

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 329 August/September 2014

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National and International
RALLY ACTION

The Golden Years
HENDERSON AND ACE

TROJAN CENTENARY





These two photographs have been supplied by Keith Perkins from Bay of Plenty. The left image shows his grandfather James Thomas Sharp standing beside his late 1929 Erskine in 1935. It is parked in front of his grandparents' new house on the corner of Gala and Deveron Streets, Invercargill. This house has now been converted to commercial premises, however the exterior remains largely original. Southlanders may recall Keith's grandfather's Invercargill drapery



business, J T Sharp & Sons, with branches in Gore and Alexandra. The Erskine was named after Studebaker's president, Albert R Erskine. The right image is taken on the same day in 1935 and standing beside the Erskine, is Keith's grandmother Alice Sharp, mother Joan and uncle Stuart are dressed for a Sunday drive. The car is parked on Gala Street, Invercargill, with the Queen's Park entrance in the background.



The photograph on the left has been supplied by Adam Watts on behalf of his father John Barton Watts from Auckland. Adam writes "the photo is of my grandfather David John Watts from the mid/late '30s outside the Church of the Holy Sepulchre (corner of Khyber Pass Rd and Burreleigh St in Auckland). My grandfather was a mechanic for the W S Miller garage which was an agent for Chandler and Nash cars – We believe the tow truck was built from a 1920s Chandler Sedan."

PHOTOGRAPHS REQUIRED

Submissions of suitable prints and information (where available) are welcome. 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

Contact **National Office** for all queries regarding VICs, logbooks, historic race licences, lighting endorsement, registration of vehicles, address changes, subscriptions, membership cards, speed events.

The Vintage Car Club Of New Zealand (Inc.)
National Office,
 PO Box 2546, Christchurch 8140
 Phone 03 366 4461 Fax 03 366 0273
 Email admin@vcc.org.nz

MANAGEMENT COMMITTEE
 Please note this information changes annually - these details are valid until October 2014.

PRESIDENT
 John Coomber
 03 348 0062 president@vcc.org.nz

CLUB CAPTAIN NORTHERN REGION
 Paul Collins
 09 423 7888 nicc@vcc.org.nz

CLUB CAPTAIN SOUTHERN REGION
 Alon Mayhew
 03 443 7030 sicc@vcc.org.nz

SECRETARY/ TREASURER
 Michael Lavender
 03 325 5704 hon.sec@vcc.org.nz

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

SPEED STEWARD
 Tony Haycock
 03 980 6755 speedsteward@vcc.org.nz

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

Ed Boyd
 06 348 4547 mgmt3@vcc.org.nz

Tony Bartlett
 06 867 9850 mgmt1@vcc.org.nz

Diane Quarrie
 06 876 4009 mgmt2@vcc.org.nz

VCCNZ ARCHIVIST
 Marilyn McKinlay
 03 349 6951 bmm45@uclive.ac.nz

branches

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

ASHBURTON
 PO Box 382, Ashburton 7740
ashburton@vcc.org.nz

AUCKLAND
 PO Box 12-138, Penrose,
 Auckland 1642
auckland@vcc.org.nz

BANKS PENINSULA
 27 Showgate Ave, Riccarton Park,
 Christchurch 8042
bankspeninsula@vcc.org.nz

BAY OF PLENTY
 PO Box 660, Tauranga 3140
bayofplenty@vcc.org.nz

CANTERBURY
 PO Box 11-082, Sockburn
 Christchurch 8443
canterbury@vcc.org.nz

CENTRAL OTAGO
 C/- 4B Roto Place, Wanaka 9305
centralotago@vcc.org.nz

CENTRAL HAWKES BAY
 C/- 346 Porangahau Road, RD 2,
 Waipukurau 4282
centralhawkesbay@vcc.org.nz

EASTERN BAY OF PLENTY
 PO Box 2168, Kopeopeo
 Whakatane 3159
easternbayofplenty@vcc.org.nz

FAR NORTH
 237 Stanners Road, RD2 Kerikeri
 0295
farnorth@vcc.org.nz

GISBORNE
 PO Box 307, Gisborne 4040
gisborne@vcc.org.nz

GORE
 PO Box 329, Gore 9740
gore@vcc.org.nz

HAWKES BAY
 PO Box 3406, Napier 4142
hawkesbay@vcc.org.nz

HOROWHENUA
 PO Box 458, Levin 5540
horowhenua@vcc.org.nz

KING COUNTRY
 C/- 34 House Ave,
 Taumarunui 3920
kingcountry@vcc.org.nz

MANAWATU
 PO Box 385
 Palmerston North 4440
manawatu@vcc.org.nz

MARLBOROUGH
 PO Box 422, Blenheim 7240
marlborough@vcc.org.nz

NELSON
 PO Box 3531, Richmond 7050
nelson@vcc.org.nz

NORTHLAND
 PO Box 17, Whangarei 0140
northland@vcc.org.nz

NORTH OTAGO
 PO Box 360, Oamaru 9444
northotago@vcc.org.nz

NORTH SHORE
 C/- 7 Godwit Place, Lynfield
 Auckland 1042
northshore@vcc.org.nz

OTAGO
 PO Box 5352, Dunedin 9058
otago@vcc.org.nz

ROTORUA
 PO Box 2014, Rotorua 3040
rotorua@vcc.org.nz

SOUTH CANTERBURY
 PO Box 623, Timaru 7910
southcanterbury@vcc.org.nz

SOUTHLAND
 PO Box 1240, Invercargill 9840
southland@vcc.org.nz

SOUTH OTAGO
 C/- M. Tapp, RD 3, Warepa,
 Balclutha 9273
southotago@vcc.org.nz

SOUTH WAIKATO
 PO Box 403 Tokoroa 3420
southwaikato@vcc.org.nz

TARANAKI
 C/- 118A Carrington St,
 New Plymouth 4310
taranaki@vcc.org.nz

TAUPO
 PO Box 907, Taupo 3351
taupo@vcc.org.nz

WAIKATO
 PO Box 924, Hamilton 3240
waikato@vcc.org.nz

WAIMATE
 4 Harris St, Waimate 7924
waimate@vcc.org.nz

WAIRARAPA
 PO Box 7, Masterton 5810
wairarapa@vcc.org.nz

WAIKATO
 C/- 9 Marlborough Ave, Glenfield
 Auckland 0629
waimatata@vcc.org.nz

WANGANUI
 PO Box 726, Wanganui 4540
wanganui@vcc.org.nz

WELLINGTON
 PO Box 38-418, Petone,
 Wellington 5045
wellington@vcc.org.nz

WELLSFORD/WARKWORTH
 PO Box 547, Warkworth 0941
wellsfordwarkworth@vcc.org.nz

WEST COAST
 C/- 92 Dommett Esp,
 Greymouth 7802,
westcoast@vcc.org.nz

Beaded Wheels

Publisher

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Editorial Committee

Kevin Clarkson (Chairman), Judith Bain,
Rosalie Brown, Bill Cockram, John Coomber,
Mark Dawber, Marilyn McKinlay.

Material for Publication

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Email

beadedwheels@vcc.org.nz

Advertising Address

Classified and Display Advertising to:
PO Box 13140, Christchurch 8141.
Phone 64 3 332 3531, Fax 64 3 366 0273
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Back Issues

Available on request to PO Box 13140,
Christchurch 8141.

Correspondence & Editorial Contributions

Phone 64 3 332 3531, Fax 64 3 366 0273
PO Box 13140, Christchurch 8141.

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The Vintage Car Club of New Zealand (Inc.)

National Office

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

Postal Address

PO Box 2546, Christchurch 8140, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

Beaded Wheels is the voice of The Vintage Car
Club of New Zealand (Inc.) and its 35 branches
covering the length and breadth of the country.
The efforts of our members continue fostering
and ever widening the interest in this segment
of our country's history. 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 – A very apt and well-known title
however readers may wonder at the origin of the
name. By way of explanation beaded edge wheels
use beaded edge tyres that are kept in place by
reinforced rubber beads, which fit into the rolled
edges of the wheel rim. This style of wheel was a
distinctive feature of early motoring being used
on early bicycles, many pre-1924 cars and most
motorcycles until 1927. The VCCNZ adopted the
title *Beaded Wheels* for their quarterly club
magazine in March 1955 which was the successor
to the monthly *Gulf Sheet*.

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Beaded Wheels

Issue 329 August/September 2014



Reg Eyre's 2014 Pioneer Run, Epsom to
Brighton, see page 22.



As seen on the Far North Branch
Mothers' Day Run, see page 33.



Some of the 50 cars on the Nelson
Branch 50 Year Heritage Rally and Tour
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COVER

Ian Higgins' 1956 Imperial. Ian was an entrant in the Wanganui
Branch 60th Anniversary celebrations during Queen's Birthday
Weekend.

Photo Bruce Hutton QSM, FPSNZ



president's message

My column in the last issue of *Beaded Wheels* finished with me looking forward to Queen's Birthday weekend and hoping the weather would be kind to us for the 60th Irishman Rally. Under rally snippets you will read Mark Dawber's report on this fabulous weekend of historic motoring. The weather was indeed kind to us, with one of the finest weekends we have had in many years at the beginning of June. The photographs and videos taken showing Vintage cars winding their way through mountains and rivers were spectacular, but you had to be there to truly appreciate this amazing event. Michael Lavender and Eddie Clark travelled with me in the 1930 Plymouth, with Eddie texting photos from the car all around the world, and receiving a constant stream of messages from people wanting to join us. Mark reported his oil pressure gauge froze with the cold at night, and I also experienced the same problem. I want to record my personal thanks to organisers Tim Palmer and Gary Cooke and especially to Andy Fox who through his personal contacts organised our visits to Irishman Creek station, Braemar station, and Mount Cook station which had not been open to visitors in its 150 year history. Jens Christensen was declared winner, and organiser of next year's event. Good luck Jens. We look forward to the next edition of this "bucket list" event.

There has been some negative comment about the title of the article featuring the Roycroft Trophy 2014 in the last issue. There was no intention to dramatize the issue, but only to reflect the seriousness of what had occurred. I had reported on this issue in my column in issue #327 and emphasised that there was no fault involved by the organisers or participants in the event and offered our condolences and support to both Len's family and the Branch. I regret that this article has caused concern to Waitemata Branch members, but assure them that I have always supported the Roycroft Trophy as a special event and it is important that it is in no way diminished by this year's tragic incident.

Recently both Wanganui and Otago branches have held events to celebrate their sixty years since formation of their branches. Diane Quarrie and Alon Mayhew attended these events and

presented certificates to these branches. The Auckland Branch is celebrating 60 years as a branch at Labour weekend and Christine and I look forward to attending this event. At the recent Banks Peninsula awards dinner at Governors Bay, the first three sixty years membership certificates were presented to Geoff Owen, John Palmer and Warner Mauger. I would like to thank Banks Peninsula Branch for initiating the concept of these certificates this year. There are a number of members who now qualify for these and presentations will be made by branches in future as their fifty year members achieve this next milestone. We may have to give some thought to the next milestone as this will be achieved in 2016.

On 8/9 August our National Annual General Meeting and Executive Meeting will be held at the James Cook Hotel in Wellington. Our four Life Members have been invited to attend, and we look forward to seeing them there. There will be some new delegates to these meetings and we look forward to your participation and ideas. As a result of problems experienced by a couple of branches recently, I have prepared an issues paper for discussion at the Executive Meeting on the discipline provisions of the Club Constitution and Rules. Branches need the ability to take some limited action where a branch member causes disruption of branch activities or offence to other members. Under the present rules, a complaint must be referred to the Management Committee, and the member can face expulsion from the Club. This is an issue that affects all branches, and I intend to prepare a Notice of Motion for next year's AGM after full consultation with all branches via the Executive Meeting. Delegates can discuss the issues with their branch committees following this meeting and provide us with their thoughts.

Christine and I are looking forward to seeing you in Wellington.

John Coomber
National President



as we see it

Technology – love it or hate it, it's not going to go away. I find it incomprehensible that a mobile phone provider provides a limit of 5,000 free texts a month with provision to get more if you run past that. Who does that much texting for goodness sake? That's about 10 texts per hour of every waking moment each month, or one every six minutes! No wonder fatal accidents caused by drivers being distracted by texting are on the increase.

I have yet to be captivated by Facebook, Twitter and the plethora of other social and networking apps and programmes out there. They obviously serve a purpose to some, many of whom seem to use them to provide the, probably boring, minutiae of their life to all those who are interested, and even those who aren't as well!

Technology used in new vehicles is expanding rapidly and motorcycles in particular have many different electronic systems to assist the rider. Many bikes these days have electronically controlled throttle systems, suspension systems, brake systems, wheelie control, gear changing and traction control all of which can have different modes selectable by the rider. All of these help the rider to safely control the huge horsepower output of the modern bike. Trouble is, what happens when the bike gets old and neglected? It will probably result in a higher rate of scrapped machines as they become too expensive to fix. Maybe there will be fewer of the current crop of modern bikes making it through to VCC eligible status in the future. Likewise with cars.

Technology does have many good points and high on the list is the many things we can do on the internet such as searching for information, downloading, paying accounts and much much more. Finally, and the reason I am writing about technology, the member survey tells us that 21% of you use the VCC website frequently or occasionally which means that 79% don't use it at all. Following requests and feedback from members I was tasked by the Management Committee to have the website refreshed and upgraded and this has now been done. The new website will be launched at the AGM on 10 August so please have a look at vcc.org.nz and let's see if we can increase the number of members benefiting from it.

Kevin Clarkson
Chairman, *Beaded Wheels*

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 the month prior to magazine publication

VCC Events

VCC National Events

VCCNZ AGM Wellington 9 August

AUGUST

9	Canterbury	Around The Bays Motorcycle Run
9	Taranaki	Brick Run
10	Marlborough	Sporting Trial
10	Waikato	Motorcycle Run
13/14	Banks Peninsula	Hillclimbs
16	Nelson	Mystery Run
16	Sth Otago	Annual Dinner
17	Canterbury	High Tea and Run
17	Central Otago	Sunday Run leave Cromwell
17	Hawke's Bay	Club Run
17	North Shore	Triple Combined Rally
17	Taranaki	Breakfast Run
17	Waikato	Ladies Run
21	Ashburton	Quizco with Sth Canty
24	Horowhenua	Trade raid
24	Wellington	Leprechaun Rally
30	Rotorua	Sulphur City Rally
31	Auckland	Club Run - starting in the East
31	Gisborne	Club Run

SEPTEMBER

6	Canterbury	Junior Drivers Rally
6	Waimate	Swap Meet
6-7	Wairarapa	Peter Smith Memorial Rally and Dinner
7	Ashburton	Opening Run
7	Northland	Motorbike Run
7	Wanganui	Fathers' Day Run with Clay Pigeon Shoot
14	Auckland	PVV/PWV/P60/P80V Rally
14	Canterbury	Motorcycle Rough Run
14	Gore	Opening Run
14	Hawke's Bay	Club Run
14	Horowhenua	Citvin Challenge

14	Nelson	Dennis King Memorial Trial
14	Northland	Steam Run
14	Manawatu	Vintage Only Rally
20-21	Taranaki	Rubber Duckie M/C Rally
20-21	Wellington	Tom's Tour
21	Otago	PW/P60/P80 Rally
22	Gisborne	Veteran and Vintage Tour
27	Canterbury	Awards Dinner
27	Central Otago	40th Blossom Festival
27	Waikato	PV, PWV, P60, P80 Rally
27/28	Nelson	2 Day Speed Event
27/28	North Shore	Spring Tour
28	Auckland	Annual Ladies Rally
28	Central Otago	Swapmeet
28	Gisborne	Club Run

OCTOBER

4	Manawatu	Swapmeet
4-5	Otago	Dunvegan Motorcycle Rally
5	Northland	Dawn Breakfast and Motorbike Run
5	St Cant	Bushtown Run
5	Wairarapa	Club Run
10-12	Canterbury	Swapmeet
12	Central Otago	Sunday Run Leave Cromwell
12	Wellington	Heritage Rally
18	King Country	Journey Through Time
18-19	Canterbury	Girder Forks Motorcycle Rally
18	Waikato	Motorcycle Run
19	Ashburton	Spring Rally
19	Gore	P60 Run
19	Northland	Dargaville Museum
19	Waikato	Club Run
19	Wellsford/Wkwth	Sunday Run to Helensville
24-27	Hawke's Bay	Safari
25-26	Auckland	Hunua 100
26	Gisborne	Club Run
31-2	Nov	Banks Peninsula Wigram Revival

NOVEMBER

1	Canterbury	Annual Veteran Rally
1	Otago	Taieri Tour

1	Southland	Commercial Rally
1	Taranaki	Potters Paddock
1	Waikato	Veteran Rally
1	Wellington	Annual Rally
1-2	Northland	Far North Tour
2	Northland	Motorbike Run
2	Southland	30th 100 Plus Run (Invercargill to Bluff)
8	Banks Peninsula	Pomeroy Trophy
8	Canterbury	Annual Motorcycle Rally
8	Sth Otago	41st Clutha Rally
9	Horowhenua	Tararua Trundle Rally
15	North Otago	Swap Meet
14-16	Banks Peninsula	Monte Carlo Rally
14-16	Canterbury	Show Weekend Tour
14-15	Nelson	Top of the South Veteran and Motorcycle Rally
15-16	Southland	Arrowtown Motor Cycle Rally
16	Central Otago	Sunday Run Gibston
16	Gore	Josephville Hill Climb
16	Hawke's Bay	Homestead Run
16	Waikato	Swap Meet
16	Wellsford/Warkworth	Sunday Run to Kaukapakapa
21-23	Auckland	Motorcycle Rally and Swapmeet
22	Canterbury	Annual Vintage Rally
22	Northland	Dunny Run
23	Banks Peninsula	Hawkeswood Sprint
23	North Shore	Car Show and Swapmeet
23	Sth Otago	Waiholia Yacht Club Opening Day Run
29-30	Wairarapa	Gold Medal Motorcycle Trial
30	Canterbury	Homestead Run
30	Gisborne	Club Run
30	Sth Waikato	TTT Rally
30	Waikato	Club Run

DECEMBER

6	Gore	Diggers Run
6	North Otago	Windsor Rally
6	Northland	Christmas Function

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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www.motorreconditioners.co.nz



Julie Cairns
National Office Manager



VCCNZ Inc
National Office,
PO Box 2546, Christchurch 8140
ph 03 366 4461 fax 03 366 0273
email admin@vcc.org.nz
www.vcc.org.nz

national office news

National Annual General Meeting

The Club's Annual General Meeting and Executive Meeting take place in Wellington on 9 August 2014. The Executive also meet on 8/9 August. The executive is made up of each branch chairman and one other delegate plus the management committee. Your delegate will report on the proceedings. The minutes for the Executive Meeting are distributed to each branch secretary and all members will receive minutes of the Annual General Meeting, branch office details and a list of calendar of events as an insert in the October/November issue of *Beaded Wheels*.

