axle. The mountings of this are said to be unique, the attachment facing forward in parallel with the chassis and complimented by the fabrication of a leaf spring.

"When the bugs have been ironed out," stated a reporter, "this 'Hot Rod' special will be a menace anywhere in New Zealand."

At this time, specials, and speedway cars in particular, were causing controversy in sports car clubs. *Sportscar* magazine commented on the racing specials being constructed by Hec Green in Christchurch and continued: "By contrast, George Smith runs a car which is definitely faster than any of those mentioned, yet the car is Ford V8 powered and fitted with what can only be described as comfortable roadster bodywork. (It is) a car of the high performance type built for general road work, and not specifically for racing. To a casual spectator with no knowledge of form, it would not even be considered if pitted in a race against the cars mentioned."

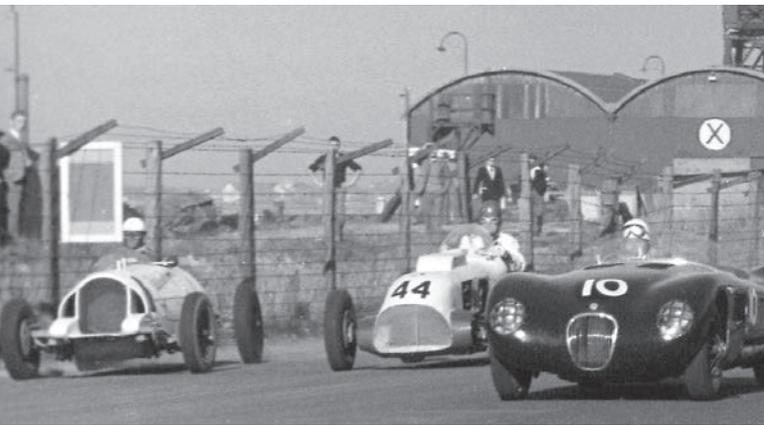
George Smith's special had just won the 1950 NZ Beach Championship in Auckland, lost the Standing Kilometre Championship in Hawke's Bay by 0.01 second and led the NZ Grand Prix at Ohakea until the water pump drive sheared resulting in melted pistons.

## ENTER FRANK SHUTER

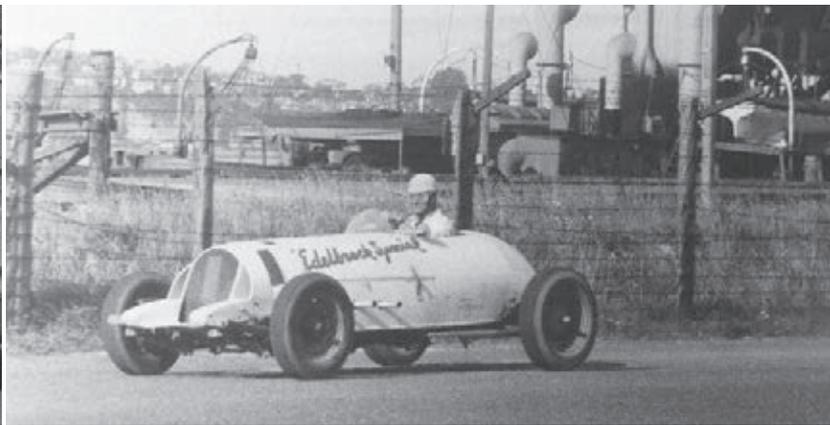
Frank Shuter had serviced Fords in Timaru, reportedly done some speedway driving in Auckland, then moved to Christchurch with Hutchinson Motors, the Ford dealers, later going out on his own. Smith had tested the limitations of his special and was already planning a V8 powered single seater. Shuter turned up at Ohakea with a hot V8 coupe, saw Smith's hotrod, and bought it.

The car served Shuter for six full seasons, doing everything from club sprints to long distance national (later international) races.

For the first two (summer) seasons, Shuter raced the car as a V8 Special, pretty much as-built with the boxy "roadster". For 1953 the car was fined down to an off-set single seater, restyled for 1954 into pretty much the ultimate configuration. Over these four years Shuter continually developed the car mechanically. He either bored the engine out to just on four litres or possibly acquired one of Smith's many motors. Probably through Smith, he imported Edelbrock alloy cylinder heads which gave the car its name. The



*Heavy Metal – Shuter (left) is holding a 100 mph slide as he battles Smith (44) and Turron's C Type Jaguar. Dunedin, 1954.*



*Cadillac Powered – Note absence of air scoops on bonnet and retention of 'Edelbrock Special', Dunedin 1955. Photo T A Thomson.*

original Ford diff was replaced eventually with a speedway type Halibrand quick change unit.

Shuter quickly got the feel of his new car, winning twice at a club meeting at Greenpark in October with further wins at two meetings at Lake Bryndwr in December 1950.

### BIG TIME

Shuter's next step was the 100 mile National Road Race Championship on the narrow sealed circuit at Mairehau, face to face with Smith's new Gee Cee Ess. Good preparation and hard driving within his limits were Shuter trademarks. He finished second to Roycroft's Jaguar. Shuter was again second the following year (this time to Smith) and finished third three years running in the Wigram Classic.

Over the first two seasons, Smith's single seater Gee Cee Ess was Shuter's most consistently dangerous rival, beating Frank in both the South Island beach and sprint championships. The soundness of the basically roadster hotrod was seen in that it regularly outperformed standard XK 120 Jaguars – then the world's fastest production sports cars.

The 1951/2 season started well, winning the first day feature race at Tahunanui, Nelson. Car and driver went on to dominate this New Year fixture right through to 1956. I first saw the white car when it won the 1951 South Island hillclimb title at Three Mile Hill, Dunedin. Shuter retained the South Island title next year at Timaru. That record time stood for around thirty years until Warner Mauger lowered it in the Stanton Cropduster at a VCC meeting.

### ROADSTER TO RACER

Shuter raced on a very small budget. He hit on the idea of casting replicas of the Edelbrock head as an after-hours money spinner. A friend, Jack Ricketts, was the pattern maker. The heads were marketed as "Shuter Sports". The biggest order going to a

*Near Original – Enlarged radiator but still substantially the Smith Hotrod, Shuter in the South Island standing kilometre. Second to George Smith! Wylie's Crossing, February 1952.*



12 Beaded Wheels

Rotorua logging contractor who reported a fifteen percent fuel saving with the twin carb layout. Perhaps 50 were made. Do any survive?

By the start of 1953, the Edelbrock was established as the top South Island car – Green's imaginative RA Vanguard being beset with reliability problems. The pace now quickened because Moore's Wigram-winning Alfa Tipo B was sold to Auckland, where Ralph Watson sorted out the handling for Ron Roycroft.

Motorcycle-engined cars derived from Formula 3 were also appearing in increasing numbers and these showed strongly in areas where the Edelbrock was weaker – roadholding and brakes. On the short-lived tight Sumner road course, Shuter's V8 out-gunned the nimble Cooper of Hec McLean but the new Dunedin street circuit was another matter. Shuter struggled to finish fourth, although he showed his growing driver stature by racing wheel to wheel with Smith

### IMPORTS AND RESPONSE

By now Frank's team was formidably efficient. The car stayed together. Frank was quick and didn't crash. A rare Cord saloon added a touch of class to the effort. They sat out the 1954 Ardmore GP with its ten fabulous overseas entries, cleaned up at Nelson again and waited for Wigram. The racer was now close to final body shape with "Edelbrock Special" painted on the bonnet.

From the start Frank held fourth behind the British entries – BRM, Ferrari and HWM – till a piston ended his challenge after only seven laps. Mairehau went much better with fastest time from the HWM now owned by John Horton. Shuter failed to catch only Doug Haigh's Citroen special on handicap. In Dunedin, Frank ran third – well ahead of Smith – until a wheel came off.

### CADILLAC

Smith had already come to the conclusion that the Ford days were over and imported a recent Chrysler engine. Shuter

*Big Three: Shuter (right) after this third successive third place at Wigram. Also a hat-trick for the Alfa, but personal bests for Roycroft (winner) and George Smith (second).*





From right: Frost (Cooper-Norton), Roycroft (Alfa), Archibald (Jaguar), Shuter (Edelbrock Spl-Cadillac) NZ Championship Road Race, Dunedin 1955.



Restored Edelbrock Special

had followed in Smith's shadow, accepting his help. Now Shuter acquired a new patron. Bob Bailey ran a substantial bakery and Shuter serviced his delivery vans. Bailey imported two race prepared Cadillac engines from the USA – reputedly from Briggs Cunningham. One eventually went into a boat. The other with Moss four speed gear box (as in Jaguar) was borrowed by Shuter. Maurice Hendry recalls it as a 1954 or 1955 unit, 331ci, good for 242bhp stock.

According to John Sheehan, who owned the Edelbrock for about ten years, these motors were very special. Shuter's had very well polished ports and a very unusual double oil pump with separate supply to the upper and lower engine and an additional oil line to the main bearings.

Mairehau was the first big test. Frank was cautiously second to Roycroft in the scratch race. Before the 75 mile handicap Frank's boys lowered the final drive ratio and in storming form he repeated the previous year's result: fastest race time and second on handicap. Roycroft's Alfa could still turn in faster laps but was soundly beaten for the first time by another Kiwi car. Hendry recalls Maurie Stanton remarking Frank was certainly getting his 242 horses. Shortly after, Shuter won his first national title, defeating Roycroft's Bug-Jag in a close race at Oreti beach.

American sports car drivers seem to have favoured the hemi Chrysler over the Cadillac, and in the wide-open spaces at Ohakea, Smith's Chrysler Gee Cee Ess was the class act. Shuter was second, keeping Smith honest, after the Alfa broke its transmission.

Frank had now defeated Roycroft in three successive races. If the Alfa proved fragile, the NZ road race title at Dunedin might be Frank's. The Alfa and two Coopers filled the front row. Behind them, Shuter looked over pointing at the gap between the little cars. And through he came! Within a few laps Alfa and Cooper went past. Power mattered, but so did brakes and road-holding. A late splash and dash made no difference to Shuter's third place.

### BP CADILLAC

For 1956, Shuter was invited to join a small number of sponsored drivers. The Edelbrock Special became the BP Cadillac.

After the traditional wins at Nelson on New Year's day, Frank's crew trekked straight on to Auckland for the Grand Prix six days later. Stirling Moss remarked on the rubber burning off Shuter's narrow rear wheels – even at high speed. Frank's practice times on the unfamiliar circuit were slow and he settled for a wait-and-see race. It was a shock to be beaten, not only by Roycroft, Syd Jensen and Clark, but also by Reg McCutcheon's potent Chevrolet six special. Frank was 11th, fifth Kiwi. Much of his race was enlivened by a battle with Fred Zambucka's 8CLT Maserati, which Frank later drove.

Wigram went better. The Coopers were still quicker but Frost's shed a chain and Shuter was a solid sixth (second Kiwi) on his home circuit. Dunedin was a disaster and mechanical repairs kept him away from Mairehau.

The long straights of the new Ryal Bush circuit in Southland offered Frank's reputed 300 horses room. Shuter qualified alongside British ace Reg Parnell's works Aston Martin. The pace was hot, corners sticky but Frank felt pretty good until Roycroft appeared in his mirrors late in the day, annexing fourth place and first New Zealander. It was also hot at the prizegiving. Frank, a handsome dashing dresser in dark suit and bow tie, held feminine attention. Roycroft wore his race kit, stripped off his tee-shirt and stuck to his beer. A week later Smith joined them for the Oreti Beach Race. Frank spun, setting him back to third, his old mentor taking one last national title.

After six Edelbrock years, Frank Shuter decided to join the imported car brigade. Clark's 8CM Maserati was for sale. He later drove the 8CLTs and eventually the 625 Ferrari built for Pat Hoare. In 1957 the Cadillac had a final fling on Oreti Beach. Seemingly the engine was very tired. Frank pulled in.

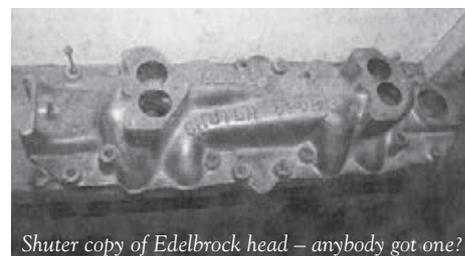
### HOW GOOD – HOW FAST?

Over six seasons the Edelbrock started in 16 national long distance races. It was second six times (two in handicap races where it made fastest time). It finished third five times, was once fourth, and once eighth. It only retired on three occasions. Of four international races in 1956, it was second New Zealand car twice, fifth NZ once, and retired once.

In 1950, Smith covered a standing kilometre in 29.8 seconds, which Shuter slightly improved. Cadillac power brought the standing quarter times to the low 14s – stunning stuff until Stanton passed the 13 second barrier. In 1951 Shuter was timed at 109 mph, improving this to 112.7 in 1953. I can find no speeds for the Cadillac engine, but would guess at between 130 and 140mph.

Early in the 1960s Frank junior did a couple of seasons with a Ford based engine once more. Given the car's age he had fair success, not only in club meetings around Christchurch, but also at Nelson. I remember thinking how brave he was at Waimate.

The sight and sound of the restored Edelbrock Special will delight older enthusiasts, and perhaps awe younger ones if they think back to the narrow road tyres, temporary venues and dubious surfaces where it raced. The ingenious Green and Stanton specials are rightly objects of curiosity and pride. There is however no question that the Edelbrock was for years the most competent and successful South Island race car – and one of the best in the country. DW



Shuter copy of Edelbrock head – anybody got one?

Rob and Scott would like to thank more than twenty people who wrote or phoned information for this story in response to the request in Beaded Wheels.

# South Island Club Captain's Tour 2008

Words and Photos Diane Ross



This year's tour started with a briefing and BBQ at the North Otago Branch clubrooms on 9 March. South Island entrants outnumbered those from the North by two to one. Two Australian Vintage enthusiasts who noticed the tour advertised in *Beaded Wheels* decided to accompany us in a Maui Motor home.

The format of staggered starts to avoid convoys again worked well. Happy Hours at the finish of each days motoring brought the group together to share the day's tales, lies, jokes and wooden spoon awards.

We left Oamaru and travelled along the coast road, through the Horse Range where we stopped at Trotter's Gorge for morning tea. We were entertained by two tuis and several wood pigeons flitting through the trees very close to us. Macraes Flat was next. Interesting to watch the big boys with big toys working in the gold diggings. The local school children had an unexpected educational outing to view the old cars while we had lunch. On through Middlemarch to the overnight stop at Mosgiel. It was good to have some of the Otago Branch members along to the Happy Hour that was followed by a buffet meal at the local church hall. Thanks to Joan Pearce for her local involvement and also for the "bikkies" she provided for everyone on the tour.

The Waipori Falls was next and it was here we experienced the only rain in 12 days. With heavy rain and the wind too strong to put the hood up, we arrived at Lawrence with wet bottoms. Most visited the trendy cafes to warm up and dry out but the Mathers knocked on a local lady's door and asked to dine on her veranda. The sun was shining again by the time we reached Cromwell and everyone enjoyed a pea, pie and pud meal at the Central Otago Branch Clubrooms.

Haast was next. A lovely drive but those sandflies were busy. They followed us while we visited Fox and Franz Josef Glaciers and even the next day as we headed to Greymouth in readiness for the Scenicland Rally on Saturday. Half the tourists took part in the rally with the rest taking the opportunity to have a rest or go to Shantytown.

Sunday morning we took the coast route to Westport. Many of us took the chance to ride the bush tramway at Charleston. The only mishap of the tour happened on the road into the rail



Top: Three Fords and two Dodges at the old homestead in Molesworth.  
Centre: 1917 Dodge – owner M Toms, BOP Branch. Bottom: R & G Miller 1930 Model A Ford, Canterbury.

terminal. Neville Dewson in his Rover did what all good Vintage motorists do and pulled over to let a bus past only to have the road crumble under the back left wheel and the car slip slowly over the edge. Luckily when pulled out apart from some dented pride and a fright for the three passengers no lasting damage was done. I had organised a shared roast meal at Club Buller to follow Happy Hour.

The next two nights were spent at Hanmer. Tuesday was a rest day and many took advantage of the chance to take a dip at the pools and do some car maintenance in readiness for Molesworth the next day. Several members who were taking part in Roger White's expedition joined us for dinner. I chose to have final tour dinner in Hanmer because we were scattered all around Blenheim and it would have been too difficult to organise.

For some this was what they had been waiting for, to drive through Molesworth. They had been advised to leave early in the morning as the local temperatures had reached the mid 30s on the previous days so about 6.30am the Top 10 camp erupted. There were few vapour locking problems en route but only one car needed a tow. Ron Persson was the saviour and towed Ed Dittmer for a long way finally delivering him and the Prefect to his son's residence in Blenheim.

The worst breakdown of the trip was suffered by the Banks' Plymouth, however that occurred near the Hanmer turnoff and most of us didn't know about it until David and Margaret reappeared at Happy Hour in their modern. Since returning home I have heard that the Forster Model A has a serious motor whoopsie at Levin and didn't make it home to Hamilton. There were a few punctures and split rims, some minor mechanical adjustments but on the whole, with 50 vehicles, a remarkably trouble-free trip. bw



Top: Morning tea at the Formerly Blackball Hilton.

Bottom: West Coast ocean views.

# Gore Festival Rally

Words and photos Raewyn Dodds



Lining up for the Field tests.



Balancing the golf ball on tennis racket.

The Gore Festival Rally was held in near perfect conditions on 23 February 2008. Murray Proctor and Gerry Kennedy sent 53 cars from the Gore Clubrooms on one of three pre-selected routes to the township of Waikaka, normally a 20 minute drive from Gore. Each route coming into the township from a different road. We were directed to the local sports grounds and straight into the Field Tests. Three in all, and all involving balls. The first had the navigator holding a tennis racket out their window and balancing a golf ball while the driver navigated the car over two planks of wood at staggered intervals. Strategically placed to cause the most bounce possible, I am sure. The next test was a little different – both driver and navigator had to get out of the vehicle. One was the thrower

(definitely not pitcher in our case) and the other was the catcher. Four balls, all different weights and sizes plus a hapi sak were to be caught. Talent scouts for the NZ softball team would have been horribly disappointed, we are all far better at driving and creating picnics! Then, down the field, right turn and stop beside the rugby goal post. As it was a bit windy the skittles were abandoned and instead, in true blue kiwi improvisation, the four tennis balls had to be thrown over the goal post by the navigator while still inside the car! Over the roof, if you had one or driver if you didn't. At least here we could make our Club Chairman run round after us!! Story of his life he would tell you.

We were then directed to the parking area to have our picnic lunch, catch up on other entrants and admire the vast array

of vehicles on display. The afternoon got progressively hotter which did cause a few problems for some cars traveling back into Gore in the afternoon. Back at the clubrooms we were greeted with a cuppa or cold drink option and a bite to eat while we waited for the collation of points.

The results were announced, certificates and engraved mugs presented. Prizes were shared around the branches represented. It is always nice having other branches come and share our day and good to see some, just some, of the prizes go home with them.

The day was finished off with a beautiful two course meal prepared by Frances Neilson and her team of very willing volunteers. Great competitors and a great organizing team made for an excellent day. bw

# North Island Easter Rally 2008 WAIKATO BRANCH

Words Des Harvey

Photos Cambridge Camera Club

2008 is the 50th anniversary of the Waikato Branch, so our Easter Rally organisers went all out to provide a first class event.



Wally and Valmae Spence, 1939 Daimler, followed by Carol and Paul Fussey, MG A.

An official rally booklet gave a complete break down of the weekend as well as the entry list and a huge range of local establishments that would be open in Hamilton during the weekend plus general housekeeping information. Also letters of welcome from the Mayor Bob Simcock, Branch President Les Webster, and of course our own member and National President Greg Terrill.

Rally headquarters was at the Te Rapa Race Course which was open from 3pm to 6pm on Friday 21st for any registration enquiries and rally pack collections. Organisers had arranged a light supper in the Flemington Lounge for those who had travelled any distance.