Branch Annual General Meetings

Branches around the country have all held their annual general meetings and as a result there are a number of new committee members. I would like to welcome all the new committees as well as thank all those who stood down, for their assistance over the past years. The work that the committees put in to

running the Club and assisting with the work undertaken by the National Office, is greatly appreciated.

VCC ID Card/Authenticity Statement Requirements

Vehicle Identity Card/Authenticity Statement applications must go to your branch which will deal with them. The only exception is a straight change of ownership with no alterations to a vehicle. In this case, ask your branch secretary for a VIC change of ownership form, complete this and return it to the National Office.

All applications for Vehicle Identity Cards and Authenticity Statements MUST include photos of the vehicle. Applications cannot be processed without these.

If you require a lighting endorsement for a vehicle, you must complete both the Vehicle Identity Card/Authenticity Statement application form and lighting endorsement form and return these to your branch secretary for processing.

Change of Address

Please advise the National Office in writing if you have changed address or vehicle ownership.

Branch Transfer

To transfer between branches complete a transfer form. This can be obtained through your branch secretary.

VCC Speed Events

It is compulsory for any member entering a VCC Speed Event to hold a current VCC Historic Racing Licence and VCC Log Book for the vehicle they are using.

If you currently hold a VCC Historic Racing Licence, please keep an eye on the expiry date and if it needs renewing please forward it, along with \$23 and a new one will be issued.

All application forms for the above are obtainable from your branch, the VCC website or the National Office.



Festival Village

The village will be at the Edgar Centre on Portsmouth Drive and will be the base for the majority of activities during the week including registration, opening and closing ceremonies and all evening entertainment.

Website

The website address is www.historicmotoring.co.nz and by the time you read this, it should be available I've just had a look at the prototype and it looks really good and easy to follow. You will be able to access it via both PC and smart phones.

Accommodation

Interest in accommodation is continuing to grow. As well as the usual motels

and camping grounds we are also looking at using one of the university halls of residence as a large B&B facility. As always please remember to use the Dunedin i-Site when arranging your accommodation as they will be able to help you find suitable accommodation and can also recommend alternatives. They can be contacted via visitor.centre@dcc.govt.nz.

Festival Office

This will be staffed on a full time basis from 23 July and can be contacted by email at admin@historicmotoring.co.nz. We are looking for stories of interest from members which we can include in the festival booklet and in the *Condenser*. If you have a story you are willing to share please email the office on admin@historicmotoring.co.nz

Registration

Registration opens on Monday 2 February 2015 and closes Wednesday 30 September 2015. Late registrations will be

taken in October 2015. All registrations will close on Friday 30 October 2015.

Requests from Overseas Entrants

Kevin Cochrane has a group of nine couples coming from Perth, Western Australia to the 2016 Rally in Dunedin. In the past the VCC members have been most generous in lending spare cars to overseas members for the event. Members who can assist with loan vehicles can contact those wanting cars directly.

Alex and Linda Kirkwood, email lindakirkwood@iprimus.com.au Vehicles owned include 1910 Brush, 1915 Model T Ford, 1928 A Model Ford, 1952 XK120 Jaguar, 1972 MGB. Prefer 1930- 1950s but happy with any vehicle.

Trevor and Nola Hooper, email hooper.tn@hotmail.com Vehicles owned include 1936 Master Chevrolet, 1967 Mini panel van, 1928 Chevrolet truck. Prefer 1930s – mid 1960s.

David and Sue Reid, email rivr46@iinet.net.au Vehicles owned 1903 Highgate, 1915 T Model Ford, 1948 Plymouth, 1955 Morgan, 1957 MGA, Mk2 Jaguar, Mini Cooper S, 1928 BSA m/c. Prefer any reliable vehicle.

Ian and Margaret Baxter, email ianhbaxter@gmail.com Vehicles owned 1946 Buick, 1955

Friday 15 January – Saturday 23 January 2015 • www.historicmotoring.co.nz • admin@historicmotoring.co.nz

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. Letters may be edited for length and clarity.

The Sturdy Chev

These photos of my late father's saw mill were taken in the late 1940s and early '50s at Woodbury, South Canterbury and may be of interest to some readers. Note the bow in the deck of the Chev.

Graham Rae



Buick, 1968 MGB, 1974 Mercedes 450 SL. Prefer any late 1930s vehicle onwards.

Kevin and Sue Cochrane, email suekay@iprimus.com.au Vehicles owned 1914 Studebaker tourer, 1923 3ltr Bentley under restoration, 1926 3l Bentley, 1971 250cc Triumph m/c. Prefer 1930-1950s cars, although open to any offers.

Rally Routes

There has been a slight change to one of the lunch time venues for the hub days. Instead of stopping at Macraes as originally intended you will be continuing on to Middlemarch.

Pomeroy

Planning for this is still continuing and we hope to have details of this on the website as soon as possible.



Nicola Wilkinson
Rally Director 2016



Stolen Sunbeam Engine

Stolen from my property in Tasmania in early April 2014. 1914 Sunbeam/JAP 770cc V Twin motor, engine No 46782. This is quite a rare engine as regards Sunbeam.

If anyone hears about it being for sale or is offered it please contact me direct on Home 0061 6 260 2993 or Mob 04 394 81291. Reward offered for recovery.

Howard Burrows.

Soapbox – A Response

Firstly, congratulations to the Editorial Team for having the initiative to add a Soapbox column to *Beaded Wheels*. We now have a forum to air our views and I hope members take advantage of it.

Bill Cockram's article is one of the most thoughtful and well written articles I have ever read. It clearly presents the facts and is food for thought for all of us.

To add my thoughts to Bill's very sensible words. We have a problem getting younger members to share our interest. Vintage and classic cars are not cheap and usually beyond the means of a young family, buying a house and bringing up children. So even if a younger person has an interest in older cars they are probably going to have to wait until their house and furnishings are on a sound footing and the children are becoming more self-sufficient. (If they ever do!) Because for a Vintage/classic car to be viable it has to be the second car.

Let me quote an example. My 17 year old grandson, no doubt inspired by seeing me flitting about in my MG B purchased as his first car a Vauxhall Viva Magnum for \$3,000. I went with his father and my grandson to view the car and as we drove to the viewing I kept muttering to the boy that the Viva Magnum was blessed with what in my view is a motor that would be better utilised as a boat anchor. Almost incurable oil leaks were incorporated in the design and the designers, bless them had placed the oil pump right at the top of the engine under the distributor where it had to draw the oil up from way down in the sump upon starting, usually accompanied by loud knocking from starved bearings. There is an inefficient check valve on the intake pipe down in the sump.

However we proceeded to the viewing and the car looked very nice, although I pointed out a discoloured patch at the bottom of the R/H windscreen pillar that looked to me like a touch-up over bog. There was a trailer load of spares with the car which made it slightly tempting and the boy was dead set on owning it.

So the purchase was made and the car was driven home by its excited new owner. The next day I received a phone call saying that the car's steering had failed, fortunately without any damage to anything and I drove over to see what had happened. The steering column fabric universal joint had torn apart due to being oil soaked. I wish I had spotted how oily it was when we were purchasing but it was very hidden under the inlet manifold. We bought a new replacement joint and fitted it and in the weeks that followed a list of defects materialised. Stop lights not working, wiring connections, oil light switch and then to cap it all the indicator switch started playing up. All this was happening while the proud owner was showing off the car to his mates who were driving around in trouble free Hondas, Toyotas, Nissans bought for about the same price.

I had a serious talk to the boy when he first bought the car saying that a classic car has to be kept as immaculate as possible and in original condition to enable a good resale and he did appreciate what I was saying. Inevitably in the boot two huge speakers appeared. "It's okay Grandad I haven't drilled any holes". Mag wheels went on too. In the end the car was sold and the boy now has a nice Honda Accord bought for around \$3,000.

There is no doubt that throughout the country there is a very strong interest in Vintage and classic cars. Whenever you drive out through the weekends you will always see interesting cars, be they Mustangs, Corvettes or even more plebeian cars such as Escorts and Zephyrs. For all the cars in our membership there are hundreds that don't belong. Wouldn't it be nice if we could hold more events in which these outside enthusiasts could participate by invitation and we could all congregate and enjoy each other's cars? I don't have an instant answer to this problem but I am sure someone out there has. Maybe concours events held in smaller centres mirroring the very successful Classic Car Concours held at Ellerslie each year. Anything that can get us all together enjoying each others cars.

Brian Skudder

Family and friends of Paul Lamb



We cannot thank our friends from all the branches of the VCC enough for the comfort and continuing support we are receiving through all the personal messages, letters, cards, phone calls and visits.

We wish especially to thank John, our National President and Paul's Shirley Boys High School class mate, for the wonderful tribute he gave at Paul's service in Ashburton on 3 May.

Paul's first experience involving the VCC was with friends in a 1925 Hupmobile at the 1964 Irishman rally. His interest continued with his 1927 Rugby 4. We married on 26 April 1969 (with more Vintage cars) and our shared passion for older vehicles continues today with our sons, Adrian (Northern Ireland), Craig (Ashburton) and grandchildren.

Your very thoughtful gifts of love, kindness, caring and sharing are greatly appreciated. Thank you.

Judi Lamb

That 24 Hour Relay Race

Grant Hitchings has sparked some memories of the imaginative 24 hour relay at the 1972 International Rally.

About ten years ago I was involved in a projected film of VCC in that period under John Boyd's direction. This never saw the light of day, but we shot a great deal of reconstruction footage and interviews with significant VCC personalities of the time.

We spent a day on the old circuit with six cars, and some of the recreation from Alison Moores' Le Mans Lagonda looked pretty exciting. I also interviewed John May and Bob Oakley, so many of the details Grant has faithfully dug out should exist on film somewhere in the VCC files.

I recall Bob describing Andy Anderson's approach to him. Bob's response was that the 24 hour relay was so preposterous that it might just work. Bob was involved because he had masterminded the 1953 Dunedin street race and the later 1960 circuit which was revived until recently for many years of classic racing. Money for the 1972 rally

was no object in Andy's mind, and they reached an agreement that Bob would not ask for anything not absolutely necessary – and anything he did ask for was non-negotiable.

The challenge was enormous – racing around 750 VCC drivers. Most had never been on a circuit before. There was no opportunity for practice or even to see the circuit in advance, and no scrutineering in the accepted sense. Conventional racing flag signals might confuse, and would be hard to see at night, so were replaced by traffic lights. Everybody understood traffic lights and they worked well.

Relays of track marshals were in radio contact with Bob and his 'Battle of Britain' board which recorded the position of every car on the circuit for 24 hours. Some radio exchanges were classic and one that survived was an incident report. It was not an accident but a car 'had sort of fallen over'. It was righted and continued. There were no crashes and 10,000 safe miles under those conditions speak well of the drivers' skill.

No car was permitted more than three laps. Crafty team captains had some hard decisions about sending out their fastest machines. Should they go in daylight for maximum lap speed, or run at night as the fast stuff – generally – had the best lights? The speed differential between single cylinder Veterans and performance Post-Vintage machines was considerable.

Safety procedures included a novel means of track oversight. Each marshal post had a motorcyclist. On radio command 'Monte Carlo', each motorcyclist advanced to the next radio marshal, giving race control a total circuit sweep in around 60 seconds. Incidentally, 'Monte Carlo' was a reference to a ball-room dance, not a tribute to the Monaco Grand Prix.

Only two rally entrants refused to take part, but one was persuaded to do a single lap and enjoyed it so much that he wanted to do more. Although most of the vehicles were 1930 or earlier, the Post Vintage stuff was included, not 'to make up numbers', but a sign of the direction in which the VCC was developing. There were over 40 PVs.

Perhaps the interest Grant has stimulated might see some of our footage edited and made available. Some of the other stuff we shot included attractive footage of a Banks Peninsula Branch Monte Carlo and interviews with several VCC personalities. Like the Fazzaz building which was one of our venues, they are now history.

Scott Thomson

historical snippets of motoring
interest from years gone by
Graeme Rice

timelines

100 YEARS AGO

1914 – Francis Birtles travelled around Northern Australia for three months accompanied by pioneer movie maker Frank Hurley, a survivor of Ernest Shackleton's Antarctic expedition. They had been commissioned by Australian Films to make movies of the far north and its inhabitants. Their two greatest assets were the indestructible Ford Model T and Wowser, their bulldog, who protected their car and possessions from curious Aborigines.

75 YEARS AGO

1939 – Sheets of petrol ration coupons numbered 1 to 48 were now available. Each coupon was worth eight gallons of petrol. Government officials announced which numbered coupons could be used for each month. Ford quickly claimed their £275 10hp Prefect and £249 8hp cars could do over 450 miles on 10 gallons – around 100 miles weekly and were New Zealand's lowest priced 8hp and 10hp closed cars.

50 YEARS AGO

1964 – After being test-driven by 2500 British motorists it was almost a tie between the four cylinder, sohc Rover and six cylinder, ohv Triumph 2000 sports saloons. Finally the Triumph was voted Car of the Year. Both cars had great driving positions, independent rear suspensions, advanced styling, full instrumentation and wide appeal. It was a big gap back to the other finalists, the Ford Corsair, Hillman Imp, Austin 1100 and new Vauxhall Viva.

30 YEARS AGO

1984 – For \$26,850, the same price as a Falcon 4.1 GL or a Commodore Berlina, you could buy Mitsubishi's new Sigma SE, a bumper to bumper showcase for Japan's new electronics. They listed numerous extras, microprocessors and sensors. The air-conditioning was automatic, there were delays on interior lights and electric windows could be wound up or down for one minute after switching off the ignition. The dashboard was fully digital and the seats had electric adjustments. Even the windscreen wipers had computer control. On auto they swept every seven seconds when the car was stationary, then sped up as the car's speed increased.



Words Grant Hitchings

the way we were

The 13th International Vintage and Veteran Rally

Featuring the 24 hour Le Mans style endurance race *part III*

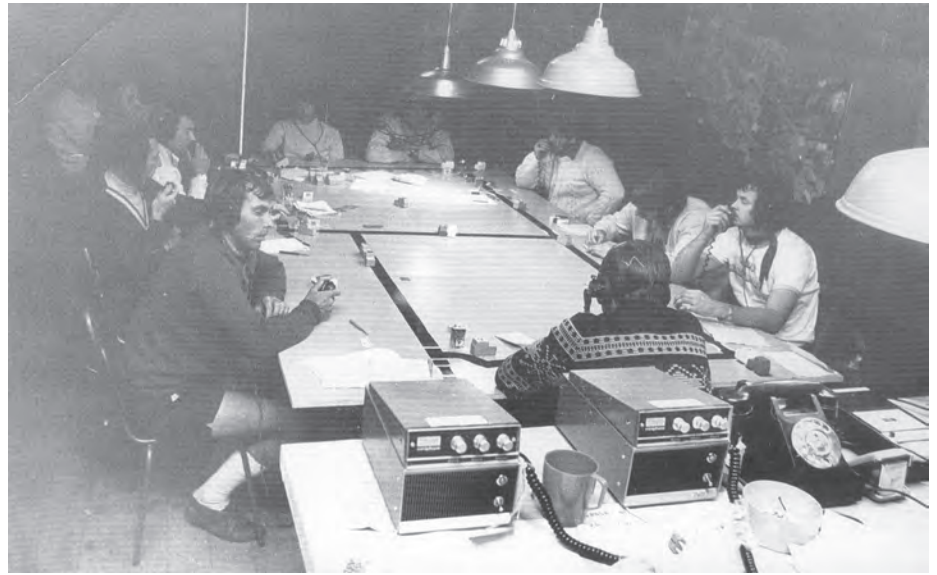
The Race Preparation

The race was essentially 770 vehicles covering over 10,000 miles in 24 hours. The preparations went on for months beforehand culminating with practice on the circuit on the Friday night. At the same time under the guidance of John May, materials and equipment were assembled – stretchers, blankets, tents, straw bales, lights, toilet and washing facilities, and many other required items.

There was also the need to train the personnel to man the various complex items of equipment needed at headquarters and around the course. The control organisation and the support teams themselves had to allow for the full 24 hour operation and thus needed relief crews and a watch-keeping roster for the whole event.

Obviously one of the main decisions the team captains had to make was in what order the team vehicles were to run. Jack Newell, the successful team leader, chose to run four fast cars to start, then Veterans. In the night, fast Vintage models with four wheel brakes and good lights, and in the early hours slower Vintages with two wheel brakes. He kept his fastest for the final laps. The team had no breakdowns.

The team captain also had to assess the estimated lap times for his team members and use these to allocate the numbers of laps for each, to ensure the team travelled the furthest in the 24 hour race time.



VCC 13th International Rally race-control in the barn, media access denied!

Each driver was told the team order and the time they were to start. They were not required to be on site until their time to race and did not need to stay afterwards. Many chose to camp in the paddock area while others gained accommodation elsewhere.

I can understand the strain on the team leaders during the race. Just ensuring that each driver arrived at their allocated time, especially in the middle of the night, must have caused apprehension. If a vehicle did not appear for its start (as happened) a substitution had to be made from another team member who had not covered the mandatory three laps. Obviously having cars on hand that were initially allocated just one or even two laps was a comfort covering this eventuality.

The Race Itself

Leith Newell wrote a comprehensive and interesting account of the race for *Beaded Wheels* 75 (April-May 1972) which makes compelling reading. Unfortunately its content is outside the size limit for this article so I have extracted some of her more interesting comments.

“Saturday morning commenced with a practice run and a final briefing in the barn. The day was hot and temperature around 90°F.

By midday we are conscious of subdued excitement. Ten minutes delay in starting is announced by the race controller Bob Oakley over the public address system. Some of the crowd is all over the road to the pits, many holding stop watches. Then the miniature cannon goes off with a bang. The race is on – the pack led away by Warner Mauer in his Sunbeam until quickly overtaken by a Bugatti driven by Hamish Moffatt.

After the first five cars have run, team E, (Jack Newell's) is ahead of its estimated schedule by 15 minutes – more than a lap.”

The Hamish Moffatt Bugatti proved to be the fastest vehicle in the event averaging over 60mph while reaching speeds well over 100mph on the straights. (Hamish, from England, had two Bugattis entered in the race – his was a wild ride I am told.)

I first visualised the race as being a procession of old cars sedately circulating the course in the manner of an old-car rally. After consulting various participants I realised that my concept was far from reality. There was appreciable pressure on drivers and team leaders for the race duration. As the race progressed it became more difficult for team leaders to keep up with the race situation as cars from the eleven teams were arriving and departing at short intervals and it was found that the sash change took less time than estimated. Also the strain of having to re-arrange the team when either a breakdown occurred or a starting vehicle was missing was always there. I think it fair to say that mild chaos ruled for most of the event.

A Ford Model A missed the starting gate ending in a hedge, having to restart

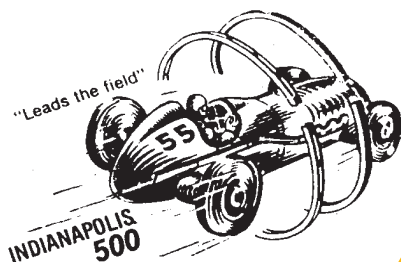


VCC 13th International Rally: The start, drivers spring to their cars.

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five minutes late. Scrutineers rejected one vehicle at the starting barrier and as the race progressed more vehicles broke down on the circuit. It was found that one car had done four laps which meant a lap wasted. (How could that happen?) Drivers were finishing with grins from ear to ear commenting: "Didn't know the old girl could do it!"

It appears that there were only two accidents, both minor, which speaks well for the standard of driving. An Austin 7 flipped rounding a bend but continued on after righting and a Nash owned by a Mr Bonney, who, flushed with delight at finishing his final lap, spun out after braking. I found it unusual when studying the event photographs to note the absence of crash helmets and racing overalls.

Much interest was created by the appearance on the circuit of the solid tyred Walker electric truck. It towed a trailer loaded with a generator powering a charger to keep the vehicle's batteries topped up. Its night-time excursion was limited to one lap and that using only one of its two headlights. (Power saving).

Most team captains and marshals had little chance to sleep during the night. In fact with the gradual but exciting build up to the finish few wanted to sleep anyway. Teams were never very far apart. At 6am the leading team had completed 99 laps with the slowest 88.

The winning team completed 131 laps of the seven and a half mile circuit.

Generally all vehicles performed faster times than that estimated and most drivers who initially had doubts about the race, pitted with much enthusiasm. In fact, John May said, there were instances of drivers who exhibited extreme reluctance to take part, then after their turn on the circuit requested another few laps.

In conclusion from Leith Newell's article: "In retrospect the Le Mans event tied the whole International Rally together and was the highlight for most of us. It worked because a great number of people had done their homework and they had worked hard to ensure that the event went off smoothly. Within the teams the unifying effect of team spirit was felt and we all got to know a great many more club members. This was a fitting climax to our first 25 years of club motoring."

To finish I must thank Trevor Harris of Marlborough Branch for his invitation to come to Blenheim and talk about the 1972 Rally with John May, one of the organisers.

BW

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The Peter Shaskey OM (left) and Frank Renwick Fiat 510 at Lake Wanaka.



The 1911 Peugeot from Holland.

Salute to '65

Looking back at the 6th International Rally for Vintage and Veteran cars, being a competitive tour of the Haast Pass, Southern Lakes and Goldfields of New Zealand, organised by the Vintage Car Club of New Zealand.

Words and photos Barry Barnes

It all started back in 1958 at the first National V & V Rally held in Picton, when the eulogistic remarks of a prominent visiting member of the Veteran Car Club of Great Britain inspired Founder Member, past Secretary, past President and now life member, Andrew "Andy" Anderson to hatch the idea of holding our own international event right here in New Zealand and to see that idea through to awarding of the Rally by the International Federation of Veteran Car Clubs, later FIVA.

Not only that, but the indefatigable and innovative Andy held the role of National President and Chief Marshall/Rally Organiser at the same time, leading the memorable event from start to finish.

Its bold concept caught the imagination of members and prospective members leading to an explosion of Vintage and Veteran restoration, and new membership applications. Everyone it seemed was getting their car or motorbike restored for the event. And behind the scenes Andy and his team were putting the event together with inspired solutions to difficult problems – travelling field kitchens to feed the multitudes, travelling petrol tankers to fuel the fleet, a team of baggage trucks, a tyre service van and crew, breakdown crane and follow up team so no one was abandoned following breakdown.

Enthusiasm was not restricted to NZ for entries came from Australia, South Africa, Malaysia, Singapore, Holland, Great Britain and USA.

American-made cars entered totalled 147 with 134 British cars entered. Continental vehicles came a distant third but French, Italian, German, and Belgian cars featured particularly strongly amongst the Veterans.

Surprisingly, not one de Dion Bouton or Bugatti featured.

The entrants covered all age groups with many teenagers and young fellows in their twenties getting their restorations finished for the event while the number of senior citizens was only a fraction of today's proportion in entry lists. Dr Schafer from California was well in his eighties but coped well with the front wheel of his left hand drive 1914 Dodge being smashed by the blade of an oncoming grader. A new wheel was found and rushed up to him whereupon the good Doctor oversaw its refitment and continued with the Rally.

The performance of the early Veterans was quite amazing. For example, what is probably the best known Veteran car ever, *Genevieve*, the 1904 Darracq that starred in the film of the same name, motored strongly during the rally including the day trip into Haast.

The little 1911 Peugeot from Holland surprised its owner by its performance. He had inquired as to whether he would have to drive over the mountains and was assured, no, there were a few hills but no mountains. The first hill he encountered however was a mountain to the Dutch driver who would never have taken his car up anything like it in his homeland! His car, however, coped admirably!

On the unsealed roads of the Mackenzie Country there was a constant dust cloud and a heavy film of dust covered every vehicle. Spare a thought for the motorcycle riders who arrived at Mt Cook a uniform grey in colour from head to toe with only a damp ring around the mouth to break it!

And then like most of the other NZ entrants, they had to make camp in the

inhospitable stony terrain of the Hooker Valley and, later, when a strong wind came up, chase their tents and spend the night holding them down. Some car owners had recourse to spend the night in their cars if they had fixed tops. Most tourer owners had to fold their hoods for fear of damage or mitigation of damage already incurred! All in time to queue in the rain for meals next day!

Every day was an adventure, the repair crews were kept busy but managed to keep most people on the road. The travelling kitchens fed us all and supplied the packed lunches each day. No one can remember what the other sandwiches contained but one sandwich was always green pea. They were not universally adored and the odd wag would post a sign offering to swap four green pea sandwiches for one of anything!

Despite the tribulations, spirits and camaraderie were high and none of us who were there would have missed it for the world.

It is the hope of recapturing the memories and some of the atmosphere that has led to the Haast Rally Reunion Dinner on 6 March 2015 to be followed by the Salute to '65 Tour.

BW



George Giltrap in Genevieve at Mt Cook.



J L (Jumbo) Goddard Vauxhall 30/98 at Mt Cook.



A Trojan with Scroggs in action on a hill climb.

Trojan Centenary

A Personal Comment

Words John Mills, photos Roly and Pam Finn

I think it was in 1998 that motoring centenaries began to be celebrated. That at any rate was the year in which a 1927 Trojan residing in New Zealand made the return trip to the UK as a guest of the 100th Anniversary of Motoring in Britain event organised by the Rover Company – by that time under BMW ownership. The car concerned belongs to the writer.

There have been many motoring centenaries since then.

The Trojan motor car celebrated in July of this year the 100th anniversary of the formal registration for use on public roads of the first Trojan prototype. The Trojan company itself was, sadly, wound up a mere two months before this event following the death of its last owner, Peter Agg. The Trojan Owners Club organised an event to mark the make's centenary. This was to have consisted of a visit to each of the three premises used by the Trojans to manufacture their cars and vans. But it was discovered that two of the buildings had been demolished by 'developers'. So 13 Hounsfield-designed Trojans gathered

for a celebratory meal at the old Croydon airport, an unsullied art Deco building said to be the world's first international airport, then drove to the last remaining of the three buildings that had formerly housed the Trojan works. Perhaps appropriately, this is now used as a Toys'R'Us warehouse.

The Trojan company was a general engineering company before venturing into car manufacture. Many general engineering companies in England were tempted into car production following WWI, when many ex-soldiers who returned to civilian life after having learnt to drive during their Service years were seen as a new market for passenger cars. In this venture, Trojan went along with many other engineering concerns eager to supply the perceived new market for affordable motoring. Unlike many of the other firms, however, Trojan had registered a prototype, possibly one of three, before WWI, in 1913. This prototype survives in running order.

Mr Leslie Hounsfield was the designer of this extraordinary car. His other notable

invention was a camp bed. Readers may well conclude what they will.

Hounsfield was himself somewhat out of the ordinary as a motor manufacturer. He had begun thinking about a 'car for the common man' in 1904, perhaps before Mr Ford. High speed was anathema to him, so history tells us. The cynic may say that this attribute may have been engendered by the fact that his cars were slower than almost any other car on the road at the time of their introduction, in 1922, into series production. One is left to conjecture whether the egg came before the chicken, or the reverse.

When introduced onto the market, this two-stroke car of then just over 1.5 litres – later just under that capacity – was probably the least expensive full four-seater car on the UK market. It undersold the Austin Seven by a few pounds, and was much more roomy. The Austin Seven was said to achieve 40-plus miles an hour. The Trojan managed 38. The Trojan was not a big seller, perhaps more due to its unconventional mechanical arrangements than its low top speed. Indeed the story goes

that some garages put out signs reading "NO TROJANS". This is thought to have been less of a social slight on the cars and their owners (it was the only car ever advertised in the *Church Times*) than an acknowledgement that the garagiste was unable to fix the thing should it go wrong – which in fact it very rarely did.

Mechanically it was, and is, very interesting. It has no chassis in a conventional sense. Instead there is what has been accurately described as a 'punt' in the well of which the engine and gearbox are placed, underneath the front seat. The engine is a water-cooled two-stroke consisting of two duplex, or split-single, cylinders side-by-side, for a total four cylinder bores, arranged in a square, but only two, forked, conrods, and two sparking plugs, there being a common combustion chamber for each split-single. The split-single is an unusual configuration, shared mainly by certain very successful motorcycle manufacturers, notably Garelli, Jawa and Puch, also by the Valveless motor car. The advantage of this is better use of the two-stroke mixture through more efficient mixture scavenging. In the case of the Trojan, the V-shaped conrods link to a single, short, sturdy crankshaft, and they FLEX at each stroke. This seemingly impossible feat has been achieved by countless Trojans for over 100 years without a single recorded conrod failure.

This power (?) unit has a very flat torque curve, from about 300 rpm to its maximum of about 1200. Its 'slogging' ability has been a main factor in its success in trials, most notably in the hands of Group Captain Arthur Scroggs, who had a 3-door Trojan as terrestrial transport and trials car. He was very successful, gaining many 'Golds' in such events as the London-Lands End, Exeter-Lands End and other trials, these successes continuing until his death in the early '60s. In most stark contrast was his aerial transport, a Mustang fighter. The Scroggs car still exists. It was restored by the writer and is now in the hands of the President of the Trojan Owners Club.

Hounsfield mated the simple Trojan engine to an equally simple two-speed and reverse epicyclic gearbox, which needed no clutch pedal. This is similar to the gearbox of the T Ford. It drives by a massive duplex chain outboard-of-the-punt on the driver's side of the car to a solid back axle with no differential. Thus, both rear wheels are driven. Thus, also, there is no rear door on that side. The chains do not wear out.

Braking, at the time of the Trojan's introduction to a naive public in 1922, was only just coming into the realm of realisation that brakes on all four wheels might

perhaps be a good idea. The conservative Hounsfield may have thought that front-wheel brakes were overkill – and would anyway not have been welcomed by the cantilever front springs – which are the only means of locating the front axle. So the retarding mechanism consists of a single drum brake on the nearside of the back axle. This is enough to lock it up. In 'reserve' as it were, is a totally ineffective transmission handbrake. Ineffective not only by virtue of a lack of theoretical mechanical advantage, but by the fact that in practice it is bathed in oil. Of course one can always use the reverse gear of the epicyclic box as an adjunct. The writer has had frequent recourse to this. It is useful!

So of the thousands of Trojan cars produced between 1922 and about 1937, how many survive?

The Trojan Owners Club based in the UK has around 80 members internationally, of whom around 45 have Hounsfield-designed cars or vans. In Australia there are perhaps five, one of which is in Adelaide. In New Zealand there are six or more. Two of these, in running order, belong to the writer; another three, one of them running, belong to an Auckland enthusiast, the other, in chassis form only, is on display in the Southward Motor Museum, north of Wellington. This was probably a car: vans had different rear suspension. The Auckland vehicles include a re-creation of one of the six-wheelers made by Trojan in the '20s in an attempt to win an Army contract for a cross-country vehicles. In this they failed, the contract being awarded to Morris. As far as is known, the six-wheeler didn't go into production. Film of it during army trials exists.

It is understood that a bakery in Adelaide had a fleet of vans for bread

delivery in the '30s or before. Strangely, there is a report that a Wellington (NZ) bakery had a similar fleet. Maybe Trojan Ltd advertised in some bakery trade journal.

Some cars were exported to South Africa. At least one very early South African car has since returned to the UK. There must have been at least one in Singapore – it was driven from there to London in the late twenties. This journey was very little reported and little is known about it, though one photograph exists, showing the car on arrival in London. Apparently the crew were Singapore Indians, who drove to England looking for a job. As you did if you were an unemployed Singaporean Indian in the '20s!

The writer's first car, of 1927, is one of the surviving 3-door tourer cars. The earlier two-door cars, with shorter bodies, were named the Chummy, or Utility. The writer's 3-door was bought from the Trojan Owners Club in 1957, and is still in the same hands. It was a wreck, but was all there except for doors. It was towed the 110 miles back to the parents' home behind an equally elderly Morris Cowley Flatnose. By 1959, after working on it during University vacations, it was ready for its first outing. On the day after having run under its own power for the first time since WWII, full of student confidence (ignorance is bliss!) we set off through the southern English coastal counties to the port of Newhaven, en route to France, thence over the Pyrenees to Spain and on by ferry to Majorca. There was a mechanical hiccup on the way to the UK Channel port when a gear band broke. This was the owner's fault. He was at that time very ignorant of the workings of this most unusual motor car and hadn't paid sufficient attention



Number 1 Trojan lined up with the other Trojans outside the Croydon Works on the day the Trojan Owners Club was formed.

to the correct mounting of the cast aluminium band. The car has only two forward gears (and one reverse) so the lack of one gear (it was first gear) was a fairly serious, though not terminal, malady. We had to push the car through the Customs shed at Newhaven and for some reason that is lost in the mists of time, we had to push it through the same shed on the return journey. I'm sure the Customs people thought this was a mad bunch of students who'd been pushing an old car round Europe for four weeks. A spare gearband was sent over to Dieppe by the Club spares registrar on the next ferry, was quickly fitted, and we proceeded without further mechanical drama to Majorca. On the return journey we decided, foolishly as it turned out, to pick up a hitch-hiker on the northern outskirts of Barcelona. This extra weight proved too much for the nearside rear auxiliary spring. The hitch-hiker was a fat man. So a repair to the springing was effected by the local blacksmith, the hitch-hiker was decanted, and we reached home without further ado.

The next international jaunt was to Southern Ireland to attend the Festival of Tralee, where the motoring, again four-up, consisted of trundling between Cork and Tralee. Guinness proved a good lubricant.