On rally day (Saturday) the gates were opened at 7.30am. Parking marshals were kept busy organising the cars into two numerical lines, odds on the left, and evens on the right, "oh yes" the preliminaries said "don't follow the car in front" as well there were three routes. A long route (121 miles) a short route (106 miles) and a touring route (120 miles). In each line cars were sent away at half minute intervals which equated to two cars per minute. The straight line instructions were configured in the shape of an Easter egg with of course a smiley faced Easter bunny in the middle. More like a sinister rabbit some may have thought. Straight line completed with no hassles it was off out into the country where entrants were made to feel rather special due to the

large number of photographers who had positioned themselves on route. Morning tea stop was at the Whatawhata School where the local school kids treated us to a hot cross bun and home-made plum jam with our cuppa. The display of cars in the playground was too much for the locals to resist, it took only a few minutes for word to get around before the place was buzzing with on-lookers.

Thirty minutes for morning tea and off we go, the short route heading north via Waingaro, Rotowaro, Glen Afton, to the lunch break at the Te Akau/Waingaro Community Complex, while those on the long route turned south via the Raglan Road Te Pahu Road, over Old Mountain Road, and on through Te Uku towards the lunch venue.

Forty-five minutes for lunch and off we go again heading in a fairly direct route back to rally HQ at Te Rapa. Those who had entered the long route were about to experience Otorohaea Trig Road hill before they arrived back at head quarters.

The rally instructions were very clear with all road signs printed in upper case, there were no questions, no photos, simply timed sections and silent checks that were easy to see.

The After Rally Dinner was well attended where rally chairman John Foot introduced his committee and National President Greg Terrill officially welcomed the many visitors who were in attendance. Branch President, Les Webster, and his

wife Lesley cut the branch's 50th anniversary cake. The several quick fire raffles kept everyone amused and the supper and refreshments set the tone for another interesting day to come.

The car show and gymkhana on Sunday provided plenty of entertainment for the large number who turned up to view the display of vehicles. Bus trips were provided for those who were showing their vehicles while some chose to meander around and socialise over a cup of tea and to check out the photos that had been taken the previous day.

The Rally Prize-giving Dinner and Dance got under way at 6.00pm with Happy Hour in the Centennial Lounge. The excellent meal was followed by prize giving which took up most of the evenings. The huge number of prizes was due to the generous support from those giving sponsorship to the Easter Rally.

Those fortunate enough to win a placing in the rally were rewarded with a bronze medallion mounted on a polished wooden stand as well as more sponsors' gifts.

After the prize-giving was over it was time to let off steam on the dance floor while some were simply too knackered to move.

While numbers may have been slightly down to that anticipated, those who attended were treated to a very well organised weekend of Vintage motoring and socialising.

bw



Dave Mayhew, 1956 Douglas Dragon Fly.



Bryan and Lyn James, winners of the Todd Park trophy (Peoples Choice).



North Island Easter Rally committee, from left Kelven & Christine Davis, Les Webster, Shirley & John Foot, Trish Rees, Rosie & Russell Hutchison

**2008 NORTH ISLAND EASTER RALLY RESULTS**

**VETERAN**

- 1st Phil & Daphne Ward (Waikato)
- 2nd Walter & Alison McFarland (EBOP)
- 3rd Steven & Veronica Oliver (Taranaki)

**VINTAGE**

- 1st Joe & Lorraine Bruntlett (Waikato)
- 2nd Steven & Tracey Winterbottom (Auckland)
- 3rd Sharman & Patsy Orr (Waikato)

**PV**

- 1st Wally & Valmae Spence (Waikato)
- 2nd Roy & Sue Rowe (Waikato)
- 3rd Bob & Debbie Ballantyne (Nth Shore)

**PWW**

- 1st Trish Forsyth & Val Clotworthy (Waikato)
- 2nd Paul & Carol Fussey (Auckland)
- 3rd Des & Val Harvey (Waikato)

**P60V**

- 1st Gerald & Anne Enright (Waikato)

- 2nd Brian & Kaye Sole (Auckland)
- 3rd Bryan & Alice Morris (Taranaki)

**COMMERCIAL**

- 1st Bryan & Lorraine Cossey (Waikato)
- 2nd Kevin & Gaye Heyward (Waikato)

**MOTORCYCLE**

- 1st Monty Wray (Auckland)
- 2nd Dave Mayhew (Rotorua)

**LADIES TEAM**

- 1st Trish Forsyth & Val Clotworthy (Waikato)
- 2nd Gwen Weightman & Girls (Waikato)
- 3rd Ellie Pye & Sylvia Smith (Auckland)

**MAXWELL TROPHY (teams)**

- Auckland Branch P & C Fussey
- B & K Sole
- S & T Winterbottom

**TODD PARK TROPHY (Peoples Choice)**

- Brian & Lyn James (Manawatu) 1941 Chevrolet

**National President's Public Apology**  
(Continued from page 4)

Upon returning from the rally on the Saturday of Easter the rumors were rife that these two gentleman had been sought by the police after having been reported by concerned residents, that two older men were seen acting suspiciously, i.e. watching people with binoculars from a parked car in a residential area. The complaints to the police drew suspicion and an officer was directed to the area to investigate. Of course Don and Bruce were quite innocent and had been sent out by the rally organizers to check for rally entrants and make sure they stopped at a compulsory stop. So this is what they did, parked down the road so not to be noticed and being both of senior ages they enlisted the help of binoculars to make sure they saw all that happened. They sure did see everything, including the wail of a police siren, flashing lights. Apparently the policeman did stop at the stop sign before performing a u-turn behind them, leaping from his car and with the obligatory "hello hello hello what have we 'ere" a demand was made as to what on earth is going on here? We have had complaints from the neighbors about a couple of dodgy old men acting suspiciously in the area. Bruce and Don, as expected, gave an honest and truthful answer and the police officer left with a wide smile and wished them well. Knowing what had happened I approached Bruce at the car show the next day and suggested that his actions were liable to bring the Club into disrepute. Of course he denied this. At the prize-giving that evening this subject as you would expect, was brought up again, Bruce and Don, amongst great hilarity did explain themselves and Bruce singled me out and begged for not only forgiveness for their actions but also that I would apologise for implying that their actions had bought the club into disrepute. Of course being of a forgiving temperament I said I would conform to his wish and a full apology would be in the next issue of *Beaded Wheels*.

I must state here that all of this was carried out with good humor with all parties seeing the light side of the situation and at no time was there any thought of any wrong doing on any part, however it does go to show that in today's society a simple and quite innocent action can be seen sometimes in a different light.



Des and Val Harvey, 1954 Mkl Zephyr convertible, leaving the rally start at Te Rapā Race course, Hamilton.



Leaving the start Ken and Faye Douglas Model T 1924 followed by Graham Luxford and Nola Exelby 1928 Austin tourer.

# NATIONAL VETERAN RALLY

## Motueka 15-17 February, 2008

Words Anne Dorne



Nelson Branch recently hosted the highly successful National Veteran Rally in Motueka.



Rob and Karen Thompson (Nelson) in the 1911 Ford T (on loan from WOW & Classic Cars Museum). Photo: Bernie Stevenson.



1913 Metallurgique belonging to WOW & Classic Cars Museum in the Grand Parade. Driven by Bob and Pat Scott (Christchurch), with passengers Ken and Frank Inwood (Motueka).

A stunning Motueka February day rewarded the organisers of the National Veteran Rally for their display and Grand Parade on Sunday 17 February. The newly upgraded Sportspark Motueka grandstand provided the perfect shady setting for a huge crowd of spectators to view the line-up of about 70 historic vehicles and listen to an excellent commentary by Earl Preston of Blenheim as each one did a slow drive-past. Most had already enjoyed a close-up inspection and watched the entertaining efforts of the crews to negotiate the challenges of the gymkhana. Appropriate period costume worn by most participants added to the enjoyment of the occasion by young and old alike.

The display was the culmination of a week of motoring that started from as far as Kerikeri in the north to Dunedin in the south, and included enthusiasts, Ed and Sheila Popham, John and Alison Day, and Peter and Lyn Arnold from Australia and from the UK, Eddie Smith and Ray Willing. Cars had been loaned to the overseas entrants from the WOW & Classic Cars Museum in Nelson and it was great to see these immaculate vehicles in their intended environment rather than in a static display, and to see the great enjoyment they engendered. Of particular note was the 1916 Locomobile driven by Ray and Eddie from the UK, foremost racing car of its day and always a crowd pleaser. Hearts warmed to see Bob and Pat Scott of Christchurch back behind the wheel of the magnificent 1913 Metallurgique, restored by Bob many years ago and having been, for eight years, part of the Museum collection. Three vehicles in original condition were proudly displayed by owners who refuse to let any restorer near their treasure, notably the 1916 Buick, owned by Millie Harding and driven by Gordon Dacombe, still in original condition with 21,000 miles on the clock. Also the 1913 Delage, owned by Kevin and Mariette Beasley and the 1906 Alldays and Onions that belonged to the



Three Humbers (left to right): 1914 14hp belonging to Michael and Jane Curry, Upper Hutt. 1915 10hp belonging to Pat and Sharon Kennedy, Motueka. 1913 Humberette belonging to Tom and Kathy Wood, Papamoa. Photo: Eddie Smith.



Ivan Taylor, Rangiora, 1909 Riley. Photo: Pawel Kotarba, Poland.



Sharon Kennedy and Ray Willing (from the UK) – driver in the 1916 Locomobile (on loan from the WOW & Classic Cars Museum). Photo: Eddie Smith.

late Duncan Rutherford and was driven by Richard Conlon. The oldest vehicle was Bruce and Shirley Shadbolt's 1899 steam-powered Locomobile. A major showpiece was the newly completed restoration by Brian Newbury and friends, of a rare 1913 Nazzaro, with spectators marvelling at the pictures of the state in which it was found and the story of how other parts were discovered and the painstaking restoration. This vehicle was the winner of the People's Choice Trophy and second in the Concours. Colin and Judy Winter wowed the crowd in their 1900 Wolseley in which the Winter family have completed all 54 Dunedin to Brighton runs.

Lead-up to the rally included the Founder's Prince Henry Tour via Kaikoura and Hanmer. Motorists did not escape a spectacular storm on this route but remained positive about the experience. Friday night was the registration and meet and greet where participants collected their rally packs and enjoyed catching up with old friends. Saturday morning saw the vehicles gathered at the Motueka Recreation Centre to a welcome from members of the Motueka Pipe Band. After the short opening ceremony all set off on three different rally routes in rather cool and cloudy conditions. Questions were posed throughout the rally event drawing attention to historic spots and scenic areas that warranted a visit. The routes were cunningly devised to incorporate rust-collectors' favourite venues including a collection of saws, axes and other tools and a working water-wheel at Ngatimoti, stationery engines in the Little Sydney Valley and, in Motueka, collections of Ford vehicles and the Tractor Museum, and the Long route enjoyed their lunch stop at Murray and Pauline Schwass' private museum in Upper Moutere. The day warmed up to a sunny afternoon and the morning, lunch and afternoon tea breaks saw the usual friendly reunions, bonnet-lifting and earnest discussions about parts for the latest restoration project. In a wise move by the organisers, rally



Judy Winter (Dunedin) looking the part beside the 1900 Wolseley.  
Photo: Mike Currie.



John and Kathryn Hurley, Nelson, 1914 Unic. Photo: Eddie Smith.

entrants completed their journey at Sportspark Motueka where the tricky business of lining up the cars ready for Sunday's show was expertly dealt with, saving hassles on the day and avoiding a too early start for entrants. Well done team!

On Saturday night, entertainment was arranged in the form of music and dancing led by Motueka's popular trio, Jiggery Folkery. This gave the ladies and gents an opportunity to dress up in the gracious fashions of an earlier era in the hope of impressing the judges for the best-dressed prizes. An excellent supper was served.

On Sunday, the gymkhana was designed to have maximum crowd appeal and the people of Motueka and surrounds turned

out in droves, appreciating the unique opportunity to see such a line-up of rare vehicles. The Motueka Community Hospital project has benefited from the considerable sum of \$3,310 collected in gold coin donations at the gate. We are all indebted to the Nelson Branch members and many other volunteers who helped with marshalling and especially those who stood out in the field on a very hot summer's day to supervise the gymkhana.

The prize-giving dinner on Sunday night reflected the enormous effort that had gone into planning this event and the nature of the Motueka and wider community in supporting it so generously. The rally packs and prizes far exceeded the entry fee in value



Lined up ready to start – at the Recreation Centre, Motueka. Photo: Pat Kennedy.



Richard Conlon driving the late Duncan Rutherford's 1906 Alldays and Onions with John Hansen as passenger. Photo: Bernie Stevenson.

Lined up for the Grand Parade, Peter and Donald Campbell, Nelson, 1914 Saxon. Photo: Eddie Smith.

and the many sponsors were thanked for their support. The catering was superb with seconds offered for those that wanted more. Two light-hearted skits presented by some local talent were well received.

Dianne Ross spoke on behalf of the National Executive of the Vintage Car Club and warmly congratulated Pat and Sharon Kennedy and their committee for running an outstanding rally.

All stood in silence for a minute at the start of the evening to acknowledge the recent loss of rally entrant and North Island Club Captain, Rob Knight.

No prize-giving would be complete without the 'hard luck' story and the lengthy saga offered by Jeff Neal was one of the best yet, with the usual story of those who stay up most of the night to get a vehicle back on the road, namely Evan Moorehouse and friends, who worked on the Neal Overland until 4am including making a new axle. Prior to that on the Saturday morning Evan also worked for quite a while to assist Roger Gardner on the 1903 Ford A that had gearbox problems. Pat and Sharon received a standing ovation as the prize-giving ceremony and thank you speeches came to an end. Pat acknowledged the great teamwork of the committee, namely Rob Thompson, Dale Shattock and Dale Conlon, and the many others who had been called upon to contribute.

Following on from the rally there was an optional non-competitive three day hub-type rally in Golden Bay (and golden weather) but that's another story. bw

**Ian McLean Trophy**

1st Overall	Kevin & Ruth Mercer	1918 Oakland	Kirwee
2nd	Alister & Denise McKenzie	1915 Ford T	Christchurch
3rd	Chris & Anne Slater	1914 Overland	Greytown

**William McLean Trophy: People's Choice**

Brian & Tui Newbury	1913 Nazzaro	Christchurch
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**Conlon Concourse Trophy:**

1st	Russell & Joan Paul	1914 Renault	Timaru
2nd	Brian & Tui Newbury	1913 Nazzaro	Christchurch
3rd	George & Sue Lee	1905 Alldays & Onions	Christchurch

**Achievement Trophy:**

Trevor & Colleen Carston	1914 Rover	Nelson
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**Gymkhana:**

1st	Kevin & Ruth Mercer	1918 Oakland	Kirwee
2nd	Alister & Denise McKenzie	1915 Ford T	Christchurch
3rd	Darcey Bovey & Chris Milne	1914 Warrick	Nelson

**McLean Motorcar Act Trophy : Teams Event**

<i>"Buick – the Roving Unic"</i>			
Rae & Lyn Fairweather	1913 Buick	Blenheim	
Trevor & Colleen Carston	1914 Rover	Nelson	
Brian & Gwen Black	1912 Unic	Christchurch	

**Best Period Costume:**

Lady:	Fay Chamberlain	1906 Reo	Wanganui
Man:	John Bartlett	1912 Renault	Christchurch
Couple:	Tom & Kathy Wood	1913 Humberette	Papamoa



Tom and Jenny Stephens, Ashburton, 1905 Argyll. Photo: Mike Curry.



## Third Founders Prince Henry Tour 2008

Words Brian Newbery, Photos John & Wendy Gray

*Travelling through Lewis Pass, Brian and Gwen Black in 1912 Unic with Trevor and Colleen Carston following in the 1914 Rover.*

Wizard John Wallis performed his magical touch as 30 entrants arrived in Kaikoura. John's magic started at 5pm at the Top 10 Caravan Park. A vivid electrical storm, black clouds and thunder claps, 1,100 lightning strikes, then what every farmer wanted, 38mm of rain. Some campers had to be moved to higher grounds; hoods went up, magnetos covered, wet weather clothing dusted off. What a spectacular start.

### Day 1: 12 February - Kaikoura to Hanmer Springs

Breakfast was put on for all entrants and was sumptuous with plenty of sausages and eggs and all done very quickly by Robert Wood and John and Margaret Wallis.

John Wallis' magic was to keep the rain coming all day; apparently to keep the dust down from the drought-affected countryside of North Canterbury.

The route was by the scenic inland road through Kowhai, Lynton Downs, and Mt

Lyford with lunch at Waiiau School. Visits were made to a local historic woolshed, country church and local museum.

The rain was easing and no serious breakdowns had occurred. Trevor and Colleen Carston had some problems in the 1914 Rover but new Champion spark plugs sorted the problem out after many extra miles had been covered.

On to Hanmer Springs and what a relief to bathe in the world famous hot spa and soothe the body.

The usual and much-looked-forward-to 5pm gathering was held at the Hot Springs Hotel with convivial conversation, lots of stories and reunions. A good meal made a good day great. *Travel distance: 85 miles.*

### Day 2: 13 February - Hanmer Springs to Murchison

All cars assembled at 9 am in the main street for a briefing and many curious tourists farewelled the 30 cars. Turning

right onto the State Highway we travelled inland along beautiful clear rivers, through beech forests, valleys and then over the Lewis Pass.

The morning tea break was at Maruia Hot Springs, then onto Springs Junction where a number of sporting Vauxhalls from overseas were resting and fuelling up.

Turn right off the main highway and up the Maruia Valley, now with dairy farms left and right, how times have changed.

Our lunch stop was at the small country school of Maruia, but did it have a great heart. The 16 pupils put on a welcome haka, sung a song, asked questions — all is well in the country. Lunch was spectacular, venison sausages, salads, bread, we all tucked in — pupils, locals, teacher, drivers and passengers. Dessert followed, and then rides for everyone — this kept us busy for half the afternoon. A vote of thanks from Robert Wood, then the Chairman of the



*John Wallis trying to drum up future membership for the Veteran movement from the pupils of Maruia School.*



*The five Veteran vehicles that did the optional drive over the Maruia Saddle.*



Left: "Did he jump or was he pushed?" Robert Wood and Di Campbell in the 1914 Buick. Right: Kawatiri Junction.

school commented that one day one of the pupils might be Prime Minister and when the bureaucrats decide to ban old cars on the road, the Prime Minister will be on our side having experienced the rides and the day the old cars came to school.

A quick journey then followed to Murchison. Our usual 5pm conversational was held at the Mataki Motels with a choice of venues for dinner. Overnight some small repairs were needed to the 1906 Allday and Onions. The local engineering workshop was up very early next morning and did half a dozen small repairs before the start of the day at 9 am.

*Travel distance: 110 miles.*

**Day 3: 14 February - Murchison to Motueka**

Out of the local car park and through the Upper Buller Gorge (a spectacular river) then a stop for morning tea at Kawatiri Junction and a walk to and through one of the now defunct Nelson

railway tunnels. Then on the road again to St Arnaud, then turn right to Lake Rototoiti and onto to the lake's edge. All the cars lined up and our lunch arrived on the back of a small truck, a good packed lunch and fruit. Also, here was the place to see where \$240,000 of taxpayers money was spent, the toilets were better than most homeowners can afford.

Leaving the lake and sandflies and with all competitors having put in their timing slips, the time they estimated it would take them to do the timed section, we left in order so as not to get bunched up on the narrow winding road over the Tophouse. Past Tophouse and into the Golden Downs forestry, then up and down Kerr Hill – this being the timed section with everyone trying to get the most power out of their automobile. I am even told there was rubber left on some corners. John Gray (Model T) ditched his navigator at the

start of the timed section to get a better power to weight ratio.

On to the last leg, Tapawera to Motueka, "take care of road works and stone chips and be extra careful at one way bridges, only rear brakes remember. Into Motueka and proceed to your accommodation."