Then off to Vienna, only two-up this time. More than a mechanical hiccup: the main bearings threatened to seize up on the outskirts of Frankfurt. Not to worry: slacken the bolts and drive in to the works of DKW – another two-stroke with a built-up crankshaft and roller-bearing big ends. The people there were

most kind: gave me a shed to work in, and even helped me to remove the engine from the punt. I was invited to dine in the works canteen, too. Those days, new mains, more help with putting the engine back in the punt, and we were ready to continue to Vienna. To my dismay, my being Trojan-mounted failed to impress the Viennese lady who was the object of my desire. (I went back the next year Austro-Daimler mounted, but she was equally unimpressed). She subsequently married a 2CV owner. Must be a lesson there somewhere! (I now own two 2CVs). She and I are now happily both divorced from other people, but since I bought a Tatra Type 12, in Austria, we see each other regularly. No don't ask; something about being horizontally opposed, with a rigid backbone but a flexible back end, perhaps.

Other of the writer's Trojan adventures in past years include driving through the Mersey Tunnel – about over two miles long – where the Viennese girlfriend nearly did an Isadora Duncan: her scarf caught in the extension of the crankshaft which drives the dynamo and distributor. She was gradually being wound into the mechanism and strangled when we emerged from the tunnel and I was able to stop and unwind her. That journey was accomplished during a particularly harsh UK January: rain freezing on the windscreen didn't help. A call into a convenient pub surprised the landlord with a request to fill a hot water bottle with boiling water rather than ordering a beer. The hot water bottle's use surprised the freezing girlfriend even more: it was used to keep the windscreen free of

ice by being intermittently held against it. The driver was subsequently held against the girlfriend. Modern cars don't give you these opportunities.

The Trojan was used as an everyday, and only, car in the UK for about 15 years. It competed in rallies and with a little success in trials. Shipped to NZ about 25 years ago it still competes in trials and rallies, but is no longer an everyday car. It has recently been joined by another 1927 3-door tourer, (the masochism gene being dominant) left to me in his will by another NZ trials enthusiast who died tragically young, but not without achieving trials success in the car.

Its current stablemates, in addition to its three-door sister car, are three Austin Sevens – a fake Ulster, a Gordon England Cup model and a special with a '50s ex-firepump 750cc Conventry-Climax engine, an XK120 Jaguar, a Lancia Fulvia Zagato, Citroens CX and 2CV, and a cooking Volvo station wagon. Too many, as I'm constantly reminded.

The Trojan was not my first car – I had part ownership of a 1934 Ford V8, and sole ownership of a JAP-engined Morgan tricycle, before the Trojan.

Quirky, slow, reliable. It's taken me over most of the UK, a good deal of Europe, much of NZ, and, occasionally, into frenzies of frustration.

But it remains the favourite.

BW

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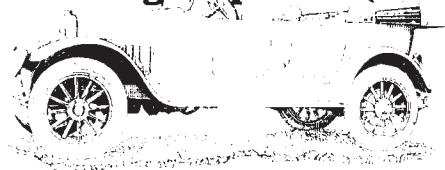
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Kevin Casey

The Mascot Story

Part IV



Just three of these eye-catching signs are known to exist. One in only fair condition changed hands for US\$18,400. Digital restoration techniques were used on a photo of that sign to reproduce 25 of these double-sided steel signs. She was affordable and I could not resist her charms!

It was a stroke of luck for Harrison Hurlbert Boyce (b. 1882 in New Jersey) that his invention of an overheating engine warning device coincided with the growing demand for mascots. Here was a useful instrument that also looked smart enough to be regarded as a relatively inexpensive mascot and perhaps it was the mascot that inspired him to mount his gauge in that position. The connection was strengthened in very quick time as accessories in the form of wings, toppers and mascot-mounting extensions flooded onto the market.

An article in *The Automobile* (8 August 1912) claimed the Motometer was “the invention of a former racing driver”. The identity of this driver is unknown. Perhaps he had an idea that Boyce, not thought to have raced cars, developed or maybe, and most likely, the writer deduced it incorrectly by association. Boyce did use race cars to perfect the Motometer as a statement by him (c. 1917) testifies: “Every racing driver has used the Boyce Motometer in every race since the instrument was invented ... Five years ago, when first testing out the instrument as a possibility for use on racing cars, George H. Townsend and I arranged to ruin the motor of a brand new Fiat car unless the Motometer warned us of impending trouble. We staked a perfectly good motor against our little instrument and it flapped us every time.”

Boyce was looking to market his invention so involved Townsend during testing prior to filing for patent. Townsend was president of the newly formed Motometer Company (derived from motor thermometer) started up by Herman Schlaich, a German immigrant to New York. Schlaich was a prolific and skilled inventor, awarded numerous patents over a long career, the last in 1947. It would seem likely, given its name, that this

company evolved specifically to market Boyce’s invention. Motometer would go on to produce a range of goods including the likes of tyre chains and pressure testers, spark plugs, luggage racks and much more. Presumably Townsend was also a founder and shareholder, possibly the major shareholder, as there is a record of him selling out for several million just before the Wall Street crash in 1929; smart man. Boyce first made a deal with Townsend to “make and prosecute applications for letters patents for his invention” and grant sole (non-transferable) rights worldwide. In return he would receive royalties at the rate of 10% of the net selling price together with a payment of \$300 on signing the contract and a minimum royalty of \$50 per month, handsome remuneration indeed given the millions of meters that would be sold. Such generous terms suggest the partners wildly underestimated future sales. Townsend assigned all his rights to Motometer Co. while Boyce transferred his to the Leander Development Corp, a company set up to develop his inventions. Leander was an old family name, given also to his son. Boyce joined Motometer, filling the roles of vice president and general manager, for how long I don’t know – possibly no later than 1926 when Motometer double-crossed him, as we shall see. Boyce became involved in another business when he joined with

New York lawyer, Paul Veeder, to form Boyce & Veeder Corp. in 1920, producing fire extinguishers, patented by Boyce, for cars, trucks and aircraft. Cars of the day with their up-draught carburettors facing to the rear and without air cleaners were prone to backfire and flooding. The new fire extinguisher, triggered by heat, was attached upside down to the firewall, its nozzle aimed at the carburettor intake. Around 1923, large billboards appeared in several states promoting Boyce-ite Decarbonizer fuel additive. This product was not patented by Boyce but the three men who did may have been involved with the Leander Development Corp. Financial problems sank this partnership within a few short years.

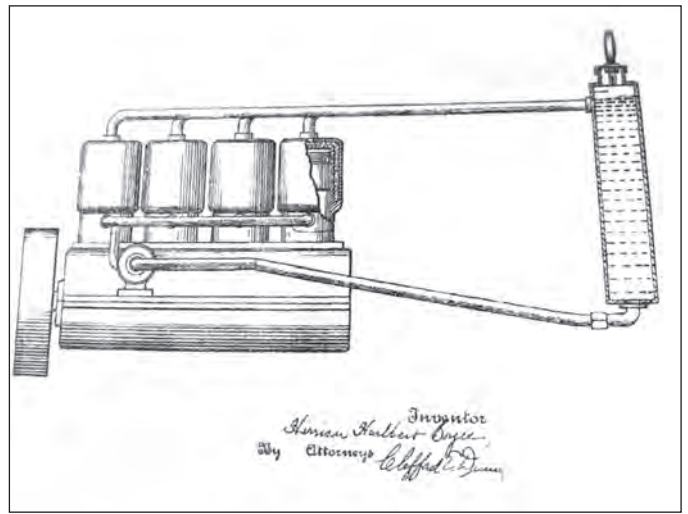
Just what had Boyce invented? Essentially his instrument is a hermetically sealed glass bulb thermometer but that could not be patented as it was attributed to Grand Duke Ferdinand of Tuscany around 1654. Boyce’s patent was for the novel idea of mounting the thermometer in an exposed housing on top of the radiator but the dominant and vital characteristic was the so-called “quick jump action”. Although very early Boyce Motometers showed a scale alongside the glass tube, the Motometer was not designed to act as a conventional thermometer. The whole point of it was to give an instant

warning of danger when steam formed in the cooling system, achieved by measuring steam temperature, not water temperature. The internal combustion engine is not particularly efficient with a good third of its potential power lost to heat production. It should run at, or almost at, the 212°F boiling point for optimum performance but this would leave no safety margin so 180°F is preferred (using the Fahrenheit scale, current at this time). The air space temperature under normal conditions is often 30° to 40°F lower than the water temperature, rising instantly by 30° to 50°F when steam is formed while the water temperature may increase only 5° to 10°, a barely discernible gauge rise. The Motometer has a small circular opening in the backing-plate crossed by the thermometer tube and under normal conditions the red fluid lies near the bottom of or below it. Due to the sudden and dramatic rise in airspace temperature when steam is formed the red fluid almost instantly crosses this aperture and so alerts the motorist of danger. George Townsend pointed out in an explanatory magazine article that if the bulb was immersed and the water level dropped due to a leak, the bulb would then be exposed to cooler air and read lower while a lack of circulation due to a broken fan belt or freezing would give the same result. Steam from water boiling in the block will find its way into the air space and whether the water is circulating or not the Motometer will immediately react. He stated a Motometer inserted in boiling water will not rise above 200°F. Lift it into the steam area and it will measure 212°F exactly. Further, he rebutted criticism of inaccurate Motometers at altitude reminding motorists that all thermometers read 2°F lower for every 1,000 feet above

sea level – at 10,000 feet boiling point is approximately 190°F.

The Motometer was immediately popular on debut sometime around August 1912 and this success drew a swarm of imitators. Boyce vigorously pursued them through the courts in at least 15 (mostly successful) d o c u m e n t e d cases. For example

Stewart-Warner Speedometer Corp was forced to pay royalties after a December 1914 trial while Pyrene Manufacturing was sued and beaten before even starting manufacture. Motometer filed at least forty utility and twelve design patents (the majority with Harrison Boyce as assignor) over the next 15 years in what appears to be a tangled web to entrap potential competitors as much as patenting useful and practical inventions. After much tedious time perusing patent applications it is apparent to me that probably 50% or more of Boyce and his associates' patents were only intended to lock up every idea which might become a competitive device and most likely never saw the light of day. Some were fiendishly complex with coloured paddles that turned through 180° twice via tiny fiddly skew gears and shafts, a design that would be far too difficult and expensive to manufacture. To file and gain patent pending protection does not seem to entail actually making a prototype. Some of Motometer's patent applications afforded protection while grinding on for years before being granted, the longest being ten! Their last patent, filed in



Part of an early patent shows location of the Motometer and the signature of Harrison Boyce.

October 1930 for a tall rectangular design, was granted in February 1932.

Despite extolling the superiority of their instrument and its modus operandi through press/trade releases and advertising, Motometer had a bob on every horse in the race, filing for patent on variations with needle indicator, coloured warning discs, combinations of needle and disc, one activated by water temperature, another by oil temperature. Gauges indicating water level using float and needle were patented in 1916 alongside a type measuring temperature at the hottest flow, into the top tank; and more. Competitors also used some of these varied methods and not all were sued so I suppose the devil is in the fine print.

The most intriguing instrument of the lot though, was the type known as the Red Ball distance reading gauge, "distance" because the sensor was mounted a long way from the instrument, a feature that led to their widespread use in Army and Navy aeroplanes, stationary engines and boats. Here was a gauge type that we are all familiar with, mounted in the dash or clamped to the steering column,



Red Ball distance reading gauge is a quality product, also later available with Chevrolet and Ford Model A logos. They were still being advertised for Ford as late as 1935.

"The Boyce Motometer is 10 minutes ahead of your eyes, your ears and your nose put together"
(1919)



The aperture shows green until overheating causes the pointer to contact the steam pin and bring up a red warning disc. To enable pin resetting no glass was fitted.



Mascot designers quickly learned to accommodate Boyce's invention. This optional Peerless eagle mascot defined the marque. (Photo courtesy Jim Colwill)

remote sensor fitted in the top hose (or an external metal housing for air-cooled applications), back-lit dial with needle pointer plus a coloured disc capable of triggering a steam warning. Boyce filed for patent on this gauge in August 1916 and it was granted in November 1916. This system seems to be the natural progression of an even earlier model. In June 1914, Motometer filed for patent on a gauge with dial indicator (Bourdon coil operation), coloured warning discs and "an adjustable sleeve so the bulb can be extended down to suit the radiator – right to the cores". Essentially the same gauge as the newer distance type but mounted into the cap. The distance type compared favourably in price with the more expensive Motometer models at \$8 dash-mounted, \$10 including illumination and \$12.50 for the illuminated type (pictured here) that mounted to the steering column. Motometers started at \$3.50 for the Midget, Ford Special at \$4, Junior at \$5, Universal cost \$7.50, truck, tractor and standard models were \$10 while the de luxe with chain lock cost \$15. The distance reading gauge was afford-

able; it should have made all other systems obsolete but its sales were miniscule compared to the wildly popular Motometer which, according to their advertising, had 4,000,000 sales by 1923 topping 10,000,000 by 1927 (two million in 1926 alone). I feel the motorists' love affair with the trendy mascot could help explain this preference for the decorative Motometer.

It is worthwhile at this point to examine the significance of the distance reading gauge in the Motometer tale; to do that we must go forward and backward in time from the Motometer's debut. In 1926 Motometer Co. bought the National Gauge & Equipment Co. (Wisconsin), the largest manufacturer of dashboard-mounted instruments. It was a wise investment for although the Motometer was at the peak of its popularity sales of dashboard-mounted "heat indicators", as they were termed then, were climbing. It is not clear just when Boyce discovered Motometer was infringing their contract by allowing NG&E to operate under the Motometer patents – perhaps when his royalties dropped. At some stage Motometer did ask Boyce's permission, which was refused, but carried on anyway. In 1929 Boyce and his Leander Corp. requested Motometer, as their contracted partner, to join them in suing National Gauge and Equipment. Motometer Co. refused but was forced by the court to, in effect, sue itself. Patents had been infringed for more than two years and the case dragged on before, in July 1930, an appeal court found the patent invalid because of prior conception by F E Fowler and prior use by Locomobile. One would have to wonder why Boyce was ever granted a patent for the distance reading gauge given the facts presented in this case.

We'll slip back in history now. The first reference I can find for measuring engine temperature appeared in an article by A L

Clough in *Horseless Age* on 14 August 1907 describing how a thermometer was placed in the top outlet for testing purposes. A December 1909 article in *Commercial Motor* discussed temperature gauges for steam cars. Its illustration of the Bourdon tube operation, gauge and remote sensor is very close to the Boyce invention. In 1910 the Industrial Instrument Co. (Foxboro, Mass.) manufactured distance reading thermometers with a pointer activated by vapour pressure, its sensor mounted in the radiator cap. Three of these instruments were sold to the Locomobile Co. in June 1910 for use in testing cooling system design. Two were in use by September but removed before the vehicles were sold, Locomobile not prescient enough to realise how useful it would be to the motorist.

Also considered in this court case was the invention of a distance reading thermometer by Frank E Fowler Jnr. while still a student at St. Louis University. Fowler, along with an associate named Dahn, used mercury thermometers from Standard Thermometer Co., filing for patent in February 1913. The gauge, its pointer activated by bimetallic strip, was mounted in a well on the dashboard registering the temperature of water piped through it from the coldest part of the cooling system, not an idea that would catch on. Did it ever go into production? Boyce could not offer proof to carry back his date of invention whereas Fowler could prove he fitted this device to his Cadillac in the autumn of 1911.

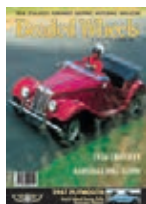
The Boyce distance reading gauge struggled for market share after its 1916 debut but its time would come. Meanwhile that "lollipop" out front reigned supreme.

Part 5 will look more deeply into the Motometer, its Achilles heel and eventual fate.

To be continued

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South Island Easter Rally

Words Mike Glenday
Photos Marilyn McKinlay, Peter Donovan,
Mike Glenday, Roger Devlin



David Oakley (Ashburton) Sunday field tests.

“The remnants of Cyclone Ita continue to lash much of New Zealand on Thursday 17 April, cutting power, causing damage and disrupting transport ahead of the Easter holiday. People in stormy areas around the country are warned to stay inside and keep themselves and their children away from any fallen power lines, as they could be live and dangerous.”

This was the weather warning for the West Coast of the South Island, the day before Heather and Mike Glenday were to head off to join the 2014 South Island Easter Rally. The tail end of Cyclone Ita wreaked havoc over much of the coast with over 30 properties rendered uninhabitable – not ideal weather for club motoring

Motoring in our 1929 Graham-Paige model 612 we had as passengers for the weekend good friends Gill and Kevin Stevenson who decided to ride with us instead of taking their 1929 Whippet.

On Friday 18 April we met fellow entrants and travelled together in a group of eight cars to Greymouth from Christchurch where the Easter Rally was based for the weekend. Many more from Christchurch drove over wondering what the previous day's storm had delivered.

Some had been to Nelson for the week and drove down the West Coast during the storm on Thursday. We heard of some scary moments from these people over the weekend. Cars lifting off the road in the extreme wind, and dodging falling trees on the State Highway north of Greymouth.

We delayed travelling for two hours on the Friday morning waiting for the roads to open. Flooding and fallen trees had closed many roads. Just as we were preparing to leave the meeting area

at West Melton I went to start the Graham-Paige and the Bendix spring in the starter motor made that noise that we all know. We were not going to be using the starter for the rest of the day. Everyone out, a quick push and we were away.

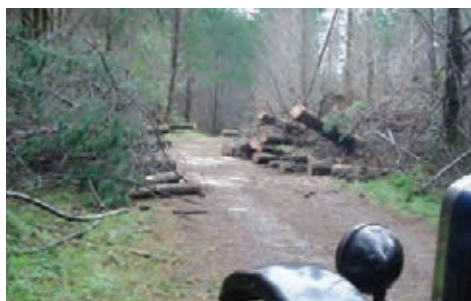
At this stage it was raining but the further west we drove the harder the rain fell. My vacuum wiper did great service. We had to cross the Southern Alps over Porters Pass and then Arthur's Pass, a steep climb for old cars, down to first gear on Porters Pass. There was a light dusting of snow on the mountains from the previous day's storm.

Once on the West Coast trees had been cleared from the roads and the flooding had subsided but the rain still fell. Our lunch stop was fine until the sandflies found us and our lunch.

When we picked up our rally pack we found 200 entries had been received for the weekend. Only a handful of entrants failed to arrive due to the weather and illness.

With our club catering for vehicles 30 years or older there was a wide variety of vehicles entered for the weekend.

On the Friday evening at our accommodation we were lucky enough to again catch up with International Graham Owners Club members Vince and Julie McCall from Texas, USA and two friends travelling with them – Stewart and Trisha. Vince and Julie had



Organisers and entrants worked furiously to clear the rally routes in the aftermath of the extreme weather. Beaded Wheels Editorial Committee member Marilyn McKinlay took these photos from their 1928 16/6 Austin.



Rob Ross' car gets a helping hand during the field tests.



Rosalie Donavon and husband Peter drove their 1971 MGB GT from Ohope, Eastern Bay of Plenty. This is their car laden in travelling mode on the way home.



Rally marshal West Coast style.

been to the International Graham Owners Meet in Australia and had stayed with us one night the previous week. They were having a ten day tour of the South Island before flying home to Texas.

Since leaving our house the week before Stewart and Trisha had become engaged.

On the Saturday morning Vince and Julie came to the rally starting venue and viewed the many makes of vehicles present. There was only one Graham-Paige entered along with Chrysler, Ford, Buick, Morris, Austin and many other makes.

The starter motor on the Graham-Paige was removed from the car. On inspection we found the bolt holding one end of the Bendix spring had come out. The thread was damaged but using Loctite and a hose clip to hold it in we re-installed the starter motor. It worked so no more pushing was required.

The Greymouth Mayor saw us all off on a great day's driving. The day's motoring took us along good country roads, unsealed roads around Lake Brunner and places where the bush comes right to the edge of the road. Many trees had fallen during the storm and the organisers had spent many hours the previous day clearing the roads so we could get through.

BW

Results 2014 National South Island Easter Rally

First West Coaster	Lance Braid	1929 Austin 7	West Coast
Restoration	Richard Atkinson	1957 Chev Corvette	
Field trials 1	Terry Stretch	1930 Ford A Pickup	Canterbury
Field trials 2	Gordon Dacombe	1961 Daimler	Nelson
Hard Luck	John Coomber	1937 Rover 12 Sports	Canterbury
Longest Distance	Peter Donovan	1971 MGB GT	Eastern Bay of Plenty

Class Winners

Veteran	Joseph McClintock	1914 Model T	Canterbury
Vintage	Rob Ross	1930 Chrysler 77	Canterbury
Post Vintage	Alistair Day	1939 Chev Coupe	Sth Canterbury
Post War	Milner Jacob	1954 Armstrong Siddeley	Ashburton
Post 60	Gordon Dacombe	1961 Daimler	Nelson
Post 80	Jack Blyth	1981 Jaguar XJ6	Nelson
Commercial	Alan Ferguson	1972 Bedford	Sth Canterbury
Penzoil Trophy	Sth Canterbury		
Townshend Trophy	Richard Atkinson	1957 Chev Corvette	West Coast
PPG Trophy	Alistair Day	1939 Chev Coupe	Sth Canterbury



Julie and Vince McCall from Texas with Mike and Heather Glenday (right) and 1929 Graham-Paige



Bob and Andree Hayes, Canterbury Branch, 1934 Austin 18hp at rally start.



Cars on display at the Greymouth Racecourse.



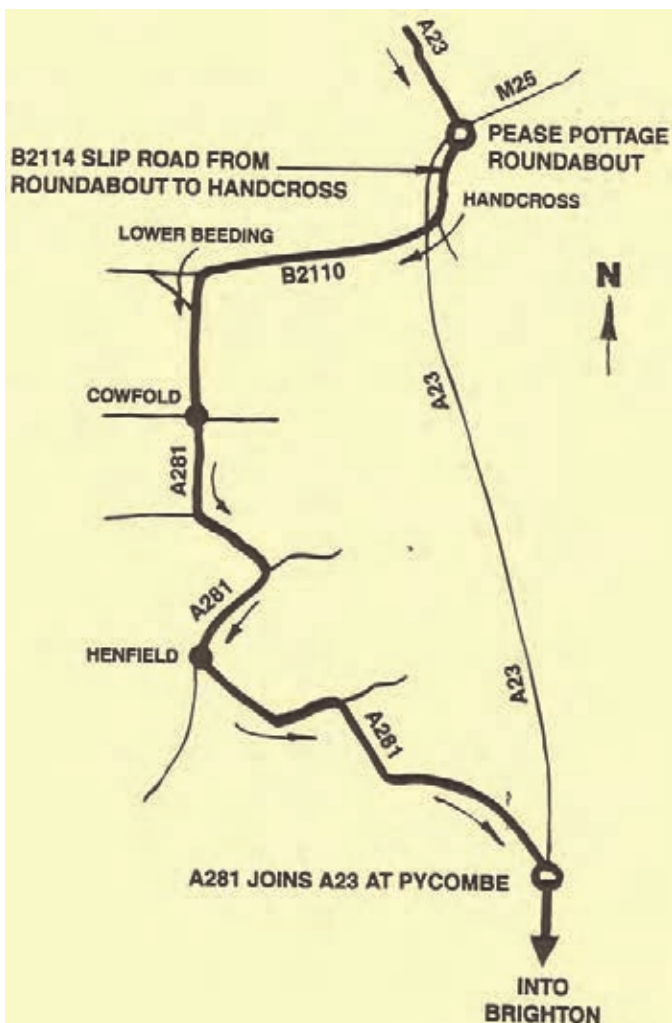
Rally start.



JES(t) a Run to the Coast

Reg Eyre's 2014 Pioneer Run, Epsom to Brighton

Words and photos Reg Eyre



I bought my JES late in 2012, with a view to doing the Brighton Run early in 2013. It possessed a wonderful patina all over showing the rust through the original paintwork. Interestingly, it was never blessed with the artistic “JES Auxiliary” transfer but instead carried a Northern Depot Ltd, Leece Street, Liverpool transfer and a small round transfer with the word Auxiliary across the centre and Gloucester underneath. My guess being that JES supplied the Northern Depot Company with engine units to fit to bicycles, which were then sold at a discount rate. Looking at a map of Leece Street, reveals a warehouse building but the area was a prime target during the WWII.

The JES was manufactured after 1912 in Gloucester, and was intended to be an aid to cyclists who needed some extra propulsion to keep up with their cyclist friends. The engine unit is just over 100cc, with an automatic inlet valve, magneto ignition and self manufactured carburettor. The unit could be purchased fitted into a bicycle or as a unit for the customer to fit into their own bicycle. There were a variety of models made including the JESMO and the Miniature.

My machine is a New Hudson bicycle, made about 1913, with a more modern wheel rim fitted to the rear wheel. The magneto uses fixed timing, which can only be altered by an adjusting screw fitted in a most awkward position. The carburettor has a single pull wire for control and is a poorly forged example of a plumber's art, (John Smith was a plumber!) The right-hand handlebar control has the valve lifter on top and the throttle underneath. At some point in time, someone has fitted a Sturmey-Archer 3-speed hub gear into the rear wheel, which means that pedalling can be lightly applied when the machine is on a flat road, and can be heavily applied when starting from a standstill or when trying to make progress up steeper inclines.



Dennis overtaking me on his 1914 Edmund-JAP. He is changing down because we are going uphill, but his speedometer shows I am pedalling at 20mph! This was taken from a video camera attached to his helmet.



Original transfers.



Reg at Burgh Heath.

The start at Tattenham Corner is a short downhill, followed immediately by a left turn. Fortunately, the police hold up traffic so that groups of riders can negotiate this. My engine started straight away and I was away on the A217 towards Burgh Heath where the official photographer waits to capture my start. Some riders do not make it this far. At the seven mile mark we descend Reigate Hill and hope that the railway gates remain open because braking on bicycle brakes can be considered 'a little difficult'. We then go past Gatwick Airport, which is always noisy and smelly and cluttered with traffic lights. The coffee stop is the halfway point on the route and is all the more welcome for the provision of toilets than a drink. The next 15 miles are in the countryside but the traffic, including tender vehicles, always appears to take away our braking space by overtaking and then slowing down. The pylons at Pyecombe indicate that you are about to enter Brighton and the instructions helpfully say, "take centre lane" at a point where the two outer lanes contain traffic travelling at over 70mph having just come off the motorway. In Brighton we are permitted to use the bus lanes and I use the cycle lane, (I am riding a motorised bicycle!) Madeira Drive is the finish and the place where 'virgin' Pioneer Riders punch the air. I also felt like doing this because of the cycling effort required to get to Brighton.

There were several riders of Wall Auto-Wheels as well as my JES. Although these machines are an affordable means of gaining access to the Pioneer Run, they were not intended to be ridden much more than on trips to the local shops. Other members of the Flat Tank Section who sailed past me included Fred Smith, Chris Read, Tony Lockwood and David Bovenizer.



The JES after the Run showing no petrol or oil leaks. Compare the restored machine to the earlier unrestored state.



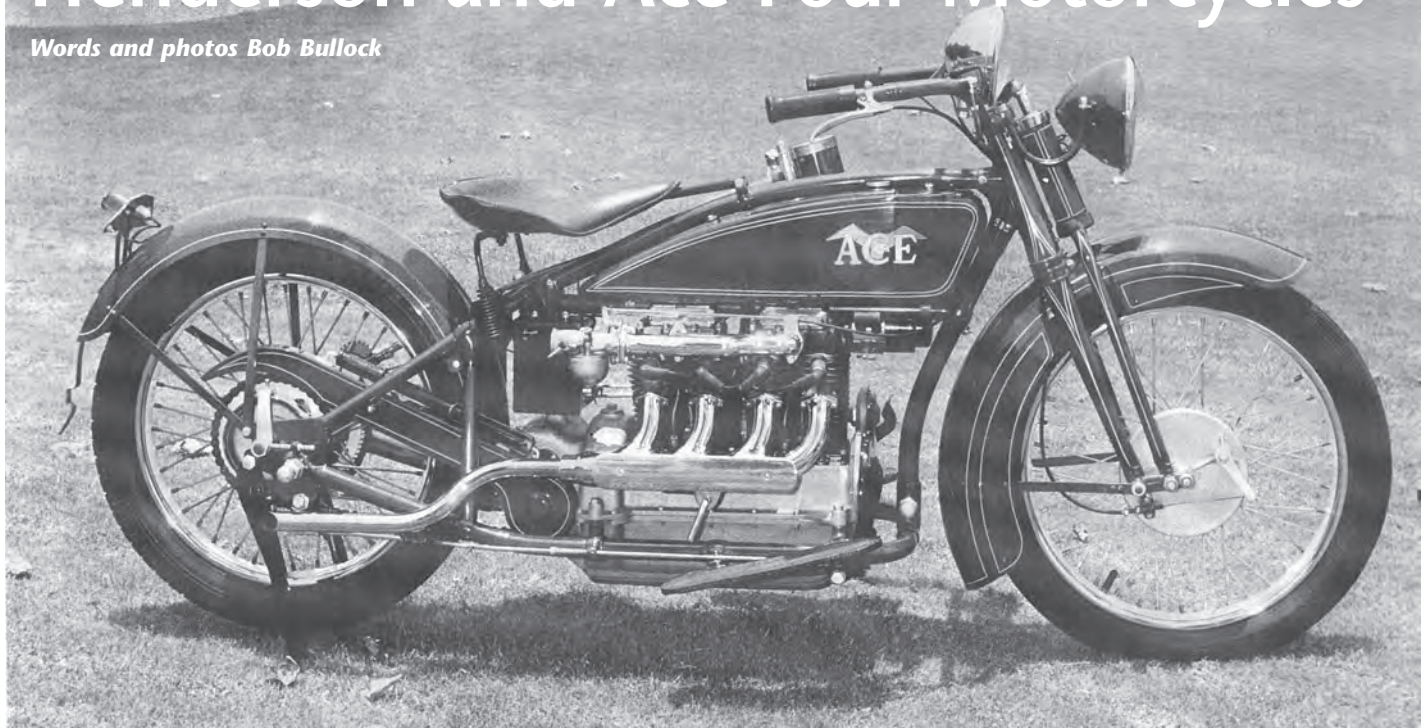
Showing restored tank and transfers

BW

The Golden Years

Henderson and Ace Four Motorcycles

Words and photos Bob Bullock



1922 ACE, updated by its owner to have a front brake, 1931 headlamp with sealed beam light fitted and spotlights. It was restored and owned at the time this picture was taken by Howard Forrest, then of Glendale, California.

Reading about the 1922 Ace that now resides in the Marlborough Branch clubrooms (*Beaded Wheels 326*) prompted Bob Bullock to write an in-depth study of Henderson and Ace motorcycles.

Henderson Motorcycles

William Henderson was born in Glasgow, Scotland in 1875 (his brother Tom arrived two years later). The Henderson family immigrated to the United States in 1878 and settled in Rochester, New York. William's passion, even from an early age, was automotive engineering. By 1909 and aged 34 years his vision had focused on producing a four-cylinder motorcycle modeled on the Belgium-made FN four but improved to suit American conditions and manufactured economically. With assistance from brother Tom his first prototype was ready by late 1910 and the first Henderson four debuted in January 1912.

In November 1917 the Henderson brothers sold their company to Ignaz Schwinn's Excelsior Motor Manufacturing and Supply Company which was based at the new large, Cortland St, Chicago factory. At that stage Excelsior was building a large 61ci (1000cc) V twin roadster, plus a Big Valve racer (valves were $2\frac{1}{2}$ inch diameter, giving 30% more power). The 1917 Henderson that Excelsior inherited was much improved over previous models, with oil in the crankcase automotive style (earlier models had a sight-glass, oil tank feed system), a three speed gearbox and heavy duty clutch. It was described as a beautiful machine with a striking appearance, finished in a brilliant shade of blue with gold triple striping on the tank and fenders. Many new dealers soon sprang up across the US and Canada eager to market the finest four-cylinder motorcycle available, with many overseas orders arriving also. They could also out-perform most of the big twins available at that time, with many long-distance and endurance

records set by the new model. Engine displacement was 60.4 ci (989 cc).

The 1919 Model Z, so named because it was William Henderson's final F-head design, gained a new internal/external rear brake and an increased bore of $2\frac{3}{4}$ inches with stroke remaining at three inches giving an engine displacement of 71.31ci (1168cc).

Right from the beginning with the 1912 model Will Henderson preferred the F-head, overhead inlet side exhaust valve, layout. The main reason being that the cooler intake charge assisted in reducing the exhaust valve temperature, the cause of many burned or broken exhaust valves in those early years. It was also his vision to market a relatively light and sporty four-cylinder motorcycle. However Ignaz Schwinn had other plans for the four's development and, seeing a conflict of interest arising, the Henderson brothers resigned from Excelsior in December 1918.

The 1920 Model K underwent radical changes from F-head to side valve construction with engine displacement enlarged to 80 ci (1300cc) (lynite alloy pistons and reverse gear were optional extras) while pressure-fed oiling replaced the older splash-feed system, a first in the motorcycle field. Heavier and different looking the leading fork leg was straight, not curved. New cycle parts included a more sturdy, double downtube cradle frame with wider fenders and a fully enclosed rear chain. The Model K introduced the styling trend that would lead to larger, heavier and more robust motorcycles, ie; the quintessential American heavyweight. The 1920 Model K and 1922 Model K De Luxe (28hp at 3400 rpm and good for 80 mph) once again set many new long-distance

and endurance records. In February 1929 Henderson unveiled their final design, the Streamliner. This motorcycle once again raised the bar in performance and styling with 57 improvements over the previous model. The designer was Arthur Constantine who had joined Excelsior in June 1928. His brief was to totally redesign the by-now ageing Arthur Lemon designed Model K. He was to provide a lower more central riding position and secondly, attention would be given to the motor to make it more powerful, smoother and importantly, regain its high speed reliability which to a certain degree had been lost due to progressive updates.

'Connies' objectives were successfully completed with the unveiling of the Model KJ. The saddle position was lower, it had more rounded and gracefully contoured fenders and aluminium saddle tanks appeared. Atop the tanks a stylish instrument panel (several years ahead of Indian and Harley-Davidson's examples) contained the 100 mph speedometer, ignition switch, ammeter and oil pressure gauge. New and improved leading link forks held a larger front brake, while drop centre wheel rims carried large 4.00x19 inch low pressure tyres. The KJ had one more ace up its sleeve, a totally redesigned motor. Gone was the earlier side valve, three main bearing one, now replaced by a high-performance F-head i.e five main bearing crankshaft version. Power output was now 40hp at 4000rpm, sufficient for a 100mph top speed. A 1930 Model KL Special sporting and police version developed 45hp at 4400rpm, with riders reporting it could be throttled down to run smoothly at 8mph, then accelerated up to 110mph – all while remaining in top gear. Factory rider Joe Petrali was timed in April 1930 at 112.61mph, a two-way average achieved in Chicago.