*Travel distance: 101 miles.*

The evening was our final get together where a restaurant on the main street of Motueka had been booked exclusively for us. Being Valentine's Day, the restaurant was all dressed up with paper hearts and messages for all. A delicious meal and a convivial evening was just another highlight of this Third Prince Henry Tour.

Thanks to John and Margaret Wallis and Robert Wood, we all await the next tour. bw

**Overall Rally Winner**  
Gwen and Brian Black - 1912 Unic.

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# BOP Trenchmate Hill Climb

Words and photos Carole Lindsay

The Bay Of Plenty Branch held their second Hill Climb event at Trig Road North Waihi on Sunday 30 March 2008, this year it was proudly sponsored by Trenchmate Waihi. We had several entries return from the previous year, a total of 32, with six of those being Vintage motorcycles, very noisy but fun to watch them gather speed. Next year I must remember to bring the earmuffs to block the almighty roar! Entries were from Wellington, Taranaki, Taupo, Hamilton, North Shore, Auckland and a few locals from the Bay of Plenty.

The challenge was on right from the start with the two brothers-in-laws Rod McCallum and Allan Watson from our local branch, they are the best of friends and thoroughly enjoy the challenge of trying to outdo each other. Allan Watson drives a 1974 Triumph 2500 which he saved from being crushed by offering a carton of beer. Allan has worked hard on this car and it races up the hill and round the corners very noisily at each run, the marshals hear him coming right from the beginning. Rod McCallum drives a 1965 Ford Zephyr which runs rather more quietly than its opposition and although Rod tries to get more out of the Zephyr at each run he can never record the time that the flying Triumph does. Allan won easily by a two second margin.

Steven Sharp from the North Shore branch, outstanding in his 1960 Lotus Seven. He thrilled the crowd with tight manoeuvring in the corners managing to cut 16 seconds off his previous winning time last year at the same event.

Keith and Di Humphreys' very stylish 1928 Lancia Lambda Series 8 Roadster was a sight to behold, beautiful, sleek and black like a mighty panther out of the Jungle stories. Di had a turn and did her best to try and beat Keith's time when she took the wheel. Steve Sharp from the North Shore was the overall winner in his very fast and stylish 1960 Lotus Seven cutting 16 seconds off last years event. The course car this year was a 1924 Studebaker Special 6 named "Billie." The car was once owned by the well known racing driver Roly Levis, who bought it in 1939 for the sum of £5, he converted it into a truck and used it for farmwork. Martin Carey now owns "Billie" and his family delight in taking it to events. Once again a lot of work had been put into this event by our Chairman, Clive Taylor, and his committee behind the scenes and I am sure we all heaved a sigh of relief that the predicted showers did not eventuate giving excellent fast times on the dry road by all competitors. Roll on the next one.

bw

Results on opposite page



Di Humphreys from Auckland in the 1928 Lancia Lambda Series 8 Roadster.



The motorcycles lined up for the test run led by Barry Alderdice, Auckland, and his 1954 Ariel Square Four.

**RESULTS**

**Vintage**

- 1 Steve Aldersley 1929 Austin 7 Special 01:26:00
- 2 Keith Humphreys 1928 Lancia Lambda Series 8 Roadster 01:29:81
- 3 Harold Booth 1930 Riley 9 Tourer 01:39:65

**Post Vintage**

- 1 Allan Blundell 1936 SS Jaguar 01:25:57
- 2 Donn Sharp 1934 Austin 7 Special 01:39:84
- 3 Allan Booth 1933 Riley March Replica 01:42:28

**Post War Vintage**

- 1 Steve Sharp 1960 Lotus Seven 01:00:25
- 2 Doug St George 1960 Orchid Special 01:07:69
- 3 Danny Ryan 1952 Jaguar C Type 01:10:35

**Post 60**

- 1 Clive Robertson 1973 Toyota Corolla 01:07:95
- 2 James Cowie 1963 Austin A40 Farina 01:15:28
- 3 Allan Watson 1974 Triumph 2500 01:15:34

**Motorcycles**

- 1 Scott Abbott 1961 Norton Dominator 01:13:88
- 2 Barry Alderdice 1954 Ariel Square Four 01:19:53
- 3 Neil Barnard 1955 AJS Model 16M 01:19:56



1924 Studebaker special 6 named Billie and his past and present owners, Roly Levis and Martin Carey.

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# A 1920 BRISCOE MODEL 34 TOURER.

Words Mark Dawber  
Photos Bert Geerkens

Benjamin Briscoe and his brother Frank were involved in the American automobile industry from very early on. Ben (born 1867) began his own sheet metal business at 18 and by 1903, when younger brother Frank was in business with him, Briscoe Brothers Metalworks of Detroit, Michigan, was able to advance \$5000 to David Buick which enabled him to get the Buick Motor Company into production (using, among other parts, Briscoe-built radiators). Buick repaid the \$5000 within a few months when the Buick Company was on-sold to James Whiting of Flint Wagon Works (who in turn sold it to Billy Durant who used it as the basis of General Motors).

Ben meanwhile, had become involved with Jonathan Maxwell, who after a short stint working for Ransome Olds, set up Northern Manufacturing Company in 1902 in partnership with another ex-Olds employee Charles King. Courtesy of Ben Briscoe persuading banker JP Morgan to put up \$100,000, Maxwell-Briscoe went into car production in a leased plant in Tarrytown, New York, in 1905. The panic of 1907 caused the backers to withdraw their money and Briscoe was forced to organise his own finance. By this time Maxwell had become one of the four largest carmakers in the US and Briscoe tried to convince the leaders of the other three (Henry Ford, Billy Durant of Buick and Ransome Olds of REO) to consolidate with Maxwell. When negotiations failed, he went ahead and formed his own conglomerate, The United States Motor Company. This included Stoddard-Dayton, Brush (which Frank Briscoe had financed), Alden-Samson trucks and several others. Briscoe even had an option on Cadillac but it eventually went to Billy Durant when he founded GM. Bankers

put \$6 million into US Motors, but by 1912, it was in receivership and Briscoe was forced out. US Motors was re-organised as Maxwell Motor Co Incorporated under Walter Flanders and later formed the basis of the Chrysler Corporation.

Ben and Frank Briscoe went to France in 1913 and established a manufacturing plant there to build a car using American methods. The resulting Ajax car was not a success and a year later, the brothers returned to the US, established the Briscoe motor corporation and began production of the first "French car at an American price". The first Briscoe car of 1915 was a conventional medium priced four-cylinder car but featured a single headlamp faired into the radiator shell and the bodies of the roadster models were made of "compressed paper". The fact that a single headlamp was against the law in many states meant that following year's models were more conventional in style and the Briscoe car remained little changed mechanically until the end of production.

The original Briscoes had a bore of 3 1/8" and a stroke of 5 1/8" giving 157 cubic inches (about 2.6 litres) but by 1920, the dimensions had changed to 3 3/8"x5" (179cu.in. – almost three litres). The new price of the Briscoe tourer of 1920 was just under US\$1000 putting it above Chevrolet and Ford, but below Oakland, Dodge and Oldsmobile. Its competitors included the Maxwell and Overland fours.

Ben Briscoe tried a number of innovations to boost sales of his cars but in March 1921 he handed over the presidency of Briscoe to Clarence Earl (who had recently been fired as vice president of Willys-Overland), who built another 2000 cars under his own name, mostly from parts on hand, until the company failed in



late 1922. Briscoe spent the rest of his working life first in the oil business and then in gold mining before retiring to Florida in 1940. He died there 26 June 1945.

Sales of Briscoe cars never amounted to more than about a quarter of that planned for by Ben Briscoe. According to *The Standard Catalog of American Cars*, approximate production figures were; 1915, 5000; 1916, 7100; 1917-8, 8100; 1919, 11,000; 1920, 6,000.

Exports to New Zealand must have begun early as there is a surviving 1916 model, which Maurice Baker of Christchurch restored in the late 1950s and is now in the North Island. The only other Briscoe known in New Zealand is another 1920 model, which Harry Andrews restored many years ago, in Ashburton.

The 1920 Briscoe Model 34 tourer featured on these pages is owned by Mel and Isabella Reese of Rangiora. David Crozier Ltd of Christchurch (better known as agents for Cadillac and later Austin and Bean) sold the car new and it spent its early life around Courtenay. Croziers ran an ad in the *Lyttelton Times* on Saturday 9 October, Tuesday 12 October and Saturday 16 October advertising the imminent arrival of a new shipment. Mel's car has an April 1920 casting date so it could have come in that shipment. Mel found his Briscoe in the late 1960s when he was operating the garage and store at West Melton. It was complete except for its carburettor but needed a full restoration. He got it going about 1970 in time for a family wedding. Maurice Baker's 1916 Briscoe was the other wedding car

– possibly the only time two Briscoes have been used together as wedding cars in NZ. The first VCC event they attended was the Canterbury Branch Silver Anniversary Rally in 1975. Since then it has been rallied all over the country as Mel and Isabella have moved around for work. Rally plaques from both Gore and Auckland are amongst the collection on the dash, which only has room for a small selection of the plaques they have collected. Mel and Isabella are now in their late seventies and still enjoy the car. Mel keeps active by playing golf regularly and drives the Loburn

school bus every morning and afternoon. Recently they drove the Briscoe to Blenheim to attend the 2008 National South Island Easter Rally and came home through the Molesworth Station road, a good test of the car on roads similar to those it would have seen in its younger days. On the day I drove the car, the odometer turned over 60,000 miles, an indication of how much enjoyment they have had from it.

At one time, when Reeses were living in Gore, the Briscoe's differential failed on the Dunedin motorway. An engineer in Oamaru was able to find a suitable replacement. Unfortunately, the ratio was a bit low (numerically high), so to improve the open road running of the car Mel has fitted an overdrive unit from a '60s

Triumph. This has given the added bonus of six forward gears. Mel has found that hills that the Briscoe will not quite manage in normal third, it can do easily in overdrive second without the usual disadvantage of the normal low speed second gear that most three-speed cars have.

Like most Vintage Americans, the Briscoe is uncomplicated and not particularly difficult to drive. Getting in and out requires some body contortion to avoid hitting the door pillar while getting behind the wheel. The starter button is on the floor in front of the front seat and activated with the right heel. A trap for unwary as I found when I heard the starter going when attempting to get out. Mel modified the Dixie magneto ignition to coil operation, using the mag as a distributor. This, combined with the use of an SU carb, makes the car an easy starter. The Briscoe has a cone clutch, which, the book says, is

fitted with a clutch brake. This should make gear changing easier but, like any car, has its own characteristics, and just takes a little getting used to. With practice the gears can be changed noiselessly, the best method is not to delay moving through the gate. The engine is so flexible that third can be engaged at quite a low speed and the car will pull away remarkably cleanly, without the need to retard the spark. Even though the Briscoe is quite light, it only has ten-inch brake drums on the rear wheels with external contracting bands. No problem in fine weather but in the wet they



can be a bit of a worry. The parking brake is on the driveshaft behind the gearbox. The fact that the car has fabric universal joints means this an emergency brake only and not for helping the service brakes.

Once into third gear it is easy to accelerate to about 30mph on the speedo (which appears to be reasonably accurate) and then operate the overdrive button and briefly release and reapply the accelerator and the revs drop noticeably and the speedo reading also drops by about 25%. Once into overdrive about 40mph is a relaxed cruising speed. Being light in weight, with no front brakes and with 4½-inch section tyres the Briscoe steers easily. The driving position is upright and there is not a lot of room in the front but like most Vintage cars, there is ample legroom in the back.

The only literature Mel has for the Briscoe is a photocopy of an original factory brochure, issued by a dealer in Harrisburg, Pennsylvania, consisting of 16 pages of approximately A4 size. Briscoe were obviously proud of their efforts at weight reduction,

particularly of unsprung weight. The Briscoe is described as the "Leader of Lightweight Cars" "The Briscoe unit power plant" is "an engineering marvel" and has "astounded motordom" with its economy and reliability. The Briscoe car was designed so that "its weight was evenly distributed over the four wheels" and "the unusually long semi-elliptic springs were scientifically designed to give just the right support whether the car was carrying one passenger or five". The drive was "genuine Hotchkiss type" and featured "an exclusive Briscoe centering device" to hold the shaft and axle in alignment. Four body styles were offered in 1920 – tourer, roadster, sedan and coupe. The Briscoe Motor Corporation plant at Jackson, Michigan, covered 50 acres and the cars were "99% Briscoe built". The warranty period was ninety days.

Briscoe also operated in Canada, at the Brockville, Ontario, plant that formerly built the Brockville Atlas. Mel's car has the Jackson, Michigan address on the ID plate so it will have come from there.

SPECIFICATIONS



### 1920 BRISCOE MODEL 34

Car no.54128 Engine no.54381.

Four cylinders, side valves.

Three bearing counterbalanced crankshaft.

Bore and stroke; 3 3/8" x 5".

Displacement 179 cubic inches.

Wheelbase 109 inches.

23 inch wheels with 32 x 4 ½ front tyres and 5.00 x 23 rear tyres (original size 31x4).

Worm and wheel steering.

Thermo-syphon cooling.



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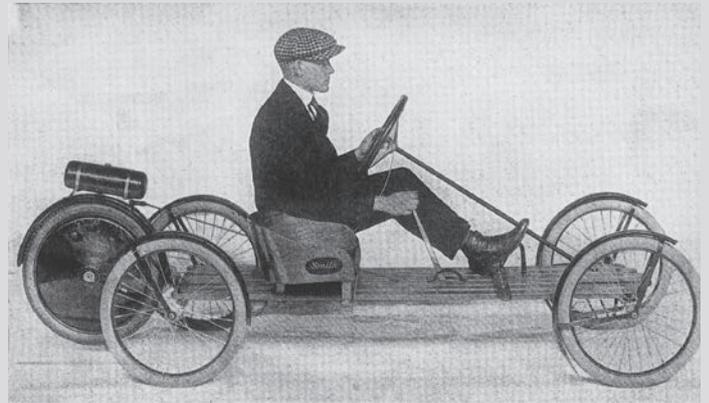
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# COMMON NAME RARE WHEEL

## – 1917 Smith Auto Wheel

Words & Photos Mel Tapp



The Smith Buckboard of Flyer same as Briggs & Stratton.

When my family left Owaka in the Catlins and moved to Milton in South Otago my dad worked for Hamilton Building and Joinery. On my first visit to the factory where dad machined timber I noticed hanging away up in the rafters an odd looking wheel that appeared to have a motor on it. Later when I started working in a hardware shop opened by Mr Hamilton and spent time talking to Mr Hamilton's father I realised how old the wheel was. He told me that he bought it on his honeymoon in Christchurch in 1917.

I had been interested in old cars and machinery from a very young age and in the late 1960s I purchased a 1927 Dodge from its original owners and joined the Vintage Car Club. Now I approached Mr Hamilton Senior to see if we could get the old wheel down and going. He had ridden the B.S.A. cycle that it was attached to when he had purchased it. We did get it going but not well and the project was set aside.

Later, a few years later, when I owned a Motorcycle and Lawnmower shop I negotiated to purchase the cycle plus carbide light and kerosene tail lamp that were part of the original lot. We settled on payment of \$60, the amount he had paid when new. Back in the workshop, I stripped it down, cleaned and painted the cycle and wheel and got it running well enough to venture on the Dunedin to Brighton Veteran Rally and well remember the effort on the pedals to get up Lookout Point Hill. Only the encouragement of the crowd cheering me on gave me the energy to make it without dismounting. I had trouble with rust in the petrol tank blocking the carb and also the mag playing up but made the end of the rally about an hour late.

My machine was taken home, stored away and later loaned to the motor museum in Queenstown.

About two years later Brown Brothers who were agents for Briggs and Stratton motors and whose parts we sold made several offers to buy it. I turned them down but offered to lend them the machine. They took it to Christchurch and later sent an article from *The Press* showing Mr Stratton from the firm of Briggs and Stratton having a ride on it. This plus the fact that it had been on TV encouraged me to look into its heritage.

There was an article in *Beaded Wheels* in *Sounding the Brass* that mentioned the Briggs and Stratton motor wheel and that they had acquired the rights from A.O. Smith in 1919. This is correct but it is the fact that A.O. Smith had purchased the rights to the Wall Auto Wheel that I am not so sure about. My internet research shows that it was the American Vehicle Company of Lafayette Ind. who originated the design in 1914 and that it was called the Red Bug or Auto Red Bug. They sold the rights to A.O. Smith and Co who onsold it to Briggs and Stratton in 1919. Some Buckboards called the Smith Flyer were produced, later to be renamed the Briggs and Stratton flyer. It appears that these were quite popular when attached to a cycle but the buckboard was a failure and the story goes that Briggs and Stratton Co was almost broke with this development. The partners decided that the motor was very reliable and robust so decided to sell it for pumps etc and the rest is history. My theory on the original development of this wheel is born out by the listing in *The complete Encyclopedia of Motorcars* by G.N. Georgano.

It is not well known but A.O. Smith and Co played a part in the early birth of the motor car with a contract from the Ford Motor company to make the frames for the Ford Model N in around 1905.

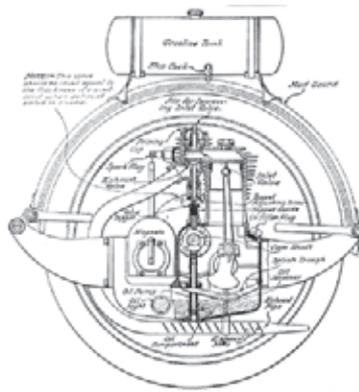
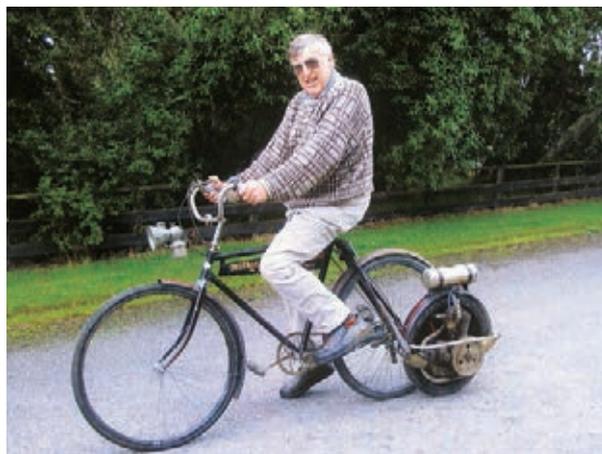
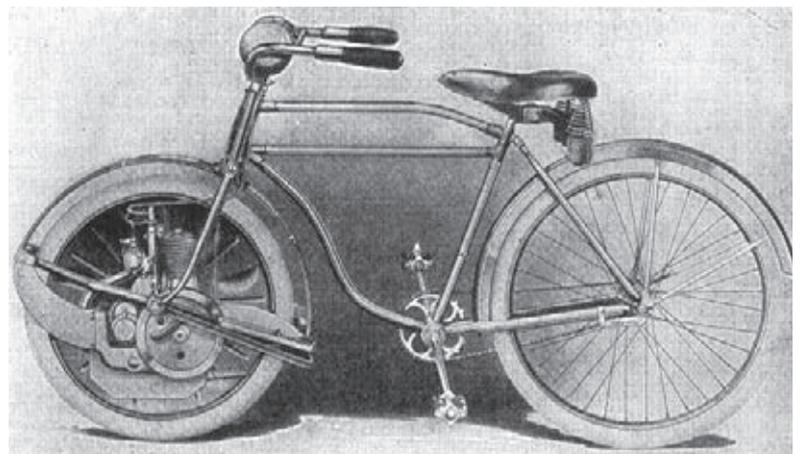


Fig. 15. Diagram of Smith Motor Wheel Power Plant  
Courtesy of A. O. Smith Corporation, Milwaukee, Wisconsin