Unfortunately by 1929 the Great Depression had started and in late spring 1931 with a worsening financial outlook, Ignaz Schwinn summoned all his department heads into his office one morning and announced "Gentlemen – today we stop". He reverted back to the lesser risk of building Schwinn bicycles at the Cortland Street factory. Often described by Excelsior riders worldwide as the finest four-cylinder motorcycle ever made, because of a financial decision the big streamlined Henderson was now regrettably consigned to the history books.

Airplanes and Racing Cars

During the 1920s and '30s many Henderson four engines were converted to power light homebuilt aircraft. Some builders experimented with large capacity Indian and Harley-Davidson V twin motors, however due to excessive vibration and propeller reduction speeds plus difficulty in fitting a suitable thrust bearing, they were deemed unsatisfactory.

Eventually by the mid '20s builders began using the smoother running Henderson four cylinder engines. The usual procedure was to remove the surplus-to-requirement, heavy transmission and clutch, then install a thrust bearing and suitable propeller. Power output was a modest 23hp at 3500rpm with a weight of 120 lbs.

One of the earliest aircraft was the Dormoy parasol monoplane built and flown by Etienne Dormoy in the Dayton International Air Races in October 1924. Dormoy won first place in the Rickenbacker Cross-Country Race from Wright Field, Dayton to Columbus and return, a distance of 140 miles (the two-cylinder motorcycle engine powered planes were forced down). The time taken was two hours and fuel consumption was three and a half gallons. The motor ran smoothly on the flight. At the same air show four American-made light planes contested the first *Dayton Daily News* race over a distance of 25 miles. Jim Johnson won the race flying the Henderson powered Driggs-Johnson DJ-1 Bumble Bee at 64 mph. The small monoplane was aerodynamically advanced for its time with a fully enclosed cabin and had a top speed of 85 mph. The fuel tank only held two gallons, yet the 25 mile flight consumed less than half a US gallon and cost less than 10 cents. The wing span was 27 feet, loaded weight was about 500

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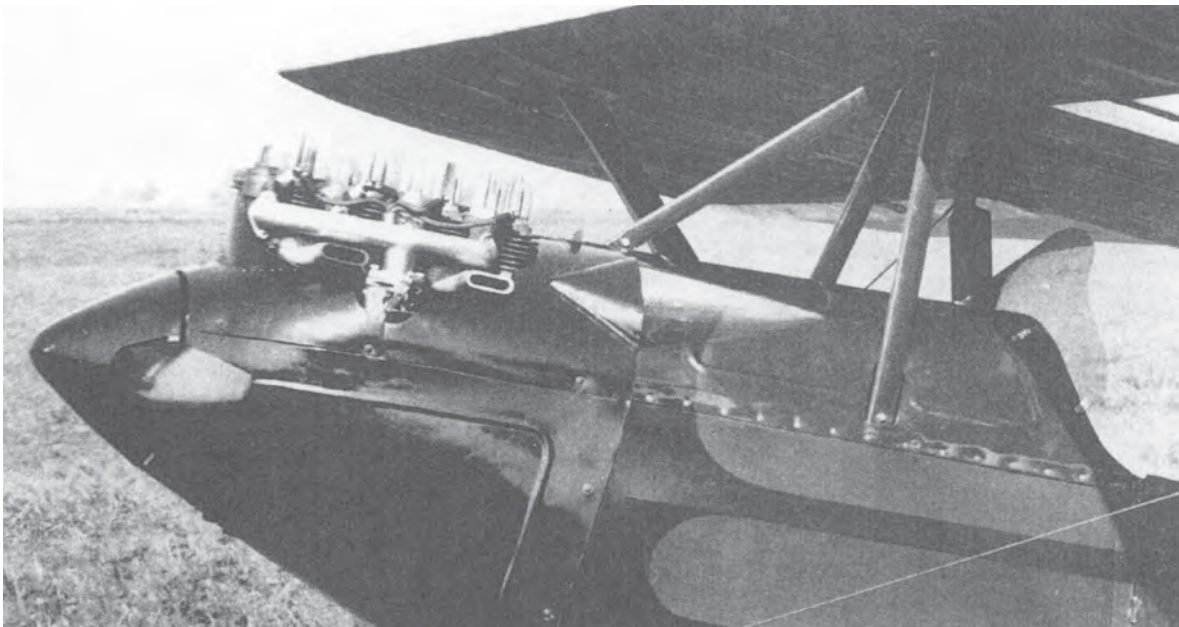
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Advertisement announcing addition of Ace Four to Indian line appeared in the April 1927 issue of *Motoring Cycling*.

lbs (weight empty was about 300 lbs) while the landing speed was 35mph. The design was later perfected by the Heath Aircraft Corporation with the Heath Henderson engine. It had a much deeper six quart sump (double the normal capacity) to overcome surging and starving of the bearings when in the climb or nose down position. The sump was heavily ribbed and, aided by the propeller blast, it assisted in reducing oil temperature. Ace and the later Indian Four motor sumps had this same feature. Personal experience has shown that they do serve a beneficial effect.

Twin magneto ignition systems became standard. High-finned aluminium valve plugs and large stem silichrome exhaust valves were modifications designed to draw excess heat away and extend service times between overhauls. Heath engineers also developed their own high pressure (50 psi), high volume oil pump which was superior to the standard pump. Modifications were also made to crankshaft main and connecting rod bearings after testing showed that while on full throttle flight, the standard deep-grooved or fluted babbitt metal bearings would not retain a cushion of oil at normal oil pressure. While suitable for motorcycle application, improved bearing design was required for aeronautical use.

Heath Aircraft Corporation of Niles, Michigan thus reported that with a few minor changes to carburetor and motor they had perfected a reliable, light aircraft motor. It was economical in operation and parts were readily obtainable at reasonable cost from Henderson dealers throughout the country. Their machine shop was equipped with many special tools necessary to accurately construct these motors. The weight per hp output was comparable to many other similar motors then available, with the four-in-line design offering a low head resistance and 10% advantage in top speed. The Heath Henderson motor developed 27hp at 3000 rpm and only weighed 115 lbs complete with propeller.



The 1925 Henderson engine was favoured by builders of light planes.

Photos of the Heath parasol show an attractive, small monoplane, handsomely finished with the upper half of the motor visible, displaying an up-draught carburetor, short stubby exhaust ports and high-finned valve plugs. They are still shown and flown at Antique Airplane Association air shows in the USA.

In the early thirties miniature speedway cars were also built and raced. *Little Mystery*, designed and built by airplane stunt flyer Ken Morehouse used a supercharged Henderson engine that was chain driven to the rear axle. It was very compact being 21" high, 34" wide, 51" long and weighed 625 lb. Designed specifically to contest the 1932 World Light Car Championship held at the Indianapolis Motor Speedway. Morehouse and *Little Mystery* won easily, setting a new record of 130mph and claiming the \$20,000 top prize. They spent the next several years attending race meetings around the country. Built around the same time, Ed Borntraegers *Silver Bullet* used a stock Indian Four motor. Dimensions were 26" high, 41" wide, 83" long and weighing only 500 lb. The body appears to be made entirely from detachable aluminium panels and covered in a engine-turned finish. That would explain the light weight and appropriate name. It could easily attain 70 mph, had front wheel drive, four wheel brakes and made extensive use of Ford Model T parts. Ed's vision was to sell sets of plans (seven sheets of 18" by 24" paper) to build replicas of the *Silver Bullet* through *Home Mechanics* style magazines, very popular and widely read in those days (equate it to browsing the web 80 years ago). The Great Depression was biting hard financially by that time, hence the scale of economy on parts and construction that required a minimum of machine shop access. Rear suspension appears to be an inverted semi-elliptic rear car spring mounted transversely across the chassis and slightly behind the very rear-set driver's seat. Stub axles are fixed to the ends of the spring with both front axle and rear spring anchored by radius rods. The four brakes are cable operated while tyres are slick airplane Goodrich Silvertown 16x4. *Little Mystery* sits on considerably larger wheels. Regarding *Silver Bullet's* front wheel drive system, the engine is reversed and sits close to the front of the car. The drive sprocket was replaced by a small helical-cut gear that drives a larger, jackshaft mounted, helical gear below it. The transversely-mounted front drive shaft is chain-driven from the jackshaft. Drive shaft rotation is delivered to each wheel by two universal joints and a short square section shaft. A couple of thousand sets of plans were sold, with many going to United States West Coast enthusiasts where the sport of midget racing

proliferated a few years later. Both of these neat, unique small racers now reside in the American Auto Racing Museum in Santa Paula, California. Together with the light airplanes, they are a testimony to their creator's ability and an enduring legacy of those versatile, four-cylinder motorcycle engines.

Ace Motorcycles

In December 1918 the Henderson brothers became dissatisfied with Ignaz Schwinn's plans to drastically alter the Henderson Four design. They resigned from Excelsior with Tom deciding to change tack and head to New York to enter the general export business, while brother William moved to Philadelphia. He had no intention of leaving the motorcycle business and instead established a new company called the Ace Motor Corporation. William knew exactly what he wanted and unencumbered by other senior management or business partners above him, set about designing and building his dream motorcycle.

He had always envisioned a lithe, relatively lightweight, sporting oriented and fast four-cylinder motorcycle. No gentlemanly sedate tourer or sidecar tug for Will.

Setting up a new motorcycle company required much financial backing and this was provided by Max Sladkin, a successful bicycle manufacturer and bicycle factory financier, who coincidentally also had a yearning to place a new and outstanding motorcycle on the market.

William Henderson's new inline-four did not take long to materialise. Following an intensive sales campaign late in 1919, initial deliveries began in early 1920. True to form, the Ace was an eye-catching, handsome and purposeful looking motorcycle.

Motor dimensions of 2.7 inch bore with 3.250 inch stroke yielded a displacement of 74.432ci (1220cc), (61cc larger than the 1919 Model Z Henderson). Compression ratio was 4.25:1 with power output of 20hp at 3400rpm. Valve layout was standard F-head i.e. practice with the camshaft providing ¼ inch lift on the 1½ inch exhaust valves and ⅜ inch lift on the 1½ inch inlet valves. The gearbox was of three speed design with a wet, multi-plate steel-disc clutch, housed in the machined-out rear section of the nearly 10 inch diameter cast-iron flywheel. Crankshaft and flywheel weight was 19 lbs. Gear ratios were evenly spaced at 9.5:1, 6.2:1, and 4:1. Wheelbase was 59 inches; saddle height was a low 29 inches. Overall dry weight was 365 lbs.

Indian rider Vincent/HRD record breaker and former Ace owner the late Rollie Free stated that a well tuned example



1923. Charles L "Red" Wolverton aviates the Ace "4" at Lancaster, Pa.



This picture gives some idea of what passed for "roads" during the Henderson era. Wells Bennett made two other record runs in 1922.

would top 88mph. All Aces apart from the very last half a dozen made, had splash-feed oiling systems. All Indian-produced motors retained pressure-lubrication (Indian terminology called it force-feed system) at 50 psi cold.

The Ace was handsomely finished with a dark blue (Dupont Dulux enamel Boatswains Blue, coded 93-2063) frame, tank, fenders and motor base, with cycle parts accentuated by fine-line, gold pin striping. Wheels were light cream coloured with 3.85 x 20 clincher white sidewall tyres. Long, flat and slightly down swept handlebars were nickel-plated while the aluminium exhaust manifold casting was highly polished. Much bright nickel-plating included the exhaust heat shield, exhaust tailpipe, small fittings and fasteners. Cylinders and inlet manifold were dull nickel-plated. Will Henderson had in a relatively short space of time, successfully realised his vision of producing the ultimate four-cylinder motor-cycle. It was the world's fastest production motorcycle at that time (being about 5-10mph faster than standard production Henderson, Harley-Davidson and Indian motorcycles), attractively presented and realistically priced at \$375. The sky was the limit.

The Ace was a sensational success and many orders nationally and from overseas poured in. William Henderson's reputation as a motorcycle designer/engineer had been firmly established since 1911 and many dealers now sought franchises with the Ace Motor Corporation. Planning also began on an ambitious export programme. A production figure of 4,000 machines in the first year was planned, however because of limited finance and lack of factory space, less than half of that figure was produced, leaving many unfilled orders. Sales were promising in early 1921, but by the end of the year a serious cash flow problem arose. Company president and financial backer Max Sladkin hurriedly raised \$500,000 from local bankers, which averted a near disaster and allowed production to proceed, as well as slightly expand factory capacity. In August 1922 the Ace selling price was reduced to \$335, complete with electric lighting to stimulate sales. This had the desired effect with large numbers being sold. Many police departments placed large orders to purchase new Aces for their motorcycle fleets.

1922 saw Ace and Excelsior Henderson Fours locked in tit-for-tat transcontinental speed records and endurance runs, all attempting to better the opposition's efforts. Famous and well known riders such as Erwin G. 'Cannonball' Baker and Wells Bennett regularly broke and reset each other's records. Each company had their favourite rider. Cannonball Baker was renowned for his hell-

for-leather riding style and great stamina. In September 1922 Cannonball, mounted on an Ace, set a new coast-to-coast record riding 3,332 miles from Los Angeles to New York in six days, 22 hours and 52 minutes, bettering Alan Bedell's 1917 Henderson record by 17 hours. The only maintenance was two plugs cleaned and tappets adjusted once. The Ace was ridden hard for nearly seven days, with fuel consumption averaging 48mpg, while Baker only allowed himself nine and one quarter hours of sleep.

Ninety percent of the distance covered was over deep sand, mud and dirt roads, often requiring continuous use of low and second gear to traverse mountainous passes and desert country. The only hindrance to Cannonball's progress was machine failure or gross personal injury, second best wasn't an option. These early endurance riders were the original Iron Men. The game of beating the other guy continued with Wells Bennett, barely a month later in October 1922, recapturing the coast-to-coast record, riding Henderson's latest Model K De Luxe and trimming seven hours, 39 minutes off Cannonball's time. Record setting promotions of this style began to wane as traffic density increased due to improved road conditions, higher vehicle numbers and law enforcement agencies frowning upon the continued practice of this style of event on public roads. Hill-climbing and off-road racing began to increase.

Tragedy hit the Ace Motor Corporation on 19 December 1922 when William Henderson sustained fatal head injuries in a collision with a car. He was departing a gas station after staging pictures of his final creation, the new 1923 Sporting Solo high-performance model.

He was only 47 years old and still had much to offer the motor-cycling world. William's untimely death could also have been disastrous for the Ace company but fortunately a reprieve was forthcoming with the generous offer of Arthur Lemon to fill the void. His offer was immediately accepted and shortly afterwards Arthur relocated to Philadelphia to take up the position of chief designer/engineer and production superintendent. It was fitting that Arthur would continue William's work as they had worked alongside each other during the early Henderson years in Detroit (1915-1917) and it was Arthur who assumed William's position when he resigned from Excelsior in late 1918. Needless to say, he was fully conversant with four-cylinder design and remained loyal to Ace through their darkest years, the change to Indian ownership, and only left to start his own business in mid 1930 when depression job layoffs threatened his position.

To be continued



Mourners line the route of the Michael Joseph Savage funeral cortege led by the Morris commercial gun tractor. Photo: Alexander Turnbull Library

There was amused laughter around the committee table when Masterton man Mark Priestley applied for membership of the Wairarapa Branch of the Vintage Car Club.

You see, for big rallies such as the annual Rex Porter Memorial there is always a need for a “tail-end Charlie”, to rescue any of the old cars that break down. And Mark’s vehicle seemed perfect. His drive is an ex-Army 1937 30 cwt (one and a half ton) Morris Commercial, 6 x 4 CDSW (which stands for C series, Dual drive, Six-cylinder, Winch). You couldn’t ask for a better tail-end Charlie ... except that at around six mpg (eight or nine on a good day) one rally would blow the branch’s petrol budget for the year.

The big old Morris Commercials have a chequered history. There were two models used by New Zealand Army; the recovery vehicle and the gun tractor. Some three hundred plus gun tractors were shipped to France during World War II as part of the two British Expeditionary Forces, with an additional 19 wooden-bodied examples sent to Ireland, and 18 steel body versions to New Zealand which left around a dozen

or so in the UK. These vehicles are now very rare.

After the military disaster of Dunkirk, when 83,000 vehicles were abandoned by the retreating Allied forces, the Germans put the 370 or so Morris Commercial CDSWs to their own use. “Hitler got a massive vehicle fleet. All free and gratis!” Mark has photos of the Morris, with swastikas on their bonnets. Apparently the Germans loved them!

The New Zealand Morris Commercials were assembled at the Railway Workshops in Wellington and put to use by the New Zealand Army, the gun tractors towing both 4.5-in howitzers and 18-pounder field guns.

One of them achieved the ultimate honour, hauling the coffin of beloved New Zealand Prime Minister Michael Joseph Savage through the streets of Wellington to his funeral in 1940. This example sits in Mark’s back yard, awaiting restoration.

He also has 2½ other ex-Army Morris gun tractors, one of which is a good restoration project. It’s for sale, but requires a 3.48 litre six-cylinder side valve engine.

Given its historic value, Mark believes the Savage example should be restored, but there’s a catch. He’s in poor health, maybe there’s somebody out there willing to give him a hand.

Born in Wellington, he very early on in his life determined that he was not compatible with school and eventually ended up in Sedgley Boys’ Home. “I didn’t like school,” he says. “I spent most of my time fishing or doing other outdoors-type stuff. Sedgley straightened me out.” On leaving school he joined the Army, spending 38 years there and rising to the rank of Warrant Officer, Class 1. Along the way he also picked up an MNZM. “Take THAT, teacher,” he says to one of those who wrote him off as a youngster. Mark got his fascination for old vehicles from his grandfather, who lived in Auckland and who drove his old V8 hundreds of kilometers to vehicle auctions where he would purchase Government surplus equipment for use around the farm. His interest in military vehicles grew from that.