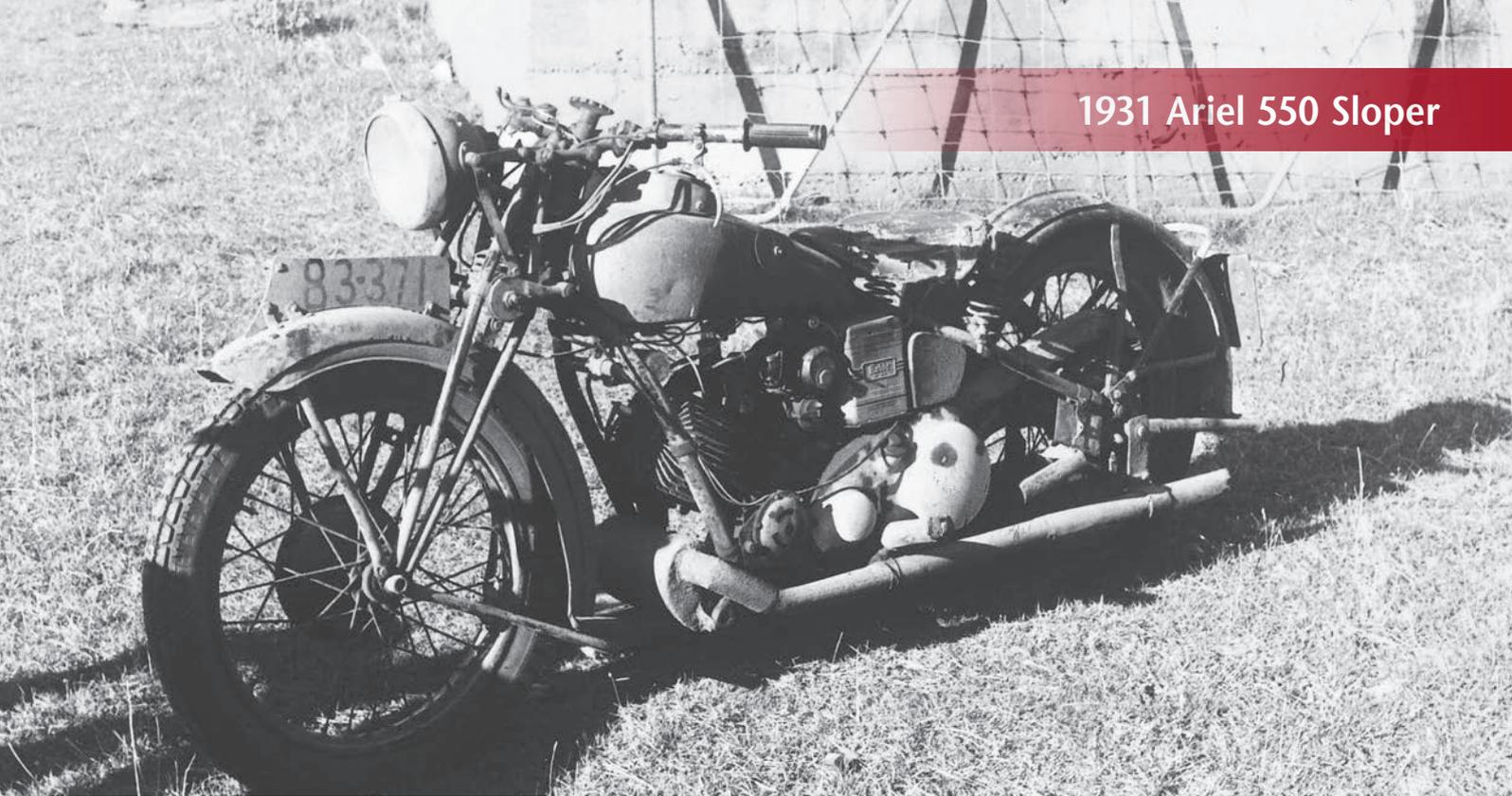
Smith Motor Wheel.



Mel and Smith on original bike and lights as bought by Mr Hamilton of Milton in Christchurch in 1917 for £32, £64 all up.



Dayton – same motor.



As found at Loburn, 1969.

## I've got one of those – and I had it first

Words & Photos Derek Upton



April, 2008.



From Behind the Wheels article Beaded Wheels Issue 291.



1972.

30 Beaded Wheels

I'm afraid you got it badly wrong regarding the year and capacity of the motorcycle featured in the April/May issue of *Beaded Wheels*. I have an Ariel Sloper that I acquired in 1969 in a swap deal in exchange for a sad looking Jawa. She had been ridden to death and swallowed truckloads of dust before she finally cried enough and was pushed into the farm shed 25 years before. At the time I had no idea of her age and couldn't find any information about it at all partly because it did not look like a 1931 Vintage, more like a late thirties machine. I was looking in the wrong places. My first move on getting it home was to take the head off and free the stuck exhaust valve and nail the head back on. The carb and the petrol tank had had dirty paint thinners in it and did that take some cleaning out! Just out of a spot of madness I gave her some petrol and oil and believe it or not the old darling fired up second kick and a happy hour of riding around the Bishopdale car

park much to the delight of my kids and any others who had a ride.

Inspired by that I decided to rebuild it in an as-found style partly because I didn't know what it looked like when it left Selley Oak and also because any mods made between then and 1969 were some ones 'good idea'. First job was to clean up the tank and paint it dark green, get it lined and put the transfers on. With that sitting on the shelf encouraging me to do the rest, I knew if I had done the motor first I would have just had to ride the beast. I had written to Montagu's motor museum and *The Motor Cycle* magazine asking for any information. The response was amazing in that the librarian at the museum sent me photo copies of the 1930 magazine and over the years sent any other Sloper enquiries. These ranged from the UK, South Africa, USA and Hungary for goodness sake! *The Motor Cycle* sent me a parts book and instruction book with the instruction to get it copied and send it back please because it was the only one they had.

So the bike was slowly stripped of its guards and they were duly beaten straight and painted, and the rest of the stays and bits and pieces put on the shelf to further inspire me. Then I made up the new exhaust, fabricating the bends with lots of welding and filing, a job that seemed to take for ever. Now it looks as if, after 39 years, it needs doing again.



Derek Upton, 1973, not a winner this time!

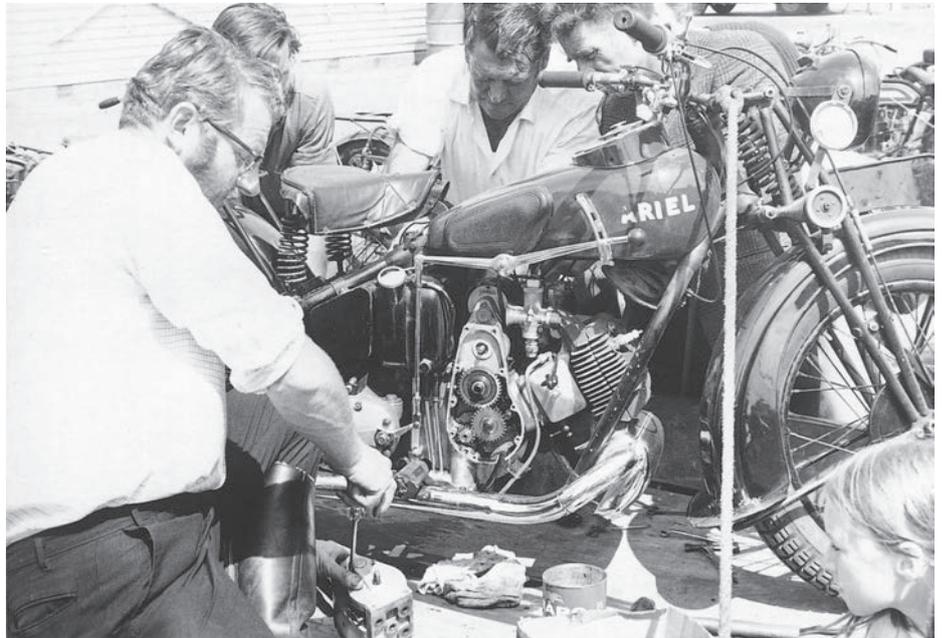
The gearbox was stripped and new bushes and bearings fitted, an odd thing being the main shaft had a slight bow in it and would not stay straight. It all went back together anyway as I could not find another. It has a whine in second and third but, as it has done that forever, so be it. The motor proved to be a real mess with the small end coming out in pieces but Joe Archer found another motor in Hamilton for a mix and match session. On stripping the Hamilton motor we found it to be spotless inside with all new bearings and piston etc. However, the worm drive to the oil pump had stripped so that is why it had got to be under the bench. Joe reconditioned the oil pump. These are a bogey being made of shit metal and they grow if they corrode. The South African contact had a gunsmith make him a pump out of bronze and the latest contact in England has done the same tricky job. The whole lot finally got reassembled, the magneto overhauled and the generator sorted. The wiring was done by trial and error. Lots of errors but the lights worked and the horn grunted. I got the daft idea that I would wait until my birthday before I tried to start the engine.

So it came to pass at 10.30pm on 1 April 1971 I kicked her into life. Not a first kick start, but almost, and what a lovely booming note it had. The oil was circulating but no oil pressure on the clock and no charge from the genny. Sorry neighbours, consider it a late April fools trick!

The bike was registered next day and after work the oil pressure was found and we even got some of those volt things going and had a ride around the block. What a thrill to get things going after all the problems and wrangles of the rebuild. In the assorted paper work I had collected I found that in 1932 they fitted a breather. I didn't have one and that must have been how the oil got into the mag. I made up a breather and all was forgiven and after many many miles of riding that problem has not reoccurred.

The big debut was really the 1972 International Rally and she behaved like a true lady most of the way. I did have a puncture just north of Kaikoura which we mended on the roadside (back wheel of course). Then it was flat out for Blenheim but a few miles out she coughed and died. It was a tow rope run to the check point. It turned out that a piece of carbon off the head had stuck under the exhaust valve and with this cleaned up all was well. This said he, touching wood, was the first of only three times she has not got me home. A collapsed magneto bearing being number two and my big OFF at Ruapuna resulting in a broken wrist and a few bent bits kindly straightened by friends.

The Ariel Sloper SB31, a 550cc side valve, was one of the three Sloper models



Bob Bruce doing a mag change on Chloe's twin sister, 1973.

announced in *The Motor Cycle* magazine dated 16 October 1930. These along with the secret 500cc OHC Square Four and a whole new range of machines were ready for the motorcycle show at Olympia in November. So unless Bob's 'Dunvegan' escaped from Val Page's drawing board before that date someone has got it wrong. Perhaps along with the extra plumbing and Bob's magic spanner he has found another 50cc — the capacity is also wrong! The production figures were not great for these models being 2,916 for 1931 and 1,157 in 1932.

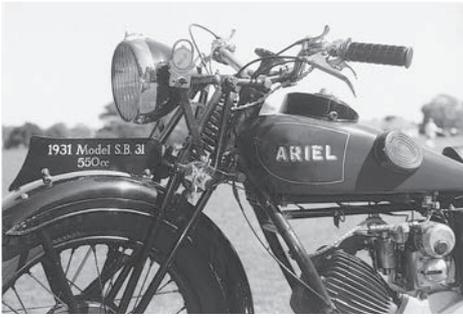
**These machines ...are very rare and there are only a very few examples left in the world. By some quirk of fate ... in Christchurch we have at least four runners**

So the Slopers were as follows 550cc sv SB31, 500cc ohv SF31 and 500cc ohv (4 valve) SG31. These were the 'aristocrats' of the range with an extravagant specification and quite radical in their design. Also in these models were incorporated many new features that would be used right up to the time BSAs took over and dumped the four stroke Ariels. They were of course quite expensive and different which may account for the SF being dropped after only a year and the SB & SG only going half way into 1932. At 57 pounds ten shillings a 550cc Sloper like mine and Bob's would have cost my father nearly six months wages in England in 1931. Oh, and if you were really rich for an extra 30 shillings you could have a Smiths 8 day clock installed in the tank top instrument panel along with the speedo, oil pressure gauge, dash light/trouble lamp and the new pattern filler cap. The frame is rather special being a duplex tube and forging mix. The engine bolts directly on to a

massive forging with the front fixing being a custom made bolt-on fitting. This frame and all the cycle parts were used by the new Square Four, the only difference being a kink in the right hand side forging to accommodate the wider crank case. The classy oil-tight alloy primary chain case, with a cunning feature to feed oil to the rear chain as well, was another first. First year of the four speed Burman gearbox with an almost idiot-proof hand change, the lever is sprung and the gate on the tank is so designed that it is almost impossible to fumble your gear change. For the sporty models, by adopting the 'cross over left hand', clutchless changes can be made quite as quickly as any foot change box. As a matter of interest Burman did make a bolt-on positive-stop foot-change to go with that box. A friend in South Africa had one but took it off in favour of the hand change. That one was a rare SF and it went like a rocket but he did manage to blow his barrel off and embed the head in the front mudguard which, when you think about it, must have been quite thrilling.

These machines are, as you will have gathered, very rare and there are only a very few examples left in the world. By some quirk of fate, here in Christchurch, we have at least four runners, the two side valves and a four valve that was restored soon after my bike and I know there is an SF that was being restored. There are only a handful of Slopers elsewhere in the world so they are really rare aristocrats. This would make my old Chloe the Dowager Duchess of Ariel as she was about the first to be brought back to life.

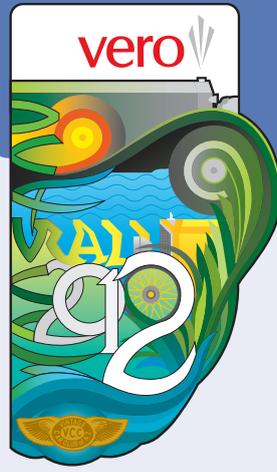
On the historical front probably the first Ariel in Canterbury was the Ariel tricycle purchased by Mr. Acton Adams of Onepunga in 190? Whilst Ariels never had a reputation for the grand prix races they were always well placed in the likes of the



1972

ISDT and the big name reliability trials. A pair of 550 Slopers entered the 1932 International Six Days Trial. These must have been a handful but they finished. Whilst the Square Fours are the machines best known by folks outside the motorcycle fraternity the Red Hunters introduced in 1933 were true stars and out-performed most of the more expensive makes.

The Ariel range has been a somewhat neglected collection but always a well-made and reliable performer in the field of trials and off-road events. They can even claim to be one of the last, if not *the* last of the sidecar-hauling side valve sloggers in the 600cc VB series that went right through to 1957. The series of twin cylinders 500cc Fieldmaster and 650 Huntmaster were sound well engineered good looking machines. Okay so the Huntmaster was a close cousin to the BSA Gold Flash but it looked better and had a better gearbox and clutch! There was also the KHA 500cc twin version with a very good all alloy motor to give the Tiger 100s and the Star Twins a bit of competition. I had one and it really was a good piece of kit. It was very fast and well able to hold its own for quality as well. My first bike in the RAF was an elderly Ariel 350 that proved to be as reliable as a coal shovel and as fast as the new side valve twin Triumphs but they were shiny and had teles! Post-war, the Ariels were always to the fore in competition in the trials and scramble events. Probably the most famous being Sammy Miller's famous 500cc trials machine that is still going strong and has seen many replicas built. Love them or hate them the two stroke range of the Leader, and the Arrow from, once again, the drawing board of Val Page were another ground breaking machine. There was even a 350cc four stroke version that never saw the light of day but an engine was saved in the great BSA purge. The great man's swan song being his flat-four shaft-drive water-cooled machine that looked like a grown-up Leader. It was built, tested, praised to high heaven and then BSA sacked the man and goodness knows where the machine went. I suppose some day someone will write a history of the Ariel marque or maybe they already have. They made bloody good bikes. I've abused quite a few of them.



Nō Muri Pūkenga Kō Mua Pūa Wai

### RALLY DATES

Just to remind people that the dates are 17 – 27 January 2012. The routine is settling down and the committee is making good progress. Since the last *Beaded Wheels* issue we have finalised contracts with the Wanganui Community Sports Centre Inc. for the lease of the Springvale Park complex which, as well as having a huge park, has the Springvale and Jubilee Stadiums. We have also entered into a contract with the Wanganui Boys and Girls Club for the lease of their accommodation during the period of the Rally. Because of the supportive sponsorship from Vero Insurance we have been able to pay for the lease when we signed it. From a budgeting perspective this has meant that, even allowing for inflation, there has been a considerable saving which should ultimately reflect in members' registrations. The other factor which is of major importance to entrants is that we are not locked into a difficult catering agreement and so we should be able to negotiate services that cater for a wide cross-section of our members at reasonable family rates.

### SUB-COMMITTEES

These are being set up as we move along and we are using the expertise of our members to deliver the best for our entrants. Roger White (VCC Life Member) is chairing the Speed Event Committee. Saturday, 21 January 2012 has been selected for a speed type event to be held at Manfield Park in Fielding. This is a weekend that traditionally has no major motor sport event taking place there. The venue has been provisionally secured.

### NEIL FARRER – Treasurer

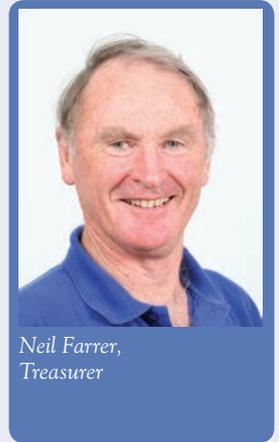
Neil's interest in old cars began with an Austin A35. He joined the Wanganui Branch of the Vintage Car Club of NZ in 1990 and has served on the local committee for most of that time, mainly in the role of Treasurer. Neil owns a 1953 Humber Super Snipe, 1954 Humber Hawk, 1953 Hillman Minx Coupe, 1954 Vanguard Phase 11, (the only one at the last International

# Vero Rally 2012

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Organised by the Vintage Car Club of NZ Inc.

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## RALLY UPDATE 3



Neil Farrer,  
Treasurer

Vero Rally), 1958 Vanguard Ute, 1958 Morris Commercial LC5, and he has a 1938 Hillman awaiting restoration. Neil has beekeeping as a very busy hobby and is currently enjoying retirement with his children and has just recently become great grandfather to twins! Neil is enjoying and looking forward to being part of the 2012 International Vero Rally committee, and with his good nature, commitment and past experience in both the banking and legal sectors he should prove a very valuable member of our team.

### ELECTRIC VEHICLES

We are still wanting to hear from anyone who knows where any VCC eligible Club electric vehicles can be located around New Zealand. They do not have to be going but we would like to find as many as we can.

### RESTORATIONS

Looking forward, 2012 seems to be a long way away. During the build up to the event we would like to feature some stories about re-restoring club eligible vehicles with the aim that they will be entering for Wanganui in 2012. We hope to find stories about commercial vehicles and motor cycles as well cars. This is a chance for you to let us know about what others in your club may be doing if you think it may be of wider interest.

### WEBSITE

Please visit the site and feel free to contact us with your ideas [www.vero2012rally.com](http://www.vero2012rally.com).

Bruce Hutton QSM, FFSNZ  
Rally Director

# Marlborough – 50 Year Citations



South Island Club Captain, Diane Ross, presents the awards to the 50 Year Members from Marlborough Branch.

## JOHN WHITE

John's involvement with the Vintage Car Club began through a customer of the business he was employed by. He was at the meeting in 1958 that saw the formation of the Wellington Branch. John remained in Wellington till the 60s when he made a shift to the Waikato area.

A move was made to Nelson in 1989 and from 1990-1994 John was branch Secretary/Treasurer. In 1997 he presented the branch with the 'John White Trophy' that is competed for annually for the best branch restoration.

After the death of his wife, Mary, John moved to Blenheim to be near to his daughter and for some time has been the Marlborough Branch scribe to *Beaded Wheels*.

John has been an avid motorist taking part in the 1972 International Rally in Nelson in his newly finished 1923 Dodge. He was also a participant on the 1985 100 Years of Motoring Bluff to Cape Reinga Tour. While he has toyed with many cars during his time with the Club it would be fair to say that he is most likely more well known amongst the motor cyclist fraternity and has taken part in every National Motor Cycle Rally the Club has hosted. Nowadays he is often seen at the wheel of his 1937 Austin 10 truck.

John has been an active and valued member of the VCC over the past 50 years.

## TREVOR MAY

Trevor is a foundation member of the Marlborough Branch and has held various positions throughout the years. Trevor has always put his heart and soul into Branch activities and is currently Branch Patron. The Branch has honored Trevor for his dedication and efforts by naming the new parts shed "The J T May Shed". Trevor was elected onto the original committee in 1958 and became Secretary/Treasurer in 1959/60/61. In 1962 he was re-elected onto the committee, then in 1974 was elected as Chairman, a position he held for two years. In 1977 he became Branch Treasurer and held this position for 18 months before resigning due to work pressures. In 1988 he became Branch Patron and remains Patron to this day. Trevor also works away in the parts department and is custodian of the Lucas Model T and Model A. He was instrumental in having the Model T gifted to the Branch on very favorable terms as he worked for Lucas Brothers garage for many years. He has helped restore many vehicles over the years and his mechanical knowledge has been invaluable. If anyone needed help with a restoration he gave willingly of his time and has also worked away on various projects within the Branch. Trevor is a person that the committee feels truly deserves recognition for his efforts over the past 50 years.

## RAE FAIRWEATHER

Rae is a foundation member of the Marlborough Branch. Rae was 15 years old at the time of joining and was nominated onto the Social Committee at the first AGM in 1959, and held the position for the coming year. He became a committee member in 1970 and served on the committee until 1976. He was Social Committee Chairman during 1973/74. In 1977 he was voted back onto the committee for a further year. He stood for committee again in 1980 but was unsuccessful on this occasion. He was re-elected to the committee for a further year in 1981. He was re-elected in 1983 and 1984, then again in 1989 to 1993. In 1994 he was elected as Club Captain for a term of one year. In 1998 and 1999 Rae was elected as Spares Custodian. He served further terms on the committee in 2000 and 2006. Rae has helped other members to restore their vehicles and his expertise, especially in the field of panel beating, has been very much appreciated by numerous people. Rae has donated two trophies to the branch for different events and has always put up his hand to help at various fund raising events. A worthy recipient. bw

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\$16.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.

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\$24 non-members.

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**Above rates apply for each advertisement.**

**Advertisements should be typed or clearly printed.**

### ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

Post to: Advertising, P O Box 13140, Christchurch 8140, to arrive not later than 10th of month preceding publication.

Phone 03 332 3531, Fax 03 332 3827.

## DISPLAY RATES

	Casual	3 Issues (per issue)
Full Page	\$900	\$720
Half Page	\$490	\$390
Horizontal Quarter Page	\$270	\$216
VCCNZ Branch Rate ¼ pg	\$121	\$99

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

Deadline for copy 10th of month preceding publication.

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

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full.

Where possible **Beaded Wheels** will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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

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

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

## FOR SALE

1915 BUICK 4 CYL C24 Parts, tyres, two 1915 engines one with clutch & another for parts, radiator shell & badge. Rebuilt and ready to fit starter generator distributor and bearings overhauled good brushes and new sealed central ball race. Also lots of parts for the starter generator with 2 good armatures. Carburettor and spares, crown wheel & pinion, two rear axle shafts. Front universal jointer assembly completely recond water pump. Two excellent 815x105 tyres tubes & rim. Also included six boxes of misc parts and lots of literature. To be sold as one lot. Phone 09 268 7286 inspection invited. MEM

1923 KISSEL 6-55 TOURER in need of major restoration. Running gear mostly complete, body panels suitable for patterns. Stored in Napier. Phone 03 579 5796 or 06 843 4360.

1928 CHEVROLET TOURER NATIONAL AB Dismantled but complete. Some panel work done. Needs rear woodwork. A good restoration project. No space. Phone 06 835 5180 evenings or email besco@xtra.co.nz MEM

1939 CHEV PARTS Spares from my '39 Coupe sold 10 years ago. One complete diff with brake drums etc, two engines, one cyl head (good), one radiator (good), two flywheels with ring gears. To be sold as one lot. Phone 09 268 7286 inspection invited. MEM

1962 HILLMAN MINX Stored undercover. Has some rust but is a complete car. No WOF, Rego on hold. Plus a trailer load of spare parts. \$1,500ono Can be seen on Trade Me. For further information phone 07 549 2812 Allan Bright. MEM

26-27 BUICK PARTS, complete 27 running gear, quite a few panels, radiator and surround, bonnet, door skins. F/guards, rear tub for sedan, spare carrier, lights and heaps more, would prefer to sell as a lot. Good parts stock or build a commercial. Peter Lowe, Paeroa Phone 07 862 8012 Fax 07 862 8069. MEM

35 MORI Personalised number plate. \$1,000 Email c-eappleton@xtra.co.nz or phone Craig 07 856 8723. MEM

AUTOMOTIVE LIGHTING AUTOMOTIVE BULBS in 6-12-24 volt including most hard to get bases in both 6 & 12 volt for conversions. These are the old type standard bulbs not the more expensive Quartz type. Try me for all your bulbs preferably with a description rather than an obscure number. Info and quotes phone Stuart Neill 03 472 7199 or email stulyneill@hotmail.com MEM

BEADED WHEELS COPIES 102 to 138 (except for 131 and 136) plus 94 and 97. Offers invited (37 copies) Hec Browett phone/fax 03 487 6726. MEM

CAR COLLECTORS DREAM PROPERTY 4yr old four bedroom Golden Home brick and tile on a corner 3,000m<sup>2</sup> section with a separate 275m<sup>2</sup> garage, brick and tile, lined and painted fully alarmed with eight sectional doors. Selling well below valuation. Situated in the Bay of Islands, Kerikeri. For further details contact Kevin Slater 09 407 7476 or 0272 402 267 email kevin.slater@xtra.co.nz MEM

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When restoring your car there is only one way to restore your metal window frames & dashboard: metal woodgraining. For information and free quotes contact Barry Drake. Phone 03 447 3802 or write to 1623 Chatto Creek, RD3, Alexandra 9393. MEM

### 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

FIAT WHEELS. 5 14" Cromodora mags with small hubcaps. 5 steel 13" with hubcaps. Tool kit complete in original plastic container. All in very good condition. ph 07 348 4227, 021 043 7673. MEM

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FORD MODEL T 1922 New restoration, balanced motor ready to VIN and register. Spare parts new and used. Phone Brian 07 576 6182 MEM

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Phone/fax Barry Emms 03 342 5677 MEM

email: barry@qualityrebuilds.com

www.qualityrebuilds.com

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All vehicles have current WOF and registration, original record of owners and service.

For further details  
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**1952 RILEY RMB 2 1/2 SALOON** 71,000 miles. Good original order. Goes well \$14,500.



**1967 MK3 RILEY ELF** Two owners. 51,000 miles. English assembled, in tip top condition \$6,000.



**1968 MK2 RILEY KESTRAL 1100** Auto English assembly. Restored, new trim and paint \$5,500.



**1963 RILEY 4/72** Restored, two owners. 83,000 miles. Sound and original \$6,500.



**1986 AUDI 2200CC** 5cyl GT auto coupe. Extremely sound and good condition throughout \$4,750.



**1955 MK ONE FORD ZEPHYR** Fully restored as entrant 29 Southland Centennial trail. \$16,000.



**1969 13/60 TRIUMPH HERALD S/WAGON** in good original condition 39,800 miles. Two previous owners \$3,750.



**OLDSMOBILE 1971 CUTLASS SUPREME** Four door pillarless vinyl hardtop. LHD. Very good original cond. 85,000mils. 350cu V8, new exhaust, tyres. \$18,500. Phone 09 298 9014 MEM



**OLDSMOBILE 1928 F28** Excellent restored condition throughout. Runs very well, looks good. \$21,000. Phone 09 298 9104 MEM



**1930 FORD MODEL A TRUCK** Professional restoration – motor reconditioned 2007. Excellent original condition. Runs well \$26,000. Phone Bryan 06 844 2081 Evenings MEM



**1927 TALBOT (ROESCH) AD 14/45** Open tourer body by Darracq (London). Engine, gearbox and mechanicals have been rebuilt to original specs over the last 11,500mils. Travelled 29,000mils in our ownership of 12 years. Excellent touring car with good history. Ref. Behind the Wheel No 257. Offers around \$60,000 considered. Phone 03 578 6165 or email vintageholdaways@xtra.co.nz MEM



**1932 DM DODGE** Good mechanical order. Lots of spare parts. Current Registration and WOF. \$25,000. Phone Barry 03 385 1030 MEM



**1929 WHIPPET** Older restoration still in good condition driven very little. Receipts for \$10,000 work done. Beautiful interior and runs well. WOF and Registration. \$15,000 Phone Joe 03 319 5811 evenings MEM

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LATHE, ENGINEERS, Hercus, 9 inch swing X 24 inch centres, mounted on steel cabinet. Reversible single phase motor, 16 speeds, as new condition \$2,500 total price. Phone Ronald 09 278 3888 evenings.MEM

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Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gasket/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, for all makes and models, especially: Austin, Chevrolet, Chrysler, Essex, Ford, Hillman, Morris, Standard, Vauxhall. **Ronald Lever, 87 Tui Rd, Papatoetoe, South Auckland. Phone 09 278 3888 evenings.**

MODEL A. Front wheels, drums, axle, spring and cross member, also bare engine with clutch and gearbox. \$250 the lot. Phone 06 342 3758 evenings. MEM

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

R. B. MAGNETO NO. 168575 for 4 cylinder car fully reconditioned by D. Banks and in excellent condition. \$650ono. 30mm Zenith Carburettor Vertical model TD Complete in good working order with correct carburettor handbook (in French) \$425ono. Phone/fax 04 904 6226 MEM

MODEL A CONRODS New replacement conrods engineered for the 21st century. Stronger than original with doweled bolts for precision cap alignment. Shell type bearings, no alterations required. For more information phone Motor Reconditioners 2002 Ltd, 03 366 0914.

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STUTZ DUAL COWL TOURER MODEL AA SV16 new NZ 1928. Overhead cam 8 Cyl 16 plug 3 speed, wire wheels, older restoration. Beautiful car needs a new home. Phone 09 817 8313 MEM

VELOCETTE MACS 1951 in pieces and a iron engine model /parts project offers, wanted to buy Triumph flat tank motorcycle project or parts anything please, also need any Alldays & Onions motorcycle parts or Alldays Matchless parts pictures or owners please contact chris tel 09 533 8050 email triumphmodelh@yahoo.co.nz ME

### PISTONS FOR VINTAGE AND CLASSIC ENGINES

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### PISTONS PISTONS PISTONS PISTONS

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### M S Coombes Ltd

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

### FOR SALE VETERAN TALBOT ENGINE

Offered by tender, closing June 30 2008. Presumed as Model DB of 1908/1910, about 15hp. Please send \$5.00 NZ to; The Secretary, Southland Branch VCC of NZ. PO Box 1240 Invercargill, 9810 Cost covers set of photos & document etc. Tenders close June 30 2008. Mark envelope Talbot Engine Tender. Highest or any tender not necessarily accepted. Genuine inquiries please, no tyre kickers.

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.



1928 U SERIES PLYMOUTH 4 Older body off restoration, still in top condition. VIC., new Reg & battery extensive motor work. Recond g/box and diff. Upholstery and paint good. New tyres and tubes \$16,000. Phone 021 261 0616 MEM

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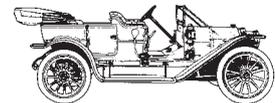
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H.C.C.A. (NZ)

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1974 TRIUMPH. 2500, 6 Cylinder. Power Steering. Reg & WOF. Used daily, runs well and in good condition. 26,000 kms on reconditioned motor. Spare parts. \$3,995ono. Phone Fred 06 367 0311, 021 135 5440 MEM



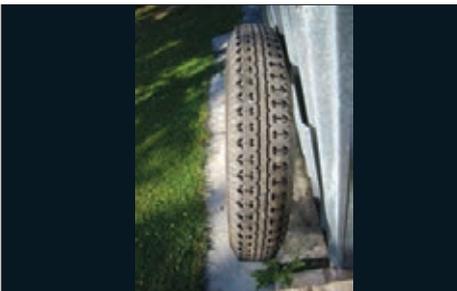
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**VINTAGE ENGINE STAND** Rotates to any angle. For all position work on up to the largest engines. Manley York Mfg. makers. Engine rails 1m long Base 1.6m long x 1m wide on castors. Adjustable for width, length and working height \$250 plus freight. Phone Andrew 03 314 8461 MEM



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**1929 MORRIS COWLEY 2 DOOR TOURER**, Complete weather gear with very good hood & screens plus tonneau. Current Reg & WoF. Running well. Practical, reliable fun motoring that will keep up with today's traffic. Tool kit, spare engine & history inc. \$15,000 ono Call 03 5451765, email; info@executivelimousines.co.nz Nelson MEM



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



**SHARPS COMMERCIAL BOND MINI-CAR**  
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**1958 MORRIS OXFORD SERIES 3.** Repainted, otherwise original condition. Heaps of spares. \$4,200 ono. Phone 03 217 8177. Email - deburge@ezysurf.co.nz



**1928 CHEVROLET SEDAN.** Good body condition & in running order, rego on hold. Lots of spare parts. Reluctant sale \$17,000 phone 03 388 6852 or hawkescroft@yahoo.com

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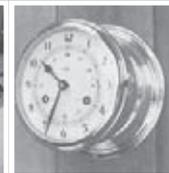
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Palmerston North  
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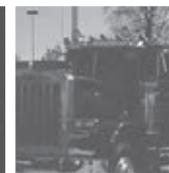
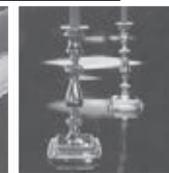
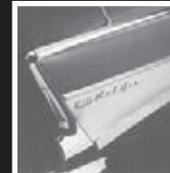
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MEM



**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.



**FORD MODEL A ROADSTER 1930** Colour red, completely stripped to last nut and bolt and restored with brand new body. Below cost \$40,000. Phone 03 762 6250.

MEM

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

Classified advertising in Beaded Wheels magazine is free **\*for all current financial members of the Vintage Car Club of New Zealand Inc** buying or selling club eligible vehicles or parts.

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 August/September issue is 10 July 2008.

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):

\_\_\_\_\_  
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### 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 .jpg format, send a high resolution file to achieve best results.
- Advertisements **must be resubmitted** for each issue they are required to appear in.
- 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.
- All free advertisements will automatically be listed on the VCCNZ website.

**Not a VCCNZ member?** You can still advertise your vehicle in New Zealand's foremost historical motoring magazine. All advertisements are listed on our website.

**\$64\***

Text & colour photo.

Tick which column you require

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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

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.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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.

JULY 22

# IMPORTANT VINTAGE & COLLECTORS' MOTORCYCLES

FURTHER ENTRIES NOW INVITED | Contact Neil Campbell on 09 529 5603 or [ncampbell@webbs.co.nz](mailto:ncampbell@webbs.co.nz)

Webb's is pleased to announce a sale of Important Vintage & Classic Motorcycles to be held in association with Auckland Motor Power Sports (AMPS.) Already consigned for the sale is an extremely rare 1915 Ariel Vee Twin. This bike, featured in Maureen A. Bull's publication New Zealand's Motor Cycle Heritage, represents the height of Edwardian technology and the beginning of New Zealand's motor cycle history. The sale also includes: a 1963 Harley Davidson Sportster, an exquisite 1974 Ducati

GT 750, a 1965 Vespa, 1952 AJS 350, 1969 BSA Bushman, 1967 Yamaha DS6 250, 1980 Yamaha XT500, 2000 Ducati MH900E and an extraordinary 1914 Clyno Vee Twin. Further quality entries are now invited. All entries to the sale will receive expert appraisal. Please contact Webb's for details of how to participate in the auction or discuss, in confidence, any aspect of buying or selling motorcycles at our auction sales.

Illustrated: An Extremely Rare 1915 Ariel 670CC VEE Twin | Estimate \$10,000 - \$20,000

New Zealand's Premier Auction House  
18 Manukau Road  
Newmarket, Auckland 1149  
New Zealand  
+649 524 6804  
+649 524 7048 (fax)  
[auctions@webbs.co.nz](mailto:auctions@webbs.co.nz)  
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# Webb's



**1928 DODGE FAST 4**, Fast 4, fully reconditioned engine, not yet run in, excellent upholstery, restored in 2000, good tyres, trunk. Registration on hold History from 1967, Some spares. Reluctant sale. \$14,000 ono. Phone Rex Corpe 06 328 9742.

MEM



**1967 FORD ANGLIA** 997cc 63,000 miles, 3 owners Original Paint (Logan Green) needs touch up on bonnet. Interior very tidy, new floor mats. Head reconditioned, new clutch and pressure plate. Brakes all done. New WOF. Rego on hold. Runs very well and in very tidy condition. \$3250. Phone (07) 896 8104



**1930 SINGER JUNIOR** 4 door wire wheel saloon. Stored 45 years (same ownership-original papers available). Complete but unrestored, travelled 56,596 miles. Motor turns by hand. Spare older block with flywheel and magneto. Rare opportunity. \$12,500 ono. Ph John 09 529-5569 evenings/weekends.



**1931 FORD MODEL A TUDOR A7** original, genuine, rust free car. Mechanically excellent. Goes well. WOF & reg. 91,000 miles \$25,000 ono. Phone 09 407 4638 or 021 267 3111.

MEM



## 1929 GRAHAM PAIGE ROADSTER

This visually impressive vehicle is equipped with 6 powder coated wire wheels. Standard equipment includes powerful 3.4l 6 cylinder engine, factory right hand drive, large drum brakes all round with sleeved brake cylinders, modern cored radiator, SS exhaust system, 12 volt electrics all-round, heater, concealed

sound system, trunk rack, dickey seat. Full all weather side curtains and side golf door. Many spares also come with this vehicle. Vehicle has high-speed diff and is able to cruise easily with modern traffic at 55-65mph. Paint, panel and chrome are in excellent condition, vehicle was restored in early 80s and has completed many tours without incident

This vehicle is in sound mechanical condition with current rego and insurance and is ready to hit the road whether a national tour or a sunday drive. \$60,000. Phone 06 354 1796 or cell 021 022 86109



**1930 MODEL A ROADSTER.** Good condition, travels drives and goes well. Spare wheels. WOF & Reg. \$34,000 ono. Phone 09 407 4638 or 021 267 3111.



**1952 BEDFORD KZ OLD SCHOOL BUS**, Fully professionally restored with current CoF & Reg ready to operate or start own business. 13 seats + driver. All new re-upholstery, fully renovated interior. New tyres all round. Will cruise quietly & comfortably at 55 mph. \$35,000 Phone 03 545 1765 or 0274 903 931 Nelson



**JAGUAR MK11 3.4.AUTO.** Chrome wire wheels. Sahara Gold with light tan upholstery and carpets. Motor reconditioned 27,000 miles ago. \$25,000 ono. Phone Keith 06 278 8452

MEM

# WANTED TO BUY

1928 DODGE SIX CYLINDER BODY PARTS WANTED. Phone 03 216 8766 evenings 0272 160 693. Email dmcleod@slingshot.co.nz

1965 ANGLIA ESTATE WAGON PARTS, rear lights or car. Phone 07 304 8210 MEM

AUBURN 6 CYLINDER ENGINE. (Lycoming WF series) or any mechanical parts. 1932-36. Kevin Lord Phone 09 413 9157 Email marlene.kevin@xtra.co.nz MEM

BRENGUN CARRIER OR LLOYD. Prefer a runner but minor work needed ok. Contact Bryan Ashford 09 838 5015 or 027 680 2305. MEM

BUICK 1917/18 any parts information photos etc. for restoration. Austin 12/4 22-28 Front mudguards. Phone 06 273 8717 or email pre39hq@hotmail.com MEM

FIAT 505, HUMBER, 9/20 Anything, also any information 1930 Auto clutching devices. Phone Roy 09 235 0917 MEM

HARLEY DAVIDSON J PARTS, anything considered. Ford 1936 V8 engine, 3.54 diff, complete or gears only. Ford 1939 V8 brake parts. Please call Kerry 09 299 6860 or email nzuk@xtra.co.nz. MEM

INLET PUSHROD FOR 1940 INDIAN four cylinder motorcycle. 8 3/4" long, 1/4" diameter, round one end, 0.365" ball at other end. Also any Indian 4 restoration projects contact Bob 38 Hastings St, Nelson 7010. MEM

LUCAS GENERATOR Model E418C 12 Volt. This is a standard looking front face plate mounted generator circa 1920s, but it has a rear extension that houses a distributor drive. Armature is longer than the standard model. "Lucas" is not stamped on external case, but model number is. I can e-mail photos/dimensions to positively identify. Phone 07 579-9621 or ron.elton@xtra.co.nz. MEM

NZETA SCOOTER, or parts and manuals. Fax 06 843 5849 email snipe1949@xtra.co.nz MEM

PAIR OF FRONT MUDGUARDS for 1926 Chevrolet wanted. Please phone 07 829 8778.