During the war New Zealand was at the end of the supply line, he says. “We got all the cast-offs, the oddballs, the orphans and hybrids and we had to make things to keep them going. Because of that we finished up with a diverse range of Vintage vehicles,” many of which are extinct in other parts of the world. A founder member of the Military Vehicles Collectors’ Club, Mark spent years collecting parts. He was especially keen



A pair of Morris Commercial gun tractors hauling 18-pounders at Waiouru.



German soldiers with a captured Morris after Dunkirk.

to get hold of the Savage gun tractor and spent years chasing it, eventually tracking it to a fellow military vehicle collector. Mark got the remains of the Savage gun tractor, still remarkably complete.

Restoration of the recovery vehicle has taken nine years and involved many local people. It's now in mint condition. The gun tractor will be at least as big a job.

Over the years Mark has accumulated a massive collection of photos, drawings and manuals relating to the Morris Commercials, and is keen to make this

information available to any other like-minded person.

He has also amassed a large collection of spare parts and has access to original equipment from England, some of which is still being manufactured to support the Vintage vehicle industry, nearly 80 years later.

"This is a diverse province," says Mark. "There must be young guys who want to carry this on." "But," he adds, "it isn't cheap."

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Mark Priestley with his restored Morris Commercial Recovery vehicle.



Remains of the Michael Joseph Savage gun tractor.



Rear view of the Morris Commercial Recovery vehicle.

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BUICK TO GO...

Words and photos Brenda Taylor

Our visitor had left the district some four years ago. Just in passing she asked "What happened to that old ...er, chassis you had on the drive?"

I threw open the garage to show off the shiny, almost finished McLaughlin 1924 Buick 4 special. The result of countless hours of Keith's faithful work.

His father, Jack Taylor, had bought the Buick tourer in 1941 or '42 from a Waimate dealer, who obtained it from Westport. It had been one of the two Buick 4s which took our furniture to the Mackenzie Country before our January '49 marriage. Keith bought the Buick as a second car in 1957. Its last run was to the Gates of Haast that winter. Alas it broke a front spring in one of the Makarora fords and limped home to Hawea.

Keith had obtained a decrepit Vintage Plymouth, and then fitted it out with the Buick motor and gearbox. We made good use of our "Plymbuck" for two or three years. It had been "trucked", and was handy for carrying firewood, and even took the family on a picnic to Dingleburn Station at the head of the lake.

The motorless Buick was presented to the youngsters for a playhouse.

After the Haast Pass was opened in 1965 we had a visit from Australian Vintage enthusiasts on a rally. Our friends were horrified at the fate of the Buick. Suitably chastened we scrambled to rescue the remains and put it under cover. Keith had to buy back the motor and gearbox from the man who had bought and later wrecked the "Plymbuck" At this stage Keith reconditioned the wheels and bought a set of new tyres.

Fast forward to January 2005, by which stage the children (and grandchildren) had long outgrown play-houses. Ken our eldest, came with a proposition. He wanted the Buick for his third daughter's coming wedding. Would dad restore it if he paid for the parts?

Obviously neither had any idea what was involved. (Our granddaughter has been married five years.) Six and a half years of countless hours and uncounted dollars had been spent by mid 2011.

Keith first tackled body repairs and the rotten timber framing, which he faithfully copied piece by piece using Southland beech. A mock-up was staged at Christmas 2006 and provided some interesting family photographs.

Next time Ken visited he was shocked to see the car was stripped to a bare chassis on the driveway. Keith proceeded to deal with every sign of rust, renewed brake linkages, and relined the mechanical four-wheel brakes. The engine block had to be rebored to suit available pistons, and a set of rings obtained and fitted.

The battered and rusted mudguards were faithfully reshaped and repaired. A new petrol tank was made to order by an engineering firm, and the missing gauge rebuilt using the top of an old grease-gun!

The decayed running-boards were originally made of timber, sheathed with ridged aluminium. Nothing similar was to be had. Then a look at our deck timbers solved the problem. The ridged kwila boards, painted silver looked just right. A neighbouring craftsman was able to make a new dash-face from a nice piece of oak. The dials and speedometer were repaired by Parrotts in Christchurch, and the rims re-nickelled.

In June 2011 Keith and I decided we must go to the Vero International Rally in Wanganui, with our faithful Chevrolet ute. Ken thought the Buick should go too. That



brought some urgency and a little panic to the restoration.

Our Buick was finally able to go to the upholsterers on 26 October 2011.

Along the way we owe an enormous debt of gratitude to enthusiasts up and down the country. Their generosity is beyond belief.

How proud we were when the car was finally roadworthy and Ken and his wife Heather drove it in the Wanganui 2012 Rally. Not surprising a few minor problems occurred as the Buick had hardly been road-tested.

Keith's hope is that the Buick will take part in many future gatherings.

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Irishman Canterbury Branch

Words Mark Dawber, photos Kevin Clarkson, Maureen McNamara

One out of the box, a slang expression for an outstanding thing or person, certainly describes this year's event, helped greatly by dry conditions and outstanding weather.

Being winter time of course it was still cold at night, enough to freeze the oil pressure gauge on the 1929 Plymouth. Organiser Tim Palmer was expecting a large number of entries so chose to take a conservative approach to setting the route for the Saturday run using 'traditional' roads. A total of 148 vehicles (including back-ups) and 380 people (including all but two members of the *Beaded Wheels* committee) meant a major logistical exercise for the organising team and I think all who went would agree they managed it very well.

The route took in Backline Road to Waimate, then over Meyers Pass to Hakataramea Valley and down to Kurow for lunch at the local community centre. The afternoon run was back up the Hakataramea Valley and over Hakataramea Pass. This meant crossing the two branches of the Waitaki River twice, using the old 1881 bridge on one, probably for the last time as a new one is being built next to it and the old one will be gone very soon. From Hakataramea Pass a short run along Haldon Road and a right turn to ascend Mckenzie Pass, then out to Burkes Pass township and back by the main road to Fairlie. This year's run was the reverse of that used in 1989, an event many will remember well as the Fairlie side of Mackenzie Pass was very icy and the delays getting all of the cars up it resulted in almost all cars returning to Fairlie after dark.

Andy Fox organised the Sunday run, usually no more than a thrash around in

Irishman's Rally crossing old Bridge at Kurow. This was the last rally over this bridge as it closed the following weekend. Photo Maureen McNamara



Far North: Fine company.



Far North: 1926 Crossley horizontal twin diesel.



Far North: The Topps win Mothers' Day trophy.

a paddock, this was the first time we have had a bit of culture on an Irishman Rally. Visits were made to three high country sheep stations – Irishman Creek, Braemar and Mount Cook Station. At each the owner or manager addressed the throng and explained the history and current management of the property. Irishman Creek's history is well known, particularly in relation to the development of the jet boat. It was a privilege to have George Davidson, the engineer/designer who worked there in the 1950s and '60s, relate his side of the story.

Sunday evening's presentation revealed that Jens Christensen will be organising next year's event ably assisted by second getter Andrew McGuire

From my own point of view, it was the first Irishman Rally I had been to as a competitor since 1994, the year we went to the top of the Mt Dobson ski road on the Sunday. My two sons, William (17) and Harry (15) had not been before and were keen to go so they did all of the preparation on the Plymouth, including rebuilding the brakes and fitting a new battery and new tyres. William drove most of the event this year and Harry has decided already that he wants to take the Studebaker, that I drove in 1994, next year.

Mothers' Day Rally

Far North Branch

Words and photos Dave Duirs

A day of challenges, history, superb scenery, good tucker and old fashioned motoring was all catered for by Vince and Joe Heatley's Mothers' Day rally. To sort

out the chaff from the hay or boys from the girls, the dreaded, by some, straight line navigation was used to take 15 cars over the hills from Waipapa to very historic Horeke on the Hokianga Harbour.

To put us all on an even playing field, as we all demand these days, Vince very patiently went through all the mysteries of straight line navigation which prompted quite a few questions which, to an onlooker, might have conjured up the thought that this group were heading on a doomed mission! When informed that this navigation system was dreamed up by the Yanks to fool the Germans during WWI a few of us were convinced of doom. However, what is actually, an accurate and simple guide soon had us on our way (with sealed escape envelope on hand) traversing some rolling farms with views of the Bay of Islands to the East and the distant haze over the Hokianga to the West. Many a stop was made to confirm our route which eventually came down south of the Mangamukas and followed the remnants of the railway embankments.

Inland, we passed many small marae, churches and mangroves, a sure indication that we were in the upper reaches of the Hokianga Harbour which spreads its many tentacles a long way from the West coast, providing navigation and "kai" to early Maori settlement and eventually access for European hunger for the mighty kauri for spars and ship building and ultimately settlements which grew on boatbuilding and farming. Little Horeke, our lunch destination, now just a small settlement and pub is brimming with early New Zealand history. Our rally organiser grew

up here and well remembers early days and with the help of the publican, kept us fascinated. His mother was the first women to have a New Zealand taxi drivers licence for after 6pm; the place had the first post office in the land; Frenchman De Thierry took up land here with the intention of colonising the land, causing consternation amongst Maori who called on Britain to lend a hand, prompting the 1834 flag of the United Tribes of New Zealand. The Frenchman did not get his government's support and his empire languished so we ultimately drove Morris Minors rather than Citroens.

Our lunch, a true country treat with real pork crackling, was enjoyed with great company overlooking a quiet inlet, once a very busy international port. We all survived the navigation trial, most without opening the envelope, and the last to arrive almost late for dinner were the Topps who were also declared winners in their Citroen Traction.

For a look-in we drove way up in to the sticks to enjoy some real old iron. The remnants of a saw mill, burned down in the '80s, had all sorts of interesting bits rekindling some memories. The highlight had to be the operational 1926 Crossley horizontal twin diesel, 58hp engine with massive flywheel balanced between the pistons. Started by compressed air it was almost silent at 430rpm. It originally provided electricity, 24/7 for the Motukaraka Dairy Co until 1946.

This was a great day out in plenty of old vehicles exploring the early Far North which still offers authentic Vintage motoring conditions.



NELSON BRANCH – April 2014

50 YEAR HERITAGE RALLY & TOUR

Words and photos Jim Wareing

Andrew Sim of Ashburton brought the late Bernie Byers' (Nelson) 1906 Cadillac 'home' for the rally. Seen here with Nathaniel Edwards (Nelson junior member) in the gymkhana.

Planning commenced in March 2013 for the Nelson Branch's 50th Birthday with the aim of involving the maximum number of members from around New Zealand (15 branches were represented, nine from the North Island) and to give the VCC a high level of public exposure. The organising committee had a link with the past with the inclusion of John Hurley who was on the original Branch Committee in 1964.

Nelson city's Heritage Week prior to Easter gave the ideal weekend for a rally 11 – 13 April and the opportunity for a tour week 15 – 19 April to take cars from Nelson to Greymouth to join the National South Island Easter Rally.

Original branch members were tracked down and invited to the Saturday official dinner. Once the word got out of the combined rally and tour events entries rolled in and the total reached 120 cars for the rally and 55 on the tour. Denis and

Helen Le Cren agreed to produce a colour book to highlight the first 50 years of the branch, a copy was included free in each rally pack. (Further copies are available at \$12 each plus postage.) Rally plaques were produced while a commemorative flag was provided to the tour entrants.

Friday evening opening ceremony was well supported. Saturday, rally day, had a foggy start as cars collected under the canopy of oak trees along the drive into Richmond Park. Route instructions included tulip diagrams and

straight-line navigation which had some head-scratching. Two rally routes of 60 and 80 miles both including some gravel were enjoyed by entrants who all joined for lunch at the Motueka Recreation Centre, where the college students helped and provided jazz music. Many of the public took the opportunity of free access to inspect the cars in the fine weather. History was re-enacted with John King (not a young lad any more) riding his 1915 Douglas motorcycle; the same bike he rode 50 years ago in the very first rally. Andrew Sim of Ashburton brought the late Bernie Byers Nelson 1906 Cadillac home for the event and ended with second prize in the Veteran class. The Topliss family turned out in force running three cars on the day. Rosemary (wife of the late George) navigated for son David in the 1924 Rolls-Royce, son Richard and Linda motored the 1934 Rover, while grandson James completed the rally in the 1926 Morris Cowley that George and Rosemary had

won the concourse event with at the first rally 50 years ago Richard had won his class in the same car at the Branch's 21st anniversary rally in 1985.

The official dinner served 220 people with many of the original branch members attending, Branch Patron Ken Ivory and Life Member Frank Renwick cut the birthday cake. Badges were awarded by National President John Coomber to; Marie Hansen 25 years, Kevin Mercer 35 years, and Sesyll England 50 years. Prizegiving featured three magnificent handmade brass tyre pumps donated by Topliss Engineering to the same design that the late George had used for the branch's 21st anniversary in 1985.

Winners

Veteran	Trevor Carston	1912 Rover, Nelson.
VV	Ryan Oliver	1928 Austin 7, Nelson.
PVV	Greg Oliver	1938 Fiat Topolino, Taranaki.
PWV	Sesyll England	1948 Jaguar, Nelson.
P60/80	John Miller	1979 Rover, Nelson.
P60/80	Rob Brown	1967 Cortina, Nelson.
M/cycle	Murray Schwass	1950 BSA, Nelson.

Souvenir place mats that recorded some of the branch's cars and people over the years were eagerly collected up at the end of the evening.

For the public open day at Richmond Park Sunday, many members responded to the call and provided extra vehicles for the day to boost the display. Partly restored vehicles and many of the Nelson trials cars were on show. The motorcycle enthusiasts, ably lead by Murray Schwass, mounted an impressive display centred around bikes from NZ Classic Motorcycles collection; "Motorcycle Heaven" had come to Richmond Park for the day. The Vintage Quilters had a wonderful display in Birch Hall to add to the day's attractions.

While the weather slowly deteriorated the rain held off to enable the gymkhana events to be run on the grass in the dry, with help from Waimea College students.

Gymkhana results

1	Ryan Oliver	1928 Austin 7
2	Alan Braid	1937 Austin 7
3	Burkhard Strauch	1955 Mercedes
Motorcycle	Murray Schwass	BSA
Lady Driver	Sharon Kennedy	1967 Hillman Imp

Monday was a rest day with sightseeing and visits to places of interest such as WOW and Classic Car Museum.

The branch clubrooms at Founders Park was packed on Tuesday as the tour entrants were introduced to each other and the car card collection game that would see much swapping and bartering during the tour. Two cards were drawn at five locations with the aim of collecting a



The misty morning start to the 50 Year Heritage Rally Day.



Motorcycle heaven at gymkhana day.



Herb and Jules Fox in the 1924 Dodge negotiate a ford on the Braeburn Track.



Topliss' Rolls-Royce and McDowell's Overland share shade under the trees.

full set of nine different car cards by the end of the trip and winning the prize.

The morning run via Picton ended with lunch at the Marlborough clubrooms where a further number joined the tour for the steady climb to Nelson Lakes, St Arnaud (2000ft above sea-level). The Alpine Lodge put on a grand dinner where a few penalties were handed out for misdemeanours along the way.

Wednesday's run to Reefton included three optional gravel sections:

1. Braeburn Track (Gowan to Murchison)
2. Maruia Saddle (Murchison to Maruia)
3. Maruia West Bank Road Maruia to Springs Junction. Maruia School (25 pupils) provide an excellent barbeque lunch; the kids all got easter eggs and rides in several cars. That evening's happy hour was at the Old Nurses Home, Reefton with an excellent dinner at the workingmen's club. By now the car card collection was in full swing and most were swapping and doing deals to get the short supply cars.

The weather forecast for Thursday included rain and wind but no one was prepared for what was delivered. A few went direct from Reefton to Greymouth while most headed to Westport intending to follow the coast road via Punakaiki to Greymouth. About half way down the Lower Buller Gorge conditions worsened as a cyclone was about to wreck the coast. The early leavers did not stop in Westport but headed straight to Greymouth, some had a pretty scary trip, blown about by 100 plus kph winds. The later arrivals in Westport were trapped by the high winds and falling trees with all roads out closed. Jules Fox said she now knows what Mary Poppins feels like, as she hovered in mid-air in the Dodge tourer while hanging-on desperately to the roof with Herb negotiating the Buller River Bridge entering Westport. Some got trapped on the road and had to wait for the fallen trees to be cleared and then return to Westport.

The tour group was split in half for Thursday night between Westport and Greymouth. The Greymouth lot enjoyed the final tour banquet and entertainment from Earl Preston who stood in for the organisers. The Westport lot had no power or water and dined on bangers and mash, with a log fire to boil the water and keep them warm. The Westport Motor Hotel did a great job under trying conditions.

By Friday the weather had calmed and Civil Defence gave the 'all-clear' late in the morning for the 22 cars to head to Greymouth on the Coastal Road. One driver left so quickly he left his wife's suitcase on the footpath. It arrived a day later. That evening the full tour team reunited at the Easter Rally meet and greet with many stories being told. The car card collection game was wound-up with only one winner having a full collection. The organisers were as surprised as the winners, Wendy and Bill Dense.

The Nelson Branch says thank you to all of you who supported our 50 Year Rally and tour.



Diane Ross
38 Keenans Road
RD 2, Ashburton
randross@kinect.co.nz

brass notes



Flanders Transport Jefferys Truck chassis.