STUDEBAKER RADIATOR SURROUND, 1927-29 Hartford shock absorbers, or parts, 5 leaf, 10" centres. Colin Dray phone 07 863 6354. MEM

TYRES WANTED all crossplies preferably in North Island 640 X 15, 590 x 15, 520 x 14 must be warrantable condition. Phone 04 563 7796. MEM

VETERAN TRUCK PARTS WANTED Looking for an engine and any mechanical parts for a J Type Thornycroft 3 ton truck (1913-1918), also looking for a chain drive for a White 3 ton truck (1911-1918) and any other mechanical parts, anyone with information or parts please ring. Condition of parts or location would not be a problem as something would be better than nothing. Phone 07 374 8668 evenings. MEM

VINCENT COMET IN GOOD CONDITION. Please phone 09 439 1898 after 5pm. MEM

WANTED - JOWETT VETERAN I would like any information on early car or parts in N.Z. for a possible restoration project in mind Kevin Phone 09 413 9157 Email marlene.kevin@xtra.co.nz MEM

WANTED FOR 1956 ZUNDAPP COMBINETTE Moped fuel tap and headlight switch model 422 single speed. Also wanted any parts for 1958 Crescent 2000 Moonrocket Moped. Phone 021 891 980. MEM

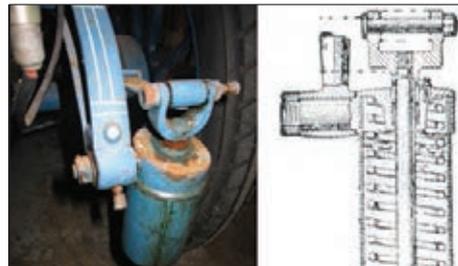
WANTED TO BUY - 1925 DODGE TOURER Parts Split Rims for wooden wheels size 20 inch 4.75 / 5.00 and any other parts. Phone Shaun 04 5691 227 or 0274 349 957 or fax 04 566 8567 or email shaunl@armstrongdownes.co.nz MEM

WANTED TO BUY SERIES E MORRIS 8, two door saloon, 1939-1945, in good restored condition. Phone 06 878 2448. MEM

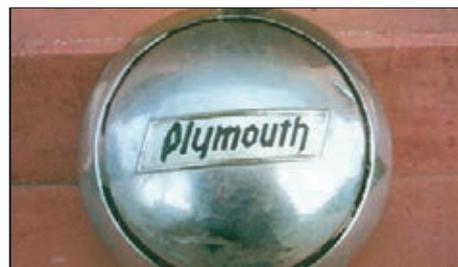
WANTED TO BUY: HARLEY DAVIDSON 1926 350CC. Carburettor Schebler aluminium model GX1, 2, 3 or 4. Model number is stamped on the top. Penny Farthing Lamp split type that clamps around front axle. Cleveland 1920 single cylinder parts. New Hudson Autocycle tank, 98cc Villiers engine parts (engine prefix xx). Phone Chris Parker 09 638 8384. MEM

WANTED. VAUXHALL PA 1961-1962. Any condition. For parts or restoration. Ph. Bob 09 431 65 76. Or email elaineandbob@ihug.co.nz

WANTED: REAR WINDOW BLIND 820MM or longer. Rear quarter window blind 550mm or longer. For a 1929 Nash but blinds for most American Vintage cars should be similar. Kevin Casey, 116 Morningson Rd., Dunedin. Phone 03 453 0818. Email: leadlights@ihug.co.nz MEM



COIL SPRING TYPE SHOCK ABSORBERS WANTED for rear leaf springs as per photo. Bosch ZF4 magneto. Rotax Leitner generator. Also any parts to suit Veteran 10hp Singer car. Phone 03 318 1454 or Email kevinandjulia@xtra.co.nz MEM



1935 PLYMOUTH PJ HUBCAPS in good condition (36 p1 & p2 same), parts book, 1934/35 scripted tail light lenses, numberplate light lens, factory radio, Lindsay, Oamaru Ph/Fax 03 437 0809. MEM



JACK WANTED The photo shows two different types suitable for 1932-35 Ford V8's also tyre lever ten inches long with square hole one end. Phone 06 278 6937 email ijs@xtra.co.nz MEM

WOULD LIKE TO BUY 1930S EARLY 40S PICK UP/UTE. Must have WOF and reg (or on hold) anything considered. Phone 032177766, email tattersfield5@yahoo.com Also need stromberg carb U2. MEM

## SWAP MEETS & RALLIES



ROTORUA VINTAGE & VETERAN CAR CLUB INC

# 28th Annual Central North Island Swap Meet Rotorua Racecourse on SUNDAY July 13 2008

This event will be of interest to all collectors of Vintage, Veteran, Classic and Collectable Cars, Motorcycles, Hot Rods, Memorabilia, Old Car Books, Old Toys, Model Cars & Trains, and anything of a collectable or antique nature.

Selling 7.00am till 3.00pm FREE PARKING. Food, cooked breakfast and refreshments available.

All catering and refreshments supplied by Rotorua Caterers. **No other food or refreshment stalls permitted.**

FURTHER DETAILS PHONE 07 345 6615 Mel Cooper email melandco@paradise.net.nz

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13th & 14th September 2008



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# 10\*, 11, 12 OCTOBER 2008

Join us on this fun weekend and visit the Mecca of Vintage Motoring of New Zealand  
For information and bookings write to Swapmeet, PO Box 5279, Christchurch or phone Kay 03 352-5217.  
NOTE: Sites not paid for by due date will be reallocated. Some EFTPOS facilities available. No Dogs. ROAR.  
PUBLIC DAYS 11, 12 OCTOBER: 9am - 4:30pm. Adults \$5, all accompanied school children free.

**\* 10 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.*



THE MANAWATU BRANCH  
OF THE VINTAGE CAR CLUB OF NEW ZEALAND (Inc)

Registration of interest for

## The VETERAN RALLY & STEAM FESTIVAL Labour Weekend October 2008

Draft program

Wednesday	22	Happy hour, venue in Feilding
Thursday	23	Car tour, Shed Visit & Train rides
Friday	24	Farmers market/saleyards, short car tour
Saturday	25	Veteran rally and Dinner. Train rides
Sunday	26	Show & Shine, Short car tour, Train trip (book soon)
Monday	27	Short tour, Meal at VCC rooms, Parts shed open

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throughout the weekend  
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Please reply to:  
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Phone Allan **06 356 8322**



CANTERBURY BRANCH VCC

### PRELIMINARY NOTICE

The Canterbury Branch of the Vintage Car Club of NZ are pleased to be associated with our neighbouring Clubs, the NZ Vintage Machinery Club and the Canterbury Steam Preservation Society to organise and run a large combined event to be called the

## MCLEANS ISLAND VINTAGE COUNTRY FAIR

This event is planned to take place over the weekend of  
**28-29th March 2009**

within the grounds of our three clubs situated near Christchurch, New Zealand. All types of Vintage Machinery, Tractors, Traction Engines, and Steam Trains Vintage Vehicles and Memorabilia are to be combined to make this event a very memorable occasion.



This notice is to inform & allow visitors from Overseas and New Zealand time to organise their travel and accommodation requirements.

Contact Ted Hockley Phone: 03 352 7862 for more information

# CENTRAL OTAGO BRANCH



## NATIONAL VETERAN RALLY

14-15 FEBRUARY 2009

Open to all eligible pre 1919 vehicles as per NZVCC regulations.

Central Otago Branch is proud to host the **2009 South Island Veteran Rally to be based in Cromwell.**

Some of the attractions that will be offered during the weekend along with the social events and our friendly company will be a Gymkhana, places of interest, and a choice of long touring or short interesting rally routes.

Entry forms will be circulated to all branches early July. These will also be available by contacting.

### Rally Director

John Martin  
Ph/Fax 03 445 0598  
Email martin\_jw@xtra.co.nz

### Rally Secretary

Alon Mayhew  
Ph 03 443 7030  
Email alon.tracy@xtra.co.nz



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28 February -  
7 March 2009



Dunedin

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# Summer Holiday



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**SATURDAY 5th July 2008**

**9am - 4pm**

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Otago Mini Owners Club

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[www.otagoclassicmotoringclub.co.nz](http://www.otagoclassicmotoringclub.co.nz)



## VCC - WELLINGTON BRANCH 50TH BIRTHDAY PARTY!

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Saturday 12 July 2008  
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TASI BETTERIDGE: 04 972 2367 - [betteridge@paradise.net.nz](mailto:betteridge@paradise.net.nz)

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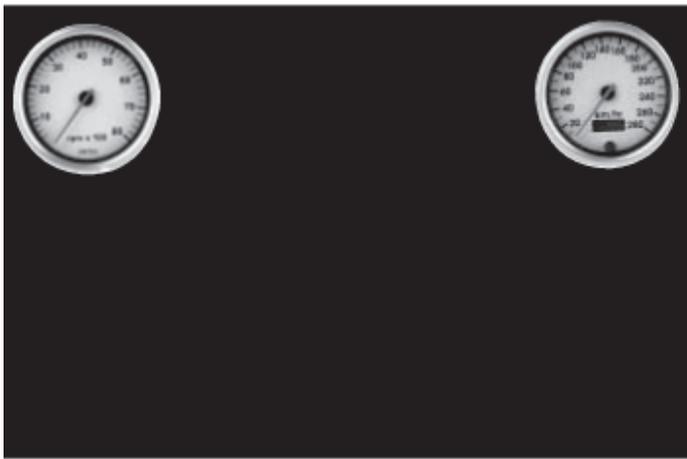


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## Ashburton

Les Bennett

On 24 February our Ladies run, organised by Carol Williamson, saw a good turnout of members travel to the Rakaia/Overdale district to visit the farm of the Stewart family and view their collection of Vintage and modern John Deere tractors and traction engines, just the thing for a ladies run! On the 6 April 15 cars and one motorcycle set out on a run to Geraldine organised by Dave and Margaret Patterson. This run took in the Mayfield, Montalto, and Ruapuna districts, an area we have seldom visited in recent years, and on arrival members were able to visit the excellent motor and machinery museum. An excellent run enjoyed by those who took part. Our night trial organised by Club Captain Gary Hawke took place on 17 April. The Navigator's Trophy was won by David and Marion Oakley and the Club Captain's Night Trial Trophy was won by Peter Lambie and his daughter Catherine. Recent new members are Andrew and Elizabeth Sim and David Martin. Murray Nelson has added another rare Armstrong Siddeley to his collection with the acquisition of a 1927 30hp saloon which has some work done but needs finishing. The 1934 Austin 7 which belonged to Ken and Moira McLeod that has been resident in our museum since Ken's untimely death some years ago; has been exported to Melbourne Australia to take up residence with Ken and Moira's son Alisdair. This much loved little Austin was Ken's pride and joy and I am sure it will give Alisdair as much pleasure as it gave his father. One of our members Pearce Watson (1930 Ford A and 1929 DA Dodge) is also a champion ploughman and on a recent trip to the National Ploughing Championships in the North Island won the Vintage championship with his John Deere AR pulling the plough.

## Auckland

John Stokes

Motorcycles: New motorcycle members are, Barry Knight with a 1968 BSA Lightning, Kerry Davy with a 1918 Douglas V model and '46 Francis Barnett Merlin, Stuart Metge with a '51 MAC Velocette. Ron Gill has a '54 BSA B31, '59 BSA Rocket Gold Star and a '62 BSA Firebird, while Glenn Walmsley owns 1917 and '26 Harley Davidson J models and '30 and '34 Harley VLS.

Veteran: George Mihaljevich is making minor panel adjustments to the 1912 Hudson. The Barry Robert 1908 Rover single cylinder and the Alan Price 1912 Clement Bayard are both at the painted rolling chassis stage.

Vintage: Stephen and Tracey Winterbottom came second in the Vintage class at the North Island Easter Rally in their 1928 Sunbeam, they contributed to the Auckland Team winning the Maxwell Trophy. Berni Engleback's latest purchase is a 1925 Chrysler Six roadster at one time owned by Albie Littin. Peter and Andy Webster's '28 Model AR Ford attended the South Island Easter Rally and formed part of

the Auckland team which took third team prize at this event. Jack Nazer has made the significant purchase of a 1927 DIS Delage ex Brian Black of Christchurch. The Vintage Muster had a rather poor turnout of 20 or so vehicles. Norm and Pat Dewhurst being the sole rear wheel braker in the '25 Essex. The participants were rewarded with a superb rally/tour ably organised by Glen and Marion Morris. Branch Vintage owners who stayed home don't know what they missed. Rodger and Val Ball won the overall prize in the 1930 Model A phaeton and Jocelyn and Laurel Walker won the slow class in the '28 Austin 16/6.

PV/PWV/ P60V. Paul and Carol Fussey 1957 MG A, and Brian and Kaye Sole 1976 Holden Kingswood made up the remainder of the Auckland Maxwell Trophy winning team at the North Island National Rally. Norm and Pat Dewhurst '62 Skoda Felicia, Colin and Pam Bell '39 Chev coupe, Alf and Rosie Williams '39 Chev sedan form the remainder of the Auckland team which took third place at the South Island Easter Rally. Tony and Carol Dewhurst '63 Jaguar also attended this event. New members in this category are Bob and Maxine Taylor with a 1956 Morgan 4/4, Geoff Miles with a 1976 Triumph 2500 Mk 2, Laurie and Moira Statham who own a 1969 Jaguar E Type hard top. Leigh Shaw and Bradley Hall have a '62 Morris 850 panel van and Bevan and Sue Harding who are looking for a '30s car.

Commercial: Rob Webster has bought two more Chev commercials, a mobile half ton and



Auckland Branch: Stephen and Tracey Winterbottoms 1928 Sunbeam

a basket case one and a half ton. Mrs Gwen Stone, the widow of commercial stalwart Harold Stone, has joined as a member in her own right.

## Bay of Plenty

Jack Hoven

Eighteen cars took part in our first ever Breakfast Run in February, finishing at the Kaimai Restaurant for a sumptuous breakfast.

Our speaker for March was Jack Biddle, AA Technical Adviser, who spoke on Bio Fuels. It's reassuring to know our Vintage cars won't be forced off the road.

19 cars set off for Whitianga via Whangamata to enjoy "The last of the summer days" Run. A barbeque meal on Friday night, lots of sight-

seeing on Saturday followed by a sumptuous meal at the Mercury Club. Back on Sunday via Coromandel, ideal roads and scenery.

On our Midweek Run we visited the Otanewainuku Reserve at Oropi. An informal talk and a tramp through the bush taught us a lot about a comprehensive scheme to save the kiwi, a very worthwhile cause.

Not often do we have the pleasure of unveiling a Veteran car that is 101 years old. New member, Seaton Dredge spent four years, turning a basket-case into a pristine example of a 1907 Ford S, having made many of the parts from drawings supplied by the Ford Motor Company. Seaton assures me that a special article will be forthcoming for Beaded Wheels.

A very successful Hillclimb event attracted 35 entries, including our National President, Greg Terrill. Full report elsewhere in Beaded Wheels.

At our April meeting Joe Scott told us about the ins and outs of wheel balancing and front suspension systems and here I was always thinking "toe-out" meant a hole in your sock; we learn something everyday.

### Canterbury Tony Becker

The Library may seem an odd place to start 'branch activity' notes; however, the fact is it's one of our busiest activities. Many attend monthly noggin 'n natters solely for this visit. Not surprisingly, Librarians Owen Genet and Kay Shaskey are usually flat-out those nights.

It must surely rate as the greatest collection of historic vehicle information in the Country. Another unsung source of info is "The Hub" monthly magazine. Though busy family folk, Mike and Heather Glenday have managed a consistently interesting read over many years.

Autumn activity has been blessed with an extended summer – even if the hydro lakes are not exactly overflowing, our motoring fun most often is! The 'P' group rally organised by Bob and Esme Humm is an example. After field tests, 76 vehicles rolled up for lunch at Methven followed by a visit to Bruce McElroy's immaculate workshop where 10 Rolls-Royce and Bentleys were viewed. Stories were told of his second placing on the recent Peking to Paris Rally, adding to this great day out. Blenheim's National South Island Easter Rally proved a major drawcard. Around 550 members converged on Marlborough for an anticipated weekend of rallying in this pleasant district. Somehow though, little motoring beyond part of Saturday; the rest of the Rally being lost to standing displays and static visits. Good though these were, many members preferred to be rallying. The Convention Centre dinner, though of acceptable quality, drew less than favour-



Bay of Plenty Branch: Seaton and Margaret Dredge in their 1907 Ford S.

able comments for its service and high cost. That's a pity, because Marlborough justifiably prides itself on delivering good value. Our hosts were great and the new clubs of Marlborough facility brilliant! Over the hills in Nelson, National Rallies also appeared to be the thing at Easter, with some 60 Rovers and 90 Morris Minors buzzing around plus Leyland P76s from all over NZ at Reefton prior.

9-90s enjoyed a "nutty" April day out. Cracker-of-a-nut walnut farm was followed by The Nut Cracker art and entertainment spot, while between them a sunny picnic at Canterbury Astronomical Society's Observatory; all of this around West Melton.

### Central Otago John Loudon

Three vehicles put forward for the Loudon Trophy this year. George Wallis with his recently acquired Packard Roadster. Rob Boulton brought his unfinished but mobile Edlebrook Special from Queenstown. This car is an historic racing vehicle from the 1950-60 era. Jenny and Murray Pryde from Wanaka entered their, as new, 150 Jaguar Roadster and this was voted the winner.

A sad start to 2008 was the death of Brian Stevenson from Omakau and a foundation member of the Central Otago Branch, our sympathies to the family.

John Martin has completed the woodwork on Barry Walkers Clement-Bayard and it was displayed at a recent meeting night.

Art Deco at Ranfurly on 23 February saw an increase to about 30 cars in the parade this year. The rally route was round-the-town with a stop at the rest home for the residents to view the cars, on to Naseby for lunch and catch-up in the recreation grounds. This left the afternoon free to take in all the entertainment and visit the stalls etc.

Bob Turnbull has the early Humber up and running quite well. This car was either the first or second car in the Alexandra township so has much historical interest for the local area. At a recent meeting Bob was guest speaker for the night on his involvement with the design and production of the

Hamilton Jet unit with CWF Hamilton, Christchurch.

11 March we were again host for the South Island Club Captain's tour by Dianne Ross. Team Drakes and helpers put on a pea-pie n pud enjoyed by all. Quite a few parts went with them as well. On 16 March we had another Moped rally organised by Wendy and John Martin plus crew. A good day had by all.

### Eastern Bay of Plenty Elaine Proffitt Branch Recognition Of Patronage

The members of the Eastern Bay of Plenty Branch would like to express their appreciation for the huge amount of support given to the Branch by Bert and Leslie Watchorn since they joined in 1991.

We feel that the time has come to formally recognize the contribution you have made and continue to make, towards the Branch's operation and welfare.

Bert and Leslie you have been proactive in all areas of Branch activity, ranging from representation at national level, to assistance provided to individual members.

You have shared your assets, supplied



Eastern Bay of Plenty Branch: Chairman Peter Worrall, Bert & Leslie Watchorn

equipment used for communal purposes, fully involved yourselves in the running of Branch activities and have consistently promoted the Club's interests.

The introduction of National Commercial Rallies involving trucking of all descriptions is a testament of your commitment to the Branch and Club.

Accordingly, the Branch wishes to acknowledge you Bert as the Branch Patron on the Honours Board, and in our monthly magazine *The Running Board*.

Regretfully, Bert and Leslie, there is no stipend to accompany this honour but simple acknowledgement of the respect members afford you.

We trust that you will agree to this status which members feel is your due.

### Gisborne Rodney Clague

Farewell: It is with regret that our committee accepted the resignation of Bob and Janet Scott recently. Bob and Janet,

now in their eighties, joined us 21 years ago, firstly with a 1½ litre Riley which they restored and rallied throughout New Zealand, and latterly with a very nice 1966 Riley Elf which was acquired from its previous and only owner. The 1½ litre was passed on to their son in Christchurch two or three years ago.

**Welcome:** We welcome back Tony and Elaine Browne after a few years absence. They have fully restored a 1954 Chevrolet sedan, and a post-war Chevrolet pickup awaits restoration.

**Runs:** The annual Neil Peterson Trophy Run was held in Wairoa on Sunday, March 2, commencing from the Vista Motor Lodge. The morning run took us around some of the suburban streets, including visiting a retirement home, and then back to the Motel for lunch. The afternoon run sent us out to Frasertown for a wander around the streets then on towards Waikaremoana before turning down the Awamate Road and back to Wairoa, where we had afternoon tea before returning home. A great day out.

Our editor organised our February run which required us to note down places of historic interest, including visiting our old cemetery. The run was followed by a pot-luck tea. Very nice it was too.

**Vehicles:** Brian Butler tells me that his Model A Van will soon be on the road in a fully legal state; it will be good to see this machine out and about after a lengthy restoration. Brian has also acquired a Mk.3 Zephyr from out in the country, intending to use it for parts, but after having had it running has decided not to dismantle it. Terry Wood has sold his DD Dodge which has gone to Rotorua with its new owner. The 1963 Morris Oxford Station Wagon from the parts shed now resides in Auckland, where it is undergoing remedial work. Ron Hopps has just completed a 25-year restoration of a 1957 Riley Pathfinder, a nice car.

#### **Gore Raweyn Dodds**

March saw Starr McDougall and Lochie Young create and run a very interesting Frank Robson Run for Vintage and Veteran vehicles and the Clearwater Capers for all other classes. Most years we finish at the

Royal Hotel, Waikaka, Frank's favoured watering hole. This year we were teased into believing things would be the same by driving through Waikaka as part of our route. Some were so convinced that we were only going 'around the block' that they stopped! Instead we were taken on a variety of roads weaving through the back of the Waikaka area, touching the edges of Riversdale then back down the main road to Mandeville, home of our world renowned aircraft restoration workshop and airport. But no, we weren't going there either. Our run creators had found the Mandeville Country Club tucked up a side street, which there aren't many of in Mandeville, that not many of us knew existed or had been in. We were served a lovely afternoon tea and refreshments while points were collated. And some of the stragglers arrived. First place in the FR went to John and Mary Tremaine in their Model A, with Vic Hubber a very close second after a tie-breaker quiz. The Parishes won the CC in their Alvis.

A couple of our members and their wives joined the Club Captains Tour around the West Coast before the South Island Easter Rally. All really enjoyed their trip and the company that they travelled with. We also had a good-sized contingent who attended the Easter Rally in Blenheim. This too has been given lots of praise for the relaxed and very enjoyable rally they all experienced. Thank you Blenheim for all your work. Roll on Ashburton.

Our Swap Meet in April was a great success. Lots of sunshine of course, along with lots of sellers and a lot more buyers. Most buyers were seen walking out with at least one item under their arm. And some sellers were also seen buying up, again. The kitchen did a roaring trade with a lot of people having travelled many miles to attend. Our parts department also had a bit of stock movement and of those who were just looking I am sure we will see many back in the near future to get some very important item to help their restoration take that next step toward perfection.

As the winter weather finally arrives we are starting to wind down our year, but in the meantime we still have our Ladies Run in May, while June has us on a Night Run and Closing Run, the AGM and Annual Dinner.

#### **Hawke's Bay Mark Jenkinson**

Since Art Deco, the biggest event in the Branch has been the SGM over the sale of the Branch's 1922 Rolls-Royce Silver Ghost.

The vehicle was originally donated to the Branch by Dan Greenwood and has caused its share of problems over the years. More recently after a 14-year complete restoration of the vehicle with both paid and voluntary labour, funding from grants, donations and club funds was followed by a motion to sell it. Unfortunately before the required SGM and 75% majority decision could be made the engine, which has cost approx \$35,000, expired and for all purposes will require new cylinders, pistons etc.

The decision of the meeting was to retain the vehicle preserving it in its present state until any further decision is made on its future. Obviously there are many suggestions as to what may or may not happen but the committee will ensure there is time before any further action is taken. There is one thing that is certain, that being the car will continue to create debate while it is in the club's custody.

A recent run to Ormondville was well attended with the Hastings and Napier cars meeting the CHB group at the restored Waipukurau Rail Station for the trip to a farm where we picnicked, before most made a short trek to watch "pet" eels being fed with some of our youngest members getting "up close and personal". The owner gave a short address on the QEII forest preservation undertaken, and history of the native milling which had taken place on the property with the lumber having been hauled out by horse teams on wagons which ran on wooden rails.

#### **Horowhenua Peter Nightingale**

With Easter rallies and the South Island tour now behind us I guess it is time to check out the sheds.



Hawke's Bay Branch: Photos from Ormondville farm run.





Above: Horowhenua Branch Swap Meet.

Right top, Marlborough Branch: Lunch stop at Golden Point. Debra Herron and John Adamson sitting on the luggage rack of John's 1932 Hillman, John Miller watches from behind.

Right lower: Marlborough Branch: John May explaining the virtues of his Chrysler to other Chrysler owners.



We had members speak at the last club night and report on the above events. This was a great opportunity for those who attended to meet up with friends. The great spell of weather we have been having has made motoring most pleasant. Mike Khull's Chrysler went well apart from leaving bits of rims around the South Island but thanks to the spares in Cromwell and Rob Ross's commandeering a farmer's welder he made it home safe and well.

Tony Wallace reports on a great Waikato rally, his 16/6 Austin making the trip there and back with no problems. Sunday run attendance is a little disappointing for Fred, our Club Captain. They have been great trips but attendance could be better. This Sunday's trip to Waikanae was a tour around the estuary and a commentary on the local bird life by Mike Peryer. Some members then went on to the Wellington Branch's mini swap meet and appreciated their well kept parts shed which was open. This was followed by a great barbeque prepared by Dianne White and helpers.

At home over Easter cars turned up to the Balloon festival in Levin. With the perfect weather the 24 hot air balloons were lifting off continually over six days. The great launch on Friday morning saw all the balloonists airborne with each carrying a member of the local brass band playing music as they floated away. Swap Meet day saw 102 stalls, again with the sun shining \$2,000 worth of parts were sold from our parts shed and we received many good comments

Plenty of food was available and many members were flat out on the day. Thanks to all who helped.

Local members attended the Wanganui motorcycle rally last weekend and I understand came back with the silver. Ivan Horn has been working very hard making moulds

to produce panels for his Ford A pickup which he is restoring. After a bit of experimenting he has come up with a great result. Perseverance pays. Andrew Heffey has reached Afghanistan and reports all is well and is now settling down to work after a few travel dramas. We and many other VCC members attended the unveiling of a plaque for Rob Knight at Fraser Field (a family) Cemetery near Bulls.

#### Manawatu

Brian McPherson

Five Branch members crossed the Strait with their vehicles and navigators for the South Island Easter Rally based in Blenheim. Good weather and rallying was enjoyed by everyone, including two who had taken part in the South Island Club Captain's Run prior to Easter. Meanwhile two other members motored to Hamilton for the North Island Easter Rally, which also went well, but some instructions were quite difficult to follow. For club members who stayed home we had a local casual run with 16 vehicles and crews meeting in Feilding, before heading back via roads to Bulls Museum and antique shops. The next section headed to Marton (whoops road closed) then on to Hunterville (ice cream

or petrol) and then Vinegar Hill Reserve for lunch and Easter eggs by the river. We then travelled up the Pakihiura valley and gravel Peep o Day Road to London's Ford for a stretch. Finally on to Cheltenham for ice creams to lay the dust.

On 19 April 25 Vintage and a similar number of modern cars met with Pat and her family at Fraser Field Cemetery for the Plaque unveiling of Rob Knight. We were led into the cemetery by a lone piper for a short, but very fitting ceremony for Rob. At the conclusion the lone piper played some more as we explored the cemetery before leading us out the gate again, heading back to Bulls for afternoon tea or to our individual homes. Thankyou Pat for the opportunity to join you for this occasion.

Next weekend we have a fun Commercial and Bike Run to be followed a week later by our annual PV Rally.

#### Marlborough

John White

The past month of March has been absolutely full of action for us Marlborough Vintage enthusiasts starting with the West Coast's Scenicland rally, held in fine weather for a change? We hosted a large group from the North Island for an evening



Northland Branch cars lined up at the Towai Hotel.



Northland Branch members at the entrance to the Ruapekapeka Pa.

prior to their departure to Hanmer Springs via the Molesworth farm road, followed by their return via the Rainbow Valley, to attend our Easter weekend rally, a fairly rough journey by all accounts. A few of us locals accompanied this party, myself returning direct by main road from Hanmer because I had to attend other commitments in Blenheim. We met up with the South Island Club Captain's tour party in Hanmer for dinner at a local hotel where there was much chat about the various travels by members to date. I had also previously met up and rallied with this latter group at the Scenicland rally so it was no surprise to see most of them lining up at the start of our 50th anniversary rally over Easter weekend.

We could not have wished for a better entry for this rally, celebrating 50 years since Marlborough branch was formed. The 270 plus stretched the resources of the newly completed conference centre to the limit, particularly the bar arrangements for the prize giving dinner, for which we apologise, trusting it is appreciated the matter was out of our control. Our Blenheim mayor was in

attendance and I heard him muttering that something needed to be done for future gatherings of this size. Otherwise the rally went very smoothly and with great credit to the organisers, I'm sure entrants will agree.

Three 50 year service badges in the VCC were awarded during prize-giving, the first to Trevor May a founding member of the Marlborough branch. The second was Ray Fairweather, who joined at the young age of 14 and therefore in addition to being a foundation member of this branch, must also rate as one of the youngest to join the NZ club. The third badge was awarded to myself and with it was a surprise gift donated by Rodger White, representing Wellington branch, a copy of the original list signed by founding members of that branch which I joined 50 odd years ago — my name being second on the list. A pleasant surprise because I have no memory of that occasion.

A number of our Veteran owners entered the National Veteran Rally organised by Nelson branch and based in Motueka. A total of 74 entries were received and I took

my 1913 Douglas over for the day at their request and put it on display, it not being a registered machine. The Marlborough members' cars were well received and the weekend rallying enjoyed in fine weather.

**Northland**

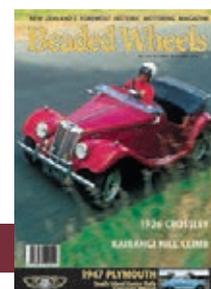
**Terry Lambess**

Sunday 24 February was to be our ladies run followed by a Posh Picnic alas, despite the best summer ever, it was rained out! We will try again in April, fingers crossed for a fine day. The following day was also wet – so the spares shed was given a much needed clean-out we needed the room, the scrap-man is happy, and the club's smiling too. The Club has our second social type run, non-competitive: we travelled North up to the Towai Hotel for lunch, the Hotel has new owners who have been busy refurbishing the hotel. It is now a delightful place to have a leisurely lunch. After lunch back into our cars and off to the site of the Ruapekapeka Pa, this was where the battle with the British forces took place. The history of the Pa and the battle was explained in great detail by our Club Captain Lyn Wrack with informa-

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Otago: Maureen and Arthur Bennett and their 1954 Hudson Jetliner on the 2008 South Island Club Captains Run, Scenicland Rally, South Island Easter Rally, Nelson Branch Golden Bay Tour.



Otago Branch members Ray and Marion Craig, 1937 MG VA, on 2008 South Island Club Captain's Run, Scenicland Rally and South Island Easter Rally.

tion obtained from the Alexander Turnbull library, the explanation was much appreciated by all, a truly fascinating slice of our history. They say the British were so impressed with the Maori defence trench systems that they used the same system in the Crimean War! Now there's history for you. After a pleasant hour or so in the warm summer sun it was time to return to our cars and start our return journey home travelling all over the back roads, finally joining back onto SH1 at the

Hukerenui Hotel for afternoon tea to end a most enjoyable ramble in the sun. All the convertibles even had their hoods down all day.

### North Otago

Kathleen Perry

Some Branch members covered many miles in March. The Club Captain's Tour started with a barbeque at our clubrooms. John and Judith Miller travelling in both of their Chevrolets and Dick and Beth Wardell, 1922 Lorraine Dietrich did the Tour. Dick and Beth and Len and Maureen Withers, 1961 Rover attended the Scenicland Rally. Len and Maureen were on their way to Nelson for the Rover National Rally. John Adamson, 1932 Hillman; Brenda and Ernest George, 1958 Morris Minor; John and Judith Miller, 1939 Chevrolet; Keith and Kathleen Perry, 1911 Overland; made up the North Otago Branch which won the Penzoil Trophy at the National South Island Easter Rally. This trophy was first presented at an Easter Rally organized by the North Otago Branch in 1963 and forty-five years later a North Otago Branch team won it! Dick and Beth and the Lorraine Dietrich were also in Blenheim.

On Saturday 29 March nine branch vehicles and one from Waimate met with eight others from Dunedin (Otago branch VCC and Otago Classic Motoring Club members) and travelled to Macraes to view the mining and have lunch at Golden Point. Some people visited the Macraes Hotel before travelling through Moonlight, Nenthorn and Ramrock Road to Buckland's Crossing (near Waikouiti) for afternoon tea. From there everyone made their way home.

At our April club night we were entertained by Francis and Kirsty Leslie-Ellis who gave a power point presentation and spoke about their time living, working and driving in Ireland.

The Annual Gerald Lynch-Blosse Memorial Motorcycle Rally attracted thirty entries who had a beautiful autumn day for their ride. Alister Kermodé, Canterbury,

1922 Ace won the Vintage class. Bill Veitch, Otago, 1952 Ariel won the PWV class and the Riders Choice. Graham Jarvie, South Otago, 1974 Honda won the P60 class. Lew Williams, Otago, 1975 Suzuki had ridden the longest distance and Stewart Gutsell, Otago, 1949 BSA got the hard luck trophy. Robert Hutton, Trevor Appleby and Ralph Weir (local riders) were placed in their classes and we hear that Robert Hutton won the overall at the South Otago Motorcycle Rally.

### Nelson

June Campbell

February 12, 13 and 14 saw our Club hosting the Founders Prince Henry Tour organized by John Wallis and Robert Wood. The event for two-wheel brake Veterans attracted 28 entries plus back-up vehicles.

The 2008 National Veteran Rally commenced with a 'meet and greet', registration and pick up of rally packs for approximately 70 entrants. Saturday morning was the start of the rally with a choice of long, medium and short routes sending participants motoring all around the Motueka district and the day finished with a dance in the evening. Sunday saw a very successful public day held at Sports Park Motueka with participants competing in the gymkhana events and in the afternoon a Grand Parade. A gold coin donation raised \$3,300, and was collected by the Lions to go to the new Motueka Community Hospital fundraising project. The Rally concluded with a Presentation Dinner. Monday was a lay day and on Tuesday several of the vehicles visited Golden Bay for more motoring delights before heading home.

A Branch Camp Over was held at Pohara Motor Camp in the Golden Bay in February, a really enjoyable weekend for those who joined in the fun. Dave Stuart took his geiger-counter out on the beach and there were 'treasures galore.'

A number of our members travelled to the National SI Easter Rally in Blenheim



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

We can accept articles in handwriting, typed or 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](mailto:beadedwheels@vcc.org.nz) High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

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

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

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

The lucky winners of the Beaded Wheels caps for this issue are Derek Upton and Mark Jenkinson. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

hosted by the Marlborough Branch. The runs were most enjoyable and Des and Beryl Plummer from Nelson Branch gained 3rd place for Best Performance in the Vintage Section in their 1927 Austin 7 Chummy. A Tour to Golden Bay was organised by our Branch immediately after this Rally and 27 vehicles plus owners from around the country challenged the Takaka Hill to enjoy the roads and attractions in the area.

The John White Restoration of the Year Trophy was a very successful day with five entries being received. The winner was Ray Robinson in his 1923 Gray and Rob Thompson was the winner of the Gymkhana in his 1926 Ford T Raceabout.

### North Shore Ray Urbahn

Our Posh Picnic run in March was a great success with members of the Jowett and other clubs attending. Kevin Lord and Marleen plotted a country run, over roads we have not used for a while, to the Taupaki home of Ernie and Leisa Hopkins where all, dressed in period attire, were able to relax and picnic under the shade of large trees. Costume judging proved difficult, as standards were very high, but the judges eventually chose Rex and Rita Cottrell. Congratulations.

Several members attended the recent Easter Rally at Hamilton and after "straight lining" suburban streets, headed west to inspect the quiet high-country back roads. No prizes were gained but all enjoyed the well-organised weekend, although Kevin Lord was heard muttering about the newly reconditioned master cylinder on his Jowett Jupiter. The said Jupiter was last seen sitting forlornly in a puddle of brake fluid on a trailer attached to Kevin's motorhome.

Our 1936 Chev Fire Engine project has been dragging on for several years. However, under the supervision of Allan Collie, a small team have been making progress over the summer months.

A warm welcome back to our patch, to long-time members Malcolm and Terri Dean. They have returned after a spell of some years in the Bay of Plenty area.

### Otago Arthur Bennett

Drink driving may be the cause of low patronage at our regular Friday night Natter and Noggin or we are just getting too old to socialize anymore. Ideas and organisers are quickly required to increase our members' presence. Arthur and Maureen Bennett recently completed four rallies in three weeks. They participated with their 1954 Hudson Jetliner, along with Ray and Marion Craig in their 1937 MG VA, in the South Island Club Captain's Tour and the Scenic Land Rally, where the Craigs won the lucky draw donated by the local BP Service Station at Greymouth. Ray wonders what you feed oversized chocolate rabbits.

The Bennetts won a Directors chair at the Shantytown prizegiving. They continued with the Club Captains Tour and participated in the South Island Easter Rally along with Branch Members Ralph and Denise Harrison in their 1965 MG roadster. The Craigs and Harrisons then returned to Dunedin and the Bennetts went on and took part in the Nelson Branch's Golden Bay Tour. Other members took part in the Prince Henry Tour and Nelson Veteran Rally and the Austin members attended an Austin Rally at Hanmer.

The Branch help the Dunedin Club celebrate their 150th year celebrations by giving rides around Dunedin to their members. A visitor, on the Saturday afternoon, was a gentleman from Melbourne in his Sunbeam Straight Eight, formerly the property Wallace McNair, which he had just purchased at Fazzaz. A fantastic car. Members of the motorcycle section have been active at festivities in Blenheim, a place where the new combined clubs building is an outstanding asset to the town and, of course, they have been biking to other places.

Found at Branch HQ after Brighton Veteran Rally, a spare wheel off someone's trailer.

### Rotorua Doug Green

The Chairman's run in March saw 18 cars out for a spin through the countryside out to Tumunui and Waikite Valley under the Paeroa Ranges. After questions about the area it was back to Lake Ohakuri Hydro on the Whirinaki Valley Arm for lunch. After lunch it was a scenic route back to the chairman's farm for a look around Denis & Pat Burr's Dodge truck, and his tractor collection, along with afternoon tea.

Three cars and crews set off the Wednesday before Easter heading south to Blenheim for the South Island National Easter Rally. Doug and Doreen Green, Zeldia Menzies, Lois Thompson, Denis and Patt Burr all overnighted in Wellington, catching the ferry to Picton next morning. Blenheim put on a great weekend – the scenery of the Marlborough Sounds and the surrounding countryside was impressive.

Marlborough Branch VCCNZ has clubrooms to be proud of, they have a great atmosphere being situated in a Vintage Park.

We visited the impressive WWI air museum built by "Lord of the Rings" Director, Peter Jackson. On the Monday we went to Seddon to see the motorbike display of Club member Ron Hebbard. Ron collects early Japanese farm and road bikes for display to the public by appointment. Ron has a very well organised and set out collection. He is in the process of adding on another section to accommodate more bikes and memorabilia.

After viewing Ron's collection, we travelled out the Coast Road, where you can see Cook Strait and the North Island, heading on around to Lake Grassmere salt works for a look at the huge lake producing salt for all uses, from stock food to fish and chips. This is a huge operation and it has been in Seddon since early war years, started by rubber magnate Mr Skellerup.

### Southland Paul Rodmell

With the cooler weather after the Indian summer, rallies are tapering off.

Conditions were perfect for the annual Restoration Rally. Nine cars, together with their big and little buddies went around the outskirts of Invercargill and back to the clubrooms. Of the three cars entered as new restorations, Keith and Merle O'Donnell's 1964 Fiat 500 won Best Mechanical, as well as Best New Restoration.

Twenty-nine keen moped riders had a lovely day out, gently ambling from Winton to go to the Browns Pub for lunch, before returning to Winton to visit Keith Jefferies' collection. Entrants were from as far away as Queenstown and Balclutha.

Mid-week runs continue to attract a loyal following, with the April run going a long way through West Plains to Wairio to get back to the Hedgehope Golf Club for a convivial meal.

Twenty-four members and their cars conveyed the Master Plumbers from their conference to their evening do. As there was a Burt Munroe theme, some bikes from the movie were used to create a display at the do entrance. This was well appreciated.

The April meeting featured Ross Gibbs' immaculate 1912 Renault twin. Ross spoke at the April meeting at length about the vehicle and the pains he had taken to restore it as well as possible. There was great interest in the vehicle at the rooms. The doors are being altered to allow entry for wider vehicles. These very different and varied vehicles provide good interest at the meetings.

### South Canterbury Bill Weir

Chairman's Run 17 Feb: The long and winding road- the Beatles song title probably sums up the Dobson Ski Field road, the destination. The word steep should be in there somewhere. The drivers that took the option of taking their moderns made a wise choice, but somebody has to have a sense of adventure. Thanks Alistair and Nola for a great day.

40 years with Russell and Joan Paul. Well it was certainly a weekend to remember starting with the Vintage event on Saturday 1 March to commemorate 40 years since the closing of the Timaru to Fairlie railway line. About 50 cars started from the Landing Services Building and most drivers and

crew were dressed in period costume to the era of their vehicle. An interesting route followed the old railway to Pleasant Point with signs of the old line pointed out in the instructions. On the way back we had an interesting trip to the Campbell's farm to follow the Winscombe Cutting – quite a feat to excavate in the late 1800s as it was pick and shovel, horse and cart work. A surprise was the height of the embankments leading into the cutting seen in photo with an access portal cut through it, the bridge beams are still in place, remarkable. It was then on to Pleasant Point following the old line, again surprising to see how many of the embankments and old concrete bridges, still in place. Vehicles parked behind the Pleasant Point Railway for public display.

The Mystery Ramble and Posh Picnic was also organised by Russell and Joan Paul. Everyone gathered at the Bay Soundshell, most in period costume again. The presentation of a clock to Russell and Joan, by Chairman Alistair and Nola for the exemplary effort in organising the Mystery Ramble for all those years marked this auspicious 40-year occasion.

### South Otago

Glenice Smith

Some of our members attended the National Easter Rally at Blenheim, others the Morris Minor Rally and the Rover Rally at Nelson. If you had as good a time as we had, we know you would have enjoyed the whole weekend.

A big thank-you to Wayne and Jan Batt, for organizing a very good time at Cromwell for the branch's Ninth Weekender. We all



South Canterbury Branch: Kelvin & Janet Love in their 1910 REO.



South Canterbury Branch: Russell and Joan Paul in their 1914 Renault.

arrived at the camping ground at staggered times on Friday night. On Saturday, we left for the Frankton Waterfront for morning tea then through Queenstown, Arthurs Point onto Arrowtown to the picnic area for lunch and a walk around the Chinese town and Arrowtown. Leaving there and going over the Crown Range to Wanaka, looking at some of the attractions there. Then back to the camp to get ready for a lovely tea and prizegiving. On Sunday, the Cromwell Branch opened up their Parts Shed for us to browse around before ambling home. Some stopped at Alexandra for lunch at the park. The McCalls made it home all right after the hiccup with their Chrysler on Sunday morning. To those who went to the Winchester and Gore Swapmeets, I hope you got some good bargains. The Night Run was held, we left the clubrooms and went down through Inch Clutha to Kaitangata, then out to Lovell Flat, a drive around Balclutha, then back to the clubrooms for prize giving. First prize went to Graeme Jarvie and co-driver Rona Miller. Thanks to David Renton for organizing a good night. The Club Members wish to extend their sympathy to Diane and Family for the sudden and unexpected loss of Club Member Leon Maguire who passed away very unexpectedly recently.

### Taranaki

Colin Johnston

The 43rd Annual Maunga—Moana Rally was held at Anzac weekend, centred at the Skinner Hall in the Stratford A and P show grounds. This year's event attracted over 71 entries including a 1919 Lancia Kappa sports and two 1928 Lancia Lambda cars from Waikato and Auckland branches. There were 16 pre-1931 vehicles, 30 post-1932 and 25 post-1960 vehicles entered.

The morning section of the rally consisted of written instructions and straight-line navigation with silent and manned checks. These took us east of Stratford and through the Wingrove Valley area and into Eltham where quick thinking was required for the straight-line navigation of the streets and then back to Stratford for lunch.

The afternoon section was not timed but silent checks were counted and this gave entrants a drive through elevated country roads around the base of Mount Taranaki, looking south towards the sea passing the huge Kapuni Gas Complex. Prize giving and a social was held on the Saturday night.

Congratulations go to Des and Phyllis Cornwall and their team of helpers for their effort on this year's event. The overall winner was Stu Clotworthy from Waikato with first overall Navigator Eric Rodgers from the Waikato.

Findlay Trophy first Taranaki entrant was won by Bruce Ward.

Taranaki navigator	Linda Ward.
Veteran	Steven and Veronica Oliver.
Slow Vintage	Joe Bruntlett.
Fast Vintage	Bruce Ward.
Post Vintage	Stu Clotworthy
Post War	Robert Braddock.
Post 60	Phil Saunders.
Max Fisher Trophy for first Post 60 Taranaki entrant	Colin Johnston.
Commercial	Robin and Pam Chadwick.

We welcome new members Michael and Raewyn Kruse from New Plymouth (1969 Wolseley Hornet), also Ian and Mitchell Roberts, Ian and Sue Street and Melanie and Gwilym Price. We look forward to seeing you at our events.

### Taupo

Jack Hindess

Our first run for the year took us to Mangaino, on the shore of Lake Maraetai, one of the Waikato River hydro lakes. It was a non-competitive event and the intention was to enjoy a picnic on the lakeshore. However when the rain started in earnest, we packed up and made our own way back to Taupo.

The annual Lake Taupo Rally, in March, took us along the historic coach road to the north and then along the old road to the Western Bays. The run of about 61 miles passed through Mokai, a town that was the hub of the Taupo Totara Timber Co. a century ago. Mokai, in those days, had a much larger population than Taupo and was served by a railway linked to the main line at Putaruru. After passing through farmland developed under the land settlement programmes we arrived at Kinloch and had a brief respite from the competitive run. It was then back to Taupo where we had lunch in the Whakamoenga Point tennis pavilion. The afternoon was involved in taking in some of the local scenic attractions and after dinner at the clubrooms we had the results and prize-giving.

At our April clubnight we had Peter Shepherd of the Taupo Coast Guard telling us about their activities and the voluntary services that they provide.

### Waikato

Jeremy Brook

It's been a brilliant summer here in the Waikato. The farmers may have suffered a drought but it's been excellent conditions for Vintage open top motoring.

The club's main focus during the period was the hosting of the North Island Easter Rally. This turned out to be a wonderful event and was enjoyed by all who participated. Thanks go to John Foot and his team consisting of Shirley Foot, Kelvin and Christine Davis, Rosie and Russell Hutcheson, Trish Rees and Les Webster.



Waikato Branch April club run was a visit to Alandale Retirement Village. Photos Wayne Johns.



Club members also gave help as marshals, two of our members were doing such a great job of policing a compulsory stop that they managed to attract the attention of the local residents who called the police. The result was an emergency call out by the police with the full noise of lights and siren as well as flak jacketed policemen screaming down upon our two marshals. Our marshals managed to talk their way out of the problem but those people are now impressed with the way neighbourhood watch seems to work in that area and are full of praise for the diligent police.

The Annual Mooloo Meander had 63 participants enjoying a great day's riding through the Waikato with lunch at the Cosmopolitan Club at Otorohanga and a dinner at the clubrooms. This event was organised by Kelvin Davis with the help of Gillian Hayton.

The April club run for the club was a visit to Alandale Retirement Village to help them celebrate their 20th Anniversary. We took the village residents out to Woodlands for afternoon tea and then brought them back home again. Both the residents and the club members enjoyed the day.

The March club night consisted of member Peter Spiller providing us with information about high performance motorcycle engine bits and had some interesting bits of machinery on display. The complexity and the technology impressed all the members present.

The April club night was our annual prize giving and presentation of awards. The awards this year were as follows:

- Clubman of the Year Graham Pate
- Sportsman of the Year Lorraine Cossey
- Hard Luck Trophy Bruce Murcott
- Best Attendance Award Shirley Foot
- Best Venture Article Murray Ashby
- Thirty-five year badges were awarded to:
  - Colin Patterson Joyce Webley
  - Hugh Anderson Howard Porteous
  - Les Webster Greg Terrill
- Twenty-five year badges were awarded to:
  - Rosie Hutcheson Karyle Ridley
  - Kay Nielson Jean Bayly
  - Kerry Ryan Knud Nielsen
  - Brian Russell

We welcome new members to the club as follows:

- Antony Gilberd with a 1974 Honda motorcycle
- George Kemp with a 1937 Austin
- Alice Morris with a 1934 Austin and Morris cars

**Wairarapa** Rosemarie Hickland

This scribe has been rather remiss in furnishing our Branch reports for *Beaded Wheels* – my apologies, life has been extremely busy since November! Over the past few months we have had some excellent rallies with some VCC members from outside our region participating.

Our main event for the year, the Rex Porter Memorial Rally, was organised by the committee and was exceptionally well attended with a contingent of VCC enthusiasts from Whakatane to Wellington joining in – a total of 40 vehicles in all participating. The morning run took entrants around the roads of southern Wairarapa, lunching back at the clubrooms, with the afternoon run involving silent checks, identifying various photos and straight line navigation. The evening dinner and prize-giving was held at the South Wairarapa Workingmen's Club with entertainment provided by members of the Greytown Little Theatre.

**RESULTS**

- Overall Winners**
- Gordon & Frances Clode 1960 Ford Prefect
- Navigators Platter** Frances Clode
- PV**
- Terry & June Beresford 1937 MG
- PW**
- Jeff & Carol Clode 1961 Hillman
- P60V**
- Jeff & Carol Clode 1960 Ford Prefect
- PW M/Cycle**
- Norman Hill, Stokes Valley 1954 BSA
- PW**
- Gordon & Frances Clode 1960 Ford Prefect
- Vintage**
- Barry & Tessa Keane
- Veteran**
- Chris Slater 1914 Overland
- Best Presented GM Vehicle**
- Robert Watchorn 1956 Chev Pick-up
- Best Commercial**
- Walter & Alison McFarland 1928 Chev
- Concours – Vintage**
- Ian McCulloch 1929 Chrysler
- Concours – Veteran**
- Chris Slater 1914 Overland



Wairarapa Branch: Rex Porter Memorial Rally: Proud Trophy Winners Jeff & Carol Clode, Frances & Gordon Clode

**Concours – Post Vintage**

- John & Sylvia Sisson 1956 Austin A35 Ute

A vote of thanks must go to all those members who were involved with renovating our Clubrooms which are now looking fresh and wonderful.

**Waitemata** Di Humphreys

The Branch finally comes alive on the Sunday 16 March. Our first drive and dine ably organised by Martin Gairdner. An afternoon of Vintage aircraft at North Shore Airfield kept us enthralled and it was late in the day before we got to the Dine part of the event.

Sunday 30 March dawned fine and a large contingent from Waitemata met in Trig Road North, Waihi for the second Bay of Plenty Trenchmate Hillclimb. The local Classic Motorcycle Club had been invited and the entry numbers were high. Les Harris and his trusty Bantam had a falling out, a quick strip down indicated that a paddock rebuild was not possible. The Humphreys Lancia performed well, Steve Sharp's Lotus 7 won it's class, as did Steve Aldersley's Austin 7. Donn Sharp's Austin 7 and the McWhannell's Austin 7 never missed a beat and the Booth brothers, Harold and Allan, in their Riley's enjoyed a good day. Alas the same could not be said for the Andrew MGJ2. Trailered home and stripped down some days later, a partially collapsed piston and damaged bore proved to be the source of the strange sounds. We hope it will be mobile again for the July R'Oil Can but will Liz allow Kevin to

Waitemata Branch – Ivan Cranch in the Lotus Mk VI dances through the wiggle woggle



“borrow” her J2 again! Time will tell so watch this space.

Summer and daylight saving have passed over and Springhill Speed Day, 20th April, is upon us. The previous week has been terrible, the whole country was battered by ferocious weather and although cold at Springhill it was beautifully fine. The paddock is still too wet to use so all activities are restricted to the sealed airstrip. Scrutineering was held at the venue and the first event was the Standing Quarter, next, the Flying Quarter and then a rather good Wiggle Woggle. The Frank DeLatour Trophy went to the couple having the most fun and this turned out to be Twinkle Toed Ivan and his Dancing Lotus. The spectators and entrants enjoyed a good day.

### Wanganui Fay Chamberlain

The very interesting thing is that we have attracted a large following of young people to the events of late. The Don Simpson Memorial Blue Smoke and Pedals afternoon was a great example of what is coming up in the Branch! Around 15 bikes of all sizes and description turned up to do their tricks on the Domain next door, and the age of the riders was from about 8 to 80. The overall winner turned out to be Kieran Whitham (son of the Branch's Rally Secretary), who claimed the trophy at the tender age of 12 years.

Also on the events calendar was the Autumn Motorcycle Trial which, as usual, attracted many entries from north and south, 29 this year. The starting venue was the River Traders Market, at the south end of town. Most of the action was around Brunswick, with the re-enactment of the circuit there quite some years ago. The overall winner of the Cliff Lowe Memorial Trophy was Malcolm McGregor of Levin on his 1968 Triumph.

The Ladies Run was a delightful afternoon. It was great to see families with little children participating. The men, as requested, turned up with heaps of afternoon tea and willingly waited as the ladies visited the “Lady of the Lake” bridal gown/ballgown specialists. Winners this time were Lisa Turner, driving a Zephyr Mk 4, with Mum and Dad as navigators.

The club fundraising has been greatly boosted by the collection/sale of scrap by members and will help immensely towards the purchase of a large parts shed in the near future.

Membership continues to grow and there'll be a few new faces around the committee table after June AGM.

### Wellington Elisabeth Smits-Brouwer

The 10th Biennial Motorcycle Rally was held during the Wellington Anniversary Weekend with 29 riders participating.



Wanganui Branch – Kieran Whitham (12) winner of Don Simpson Memorial Blue Smoke & Pedals Trophy.



Wanganui Branch – The Door to the future? Little Paige with Leonie Bates at the Ladies Run.

The rally took the participants over some interesting roads; the afternoon run was along the beach south of Eastbourne past Burdans Gate to the Pencarrow lighthouse, then from the Pencarrow lakes to Fitzroy Bay and over the Wainuiomata Coast Road via a farm track back to the clubrooms. For April Aaron Janes had organised the five-day The Double Pass ride, starting from Wellington to Murchison visiting Peter Jackson's Aviation Heritage Museum in Blenheim. The route took the drivers from Murchison to Christchurch via the Lewis Pass with a soak in Hanmer Springs, and then on to Christchurch and Westport over the Arthur's Pass. From Westport to Motueka through the Denniston and Buller Gorge and back to Picton via Queen Charlotte Sounds; it was a most interesting run.

Various members of our branch volunteered to do the annual drive for the Lower Hutt Seniors, which took the participants to Kaitoke Gardens at the bottom of the Rimutaka Hills and back to Lower Hutt. The Triangular Veteran Rally was held in conjunction with the Posh Picnic and the Gymkhana held in Trentham Park

A large contingent of Wellington cars joined in Rodger's Tour, just prior to the

start of the South Island Easter Rally. The 27 cars travelled from Blenheim over the Molesworth to Hanmer Springs staying there for two nights. Then onto St Arnauds over the Rainbow. What a great experience Roger's Tour was – really a trip of a lifetime.

Sadly we had to say goodbye to Dave Morris who passed away just a few days before the start of Roger's Tour. Dave Morris was involved in almost all of our branch car rallies, generally as “Tail-end Charlie” and “Mr Fix-it”. Dave has been a very active member and volunteered for many workshop activities and working bees. We all will sadly miss him.

Our last 50th Birthday activity will be the Club Captain's Safari to be held in April. The route will take the participants through another great part of New Zealand and will run from Wellington to Hasting and over the Gentle Annie to Ohakuni, and back home through the Turakini Valley over three days.

For May another Ladies Sewing Day is planned to make modifications to our attires while a clothes-hat-frills-and-accessories swap is also planned for that day

The organisation for the 50th birthday “Blitz and Glitz Party Dinner” on 12 July is well under his way, so please pencil this in your diary; it will be held in Southward Museum.

I wish you all a safe and happy motoring.

### Wellsford-Warkworth

Rita Jorgenson

We were entertained on our February Club evening with a video on the last of the paddle steamers on the Thames River and Bristol Channel in the 1960s. Some grand vessels travelled between South Hampton and France. Some were used as minesweepers during World War II.

Another video of steam engines shifting massive snowdrifts from the Rio Grande railway lines in Paraguay. Drifts were taller than the engines – took three locomotives to shift in a great display of flying snow.

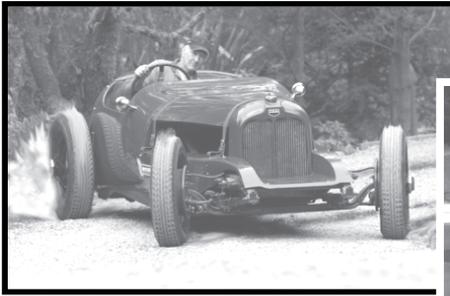
Brenda and Leon Salt organised our Annual gymkhana at members Ann and Grahame Power's farm. All the usual obstacles were tackled with great enthusiasm.

Taking part on the day were a '27 Chrysler 70 Roadster, '37 Dodge, '25 Chandler, Studebaker and Scripps Booth, 55 Austin A95, Alfa Sports, Austin 7, Buick, '34 Humber, E type Jaguar convertible. There was a barbecue lunch and a pool for anyone wanting a dip.

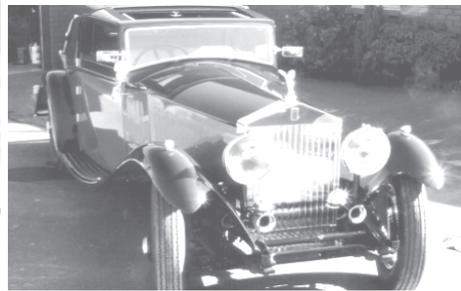
In my garage I have a 1951 Chrysler Windor deluxe. Manufactured in 1951 but not registered until 1952.

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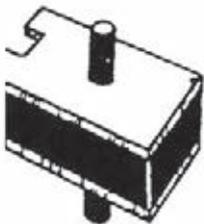
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