The Marlborough Branch have the chassis of a Flanders Transport Jeffrey lorry on display at their grounds at Brayshaw Park Blenheim. This was the first motor lorry in the Marlborough region and was owned by Flanders Transport Renwicktown from 1900 to 1920. This lorry was reputed to have been used for the first load of sheep transported in Marlborough province. The Renwick Museum also had a photo of it being used as transport for the Renwick school picnic. The original wooden toolbox from the driver's cab was the start of the research. Trying to find out where it came from sparked interest when told that it came from the "first motor lorry in Marlborough." It is thought that the lorry must have been purchased, in the first instance, as chassis and running gear only.

World War One popularised the concept of 4WD. The Thomas B Jeffrey factory in Wisconsin started manufacturing the Jeffrey Quad in 1913. The following year the Great War broke out and suddenly the Jeffrey Quad was in great demand. The battlefields of Europe were turned into quagmire and the benefits of having all four wheels driven was soon recognised. Thousands of Jeffrey Quads were used in WW1 as ambulances and transporters. The quad also boasted four wheel brakes so it was technologically advanced compared to cars of the same era. Driving the vehicle was a four cylinder side-valve Buda engine of 4.87 litres. The transmission has four forward gears and reverse with power split between front and rear differentials.

The branch would like to replicate the vehicle for public display. Several offers of help from local members and firms have been received but any further information or relevant components would be welcomed.

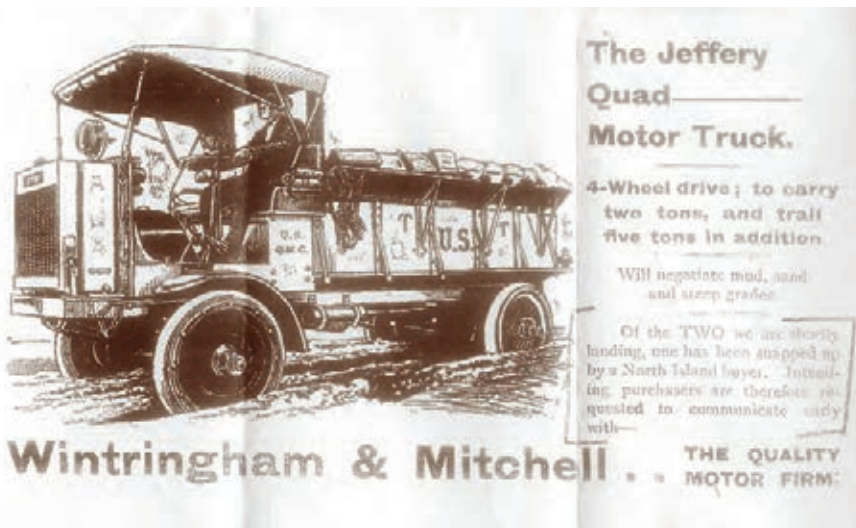
There were a few Veterans crews who braved the aftermath of tropical cyclone to take part in the National SI Easter Rally at Greymouth. The Eunsons came all the way from Invercargill with their 1909 Wolseley-Siddeley, Joseph McClintock and the Fletchers were out with their Ford Ts but the most intrepid were Ray and Glenis Miller with the 1918 Hudson tourer. Prior to Easter they had taken part in the Nelson Branch three day tour to reach Greymouth but not before travelling from Westport to Greymouth taking in all that the tropical cyclone could throw at them. It was a scary moment for Ray when he had to explain to Glenis that the hood would have to be put down or they could end up airborne.



1913 Ford T owners Peter and Esme Fletcher.

Many will have admired the 1891 Panhard et Levassor, one of the worlds oldest and rarest cars, that has been owned and displayed by the Southward family at the Southward Museum for many years. Sadly after an offer by Lawrence Southward to lend the car for display at Te Papa was declined he has taken it to Australia where he now lives. This car is thought to be the fifth oldest car in the world and the oldest outside Europe. The late Sir Len Southward bought it from a French Museum and drove it in the 1990 London-Brighton Rally.

In 1913 the late George Boaden purchased a 1913 Matchless motorcycle from England for £100 and had it delivered to his motorcycle shop, Boaden & Clark, situated in Oamaru, North Otago. The machine was last registered in 1946 although it did have an outing in a local procession in 1962. It has remained in the family since new and has now been brought back to life by Jim Boaden and it's still in Oamaru.



1913 Matchless owner Jim Boaden Oamaru.

1914 79T Overland restoration

Information and photos Neil Cox



In 2001 the vehicle was advertised for sale. On inspection it was found that the body was from a Hudson tourer. The engine was 1916. The radiator was correct and previously owned by Neil in the '70s. There were several boxes of parts, headlights, side-lights, windscreen, odd magnetos and much more. The price was negotiated and transport from Tauranga to Whangarei was organised. After sorting out the usable parts restoration began with cleaning, repairing and painting. Chassis remains including engine, gearbox and diff had been retrieved from a river bed in Clive (near Napier.) Some repair work to the chassis had been done but the engine, gearbox and diff had been discarded. The correct ones were soon purchased and arrived in Auckland from the South Island on a wooden pallet. After restoring a 1912 Overland tourer prior to the 1980 International Rally in Rotorua the project seemed reasonably straight forward. Body drawings were ordered from the USA and given to a competent cabinet maker/boat builder in Warkworth. Chassis work continued with new springs, shackle plates and pins being made. Some hot riveting was required, this had been learned from previous restorations with Tony Forster as an able hand. The body was panelled by a local panel beater who has performed on vehicles for both local and overseas clients. The body was fitted to the chassis, aligned then removed to be painted and upholstered. This, including the hood, was undertaken to the drawings and specifications supplied. New wooden wheels were made using the original hardware and new tyres and tubes fitted. The engine and diff were dismantled and new bearings fitted to the diff. The engine, crankshaft and rods were crack tested and found to be OK. Bores were honed and valves and seats refurbished. All parts for nickel plating



returned with a large invoice. The cone clutch was crack tested then relined with Kevlar, a modern friction material. The windscreen frame was rebuilt using two old frames and assembled with side hinges. Once assembled with the engine running, a wiring loom was made and fitted. The six volt system still survives with the addition of a rear stop light and windscreen wiper. As Neil was by then living in Australia pre-delivery was made by Ivan Nobilo and the car shipped to Brisbane. On arrival a roadworthy certificate was undertaken by a local garage followed by an engineer's report. To achieve this indicators were fitted and it was registered in Brisbane. Neil has now moved back to New Zealand bringing the Overland with him.

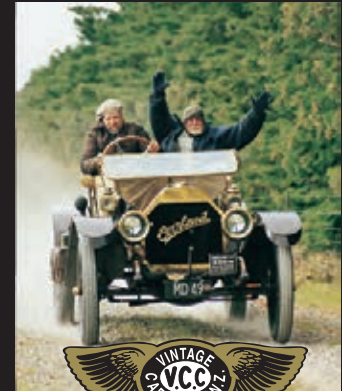
Hopefully spring is just around the corner and you're planning for the new season's Veteran motoring. Don't forget the National Veteran Rally being held in North Otago from 29 – 31 January to be preceded by a Prince Henry Tour leaving Dunedin on Monday 26 January after the Dunedin Brighton Rally the weekend before. A lot of thought has gone into planning a worthwhile ten days or so of Veteran motoring suitable for all classes of Veteran vehicles.

I am always happy to receive historic or restoration articles and updates on Veteran vehicles as it is only by readers' input that this column can continue.

Email your Veteran stories to me at randross@kinect.co.nz

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Frank Metcalfe

two wheels and other things

The Cars of My Life. Part 1.

Autumn was something of an Indian summer in Marlborough and elsewhere around the country and the two months of fine, warm and calm days we have enjoyed have provided huge incentive for a range of garden projects as well as taking every opportunity for some enjoyable motorcycle meandering. I should not bore you with news from the garden but I can say that our veg garden produce this passing season has been brilliant so freezers and shelves are well stocked for the months ahead. To encourage winter produce we have built a small green house over the past few weeks; one of those 'flat pack' items that arrived in two large boxes. Thankfully it is a New Zealand made product and so arrived with comprehensive 'how to' instructions written in good kiwi English and with diagrams that matched. It even had advice as to when it might be a good time to stop for a cuppa. That advice seemed to suggest the completion of a stage or that the next bit was difficult. Anyway with the help of a good neighbour we had this new creation completed within a week, level and square and now actually planted and I have run in a new water line so it has 'grow juice' on tap.

On the motorcycling front the Norton, AJS, and Moto Guzzi have all had their share of exercise but the Guzzi shamed itself at the beginning of April by munching up its shaft drive universal joint. The cause for this unrequired mess remains a mystery but a manufacturing fault has emerged as the most likely. I am still in the repair mode so may well report on the joys of Guzzi mechanicing at a future date.

Now with the stage set I can get to the leading subject for this issue and, as the title implies, we're back to cars. Actually, while contemplating many years of driving, it occurred to me that while I have rambled on about the various sporting vehicles I have enjoyed I've never ruminated upon, or for that matter annoyed you the readers with the tales of, the everyday cars of my ownership and driving life. One or two were memorable, many just satisfactory and one was memorably diabolical. I never owned the

diabolical one but drove it often so it's going to be chastised in due course.

Where to start? About 1950/51 I think. I was most definitely not the driver at that time, being little beyond walking stage, but my car memory starts with our first family car. This may sound a little odd for 1950 but prior to that time I, along with parents and siblings, had grown up in a part of NZ where roads and electricity didn't exist, where our only means of transport was the four legged variety and the produce from our farm was manhandled aboard lighters and rowed out to sea for loading on one of the coastal traders. It was a back blocks life bereft of so much that we take for granted today. However in about 1950 we moved on from the very east of the North Island's East Coast to the West Coast a little south of the Waikato Heads. This too was back blocks stuff but there was a dusty road, there was some electricity and access to town, Tuakau and Pukekohe, if one had the time and means to cover the lengthy and dusty distance. There was though no access to education other than correspondence school and the endless dedication of our mother.

No sooner had we taken up residence in this 'civilised' outpost than father disappeared for a couple of days. "He's gone to get us a car" mother reported, but we were rather unfamiliar with cars so I think we were somewhat bemused and/or confused by this development. We knew what cars were but really had no real idea as to their use. Well the next day father returned; we had been waiting all day hanging off the roadside gate, rather excited but ignorant too as to what might appear. What appeared was a cloud of dust many miles away and slowly it edged toward us, a slow moving twisting and turning dust storm. Eventually the dust came to a halt at the gate and as the cloud drifted away there was father climbing from our first family car. He beat the dust from his hat and waved it gallantly at the resting vehicle, our passport to new adventures. Excited we were but what was it? It was a Vauxhall, resplendent in a two tone grey. What I am telling you now is what I learned subsequently; what I saw then was a car, a grey car, and I began to understand that we could sit in it and go to places that had hitherto been beyond our experiences and imagination. Anyway the Vauxhall was an old model; probably, I think, a model 12 or 14 of early 1930s Vintage. The two tone grey was certainly not original but it suited and the car, as I remember it, was in decent condition. I have no idea from whence it came, somewhere in

Auckland I think, or what propelled it. It had leather upholstery that someone had re-coloured in a rather vibrant green but it worked, it fitted us in and it conveyed us beyond the limits we had become used to. It became my first driving experience too.

A little while after the Vauxhall had been introduced to our family I, apparently, felt the need to get behind the wheel. Frankly I have only a rather vague memory of this event but it is a well told story. One summer evening while the parents were finishing their evening meal and we 'the pestilence' had been banished to the farmyard, my elder sister raced inside in great excitement to report with glee: "Frank can drive, Frank can drive".

Apparently this brought the people in charge to the location of the car with great alacrity. Indeed I could drive. I had climbed aboard the willing Vauxhall and completed a start procedure to the point that I had fired up the motor and headed off along the driveway. However there was a problem, for which I am sure the guardians were subsequently thankful. Not far ahead of the Vauxhall was a sturdy stock gate and I, of course, being of limited (that is nil) driving experience had failed to consider this obstacle and so I navigated the vehicle straight ahead and encountered the gate. The gate took a hit and the Vauxhall got grumpy and stalled leaving the driver looking somewhat foolish in the driver's seat, with parents arriving. I was nudging six years of age.

My juvenile memory does not record for how long we kept that Vauxhall but around the time of my eighth year it was time to move again and we headed to the next farm and a little closer to real civilisation, somewhere in between Raglan and Whatawhata. There was a sealed road but we were some distance from that level of rural sophistication. There was a school too, some two miles distance from the farm and walked each way each day by us three youngsters. Our feet got very tough indeed. A move also brought on the need for a better car and before long a new machine was located and I was deemed old enough to be allowed to escort father some miles north to the village of Te Kauwhata to take possession of a newer and larger Vauxhall. This, as it turned out, was quite a machine and to this day I wish it held a place in a family garage.

The Vauxhall was a 1936 variety and the best I can do is identify it as a 'big six'. I had always thought of it as a model BY but recent www. searching has failed to unearth anything of that era carrying the moniker BY. Nevertheless it carried a substantial six cylinder motor and was

a large car. My memory has it that it was imported from England by the people from whom father bought it. It was an impressive black thing, somewhat square rigged and slab sided externally with large spoked wheels and a rather useless shallow drop down boot. The radiator was an impressive tall 'v' shaped and straight standing chrome creation to which a pair of rather large headlamps was attached. The bonnet carried the signature Vauxhall flutes in silver. Inside though was a different matter; the accommodation was large, front bucket seats of generous proportion and a wonderful rear couch with oodles of leg room. It was all trimmed in good tan leather and decent carpet. There was a felt-like roof trim complete with a sliding sunroof that actually worked and across the rear passenger floor a marvellous full length foot rest that could be folded back against the base of the rear seat or folded out for propping up the weary feet. The rear space meant that we, 'the pestilence' could actually walk about across the rear floor passing each other with ease; it meant too that a decent fight could be carried out with room for the warring parties to take up new positions and that a retreat to the couch put us beyond the reach of the front seat discipline machinery.

The Vauxhall had a nicely filled faux wood instrument panel with the standard row of centre arranged dials and switches; choke, ignition, lights. The gear lever was a tall sturdy affair and the wheel generous in dimension, but there was plenty of room for the pilot to exercise his elbows. There was a central wheel horn push that activated the most raucous of warning devices and a left right indicator switch for those rather ineffective and unreliable orange arms that popped out of the 'b' pillar and which when they failed to retract, and my recollection says that was frequently, were quickly wrecked by the driver and/or passenger entering the vehicle. The car also sported a couple of less common technical features. One was the fly-off handbrake, but I never understood quite how it operated, if it did, and the other was a quick start starter. As I recall it it was a case of turning on the ignition and hitting the accelerator, and as long as the vehicle was in gear it would start and drive away. It did work but father soon discovered that a quicker get away could be had using the traditional means of clutch and gear selection.

Undoubtedly the Vauxhall had failings but the fact that it served our family for the next ten or so years says something about the quality of the ageing beast. It was a fine machine, tough and reliable, that never really failed us and which father

became particularly adept at maintaining. It did have an engine rebuild at one time and was, during that process, stolen from the garage near Hamilton. Some weeks later it was recovered in Auckland none the worse for wear although the sun roof had got tired of repelling the Auckland rain.

The time came though the old machine had to be moved on and my father sold it to a local teenager who as it happens was my best local friend and he got the car because of his interest in it and our close friendship. That was something of a blessing because we socialised together regularly during our final year at the local high school in Taumarunui, our place of residence at that time. By that I mean of course that we dated whoever we could persuade, not a difficult task when a rather noteworthy car and a couple of noteworthy young men were on offer, and shared movies, local parties and dances. My mate was of course the driver so my social life lounging in the commodious back seat with my date was generally very comfortable indeed. I might say too that the socialising was all the more acceptable to me as my previous four years of secondary schooling had been spent at a well-known boys boarding school. All good things come to an end though and as our school years closed so did the life of the old Vauxhall.

As a final act it played a critical role in an hilarious episode that saw the pair of us expelled from the school on the final day of our final year. We gained a certain local celebrity for this affair and the over-reacting headmaster looked rather stupid. The fact that my mate was the Dux

produced further muttering when the prize giving was conducted without us present and with no Dux named. I think the whole episode would have engendered much hilarity if we had had the likes of Facebook and Twitter telling the story.

Not long after that, about 1964, the Vauxhall suffered serious mechanical failure and it was sold on for the last time. Apparently it never recovered and when father, some years on, felt that he would like to bring it back to the family he found that it had been buried in a farm paddock some years earlier. What a pity.

Next time I think we should manage to move on to some of the everyday cars I have owned and enjoyed, or not enjoyed.

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Kevin Clarkson, Chairman Beaded Wheels Editorial Committee.

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Our lucky winners of the Beaded Wheels caps for this issue are John Mills and June Campbell.

WARREN CORKIN

In 1964 as a teenager Warren was persuaded to join the Wellington Branch by his friend Roger White. Roger, Murray Hislop and Warren all worked for Todd Motors where they got a sound engineering training which was useful for the restoration and repair of their cars. During this time Warren helped Roger and Murray restore a 1926 Ansaldo car that was entered into the 1965 Haast International Rally. Unfortunately the Ansaldo did not make the start and they had to follow the rally in a modern. They took turns navigating for Ace Boustridge in a 1911 Cadillac which was quite an experience.

Warren's first motor vehicle was a 1950s Victoria Power Cycle which he still owns. In 1965 Warren purchased a Morgan 3 wheeler. It was in a poor state of repair so it was used for six months then taken off the road to be restored. Warren naively thought this would take about six months but it was more like 30 years!

Subsequently Warren bought a 1958 Morgan Plus Four 4 seater and met up with Jan, an English nurse, who had only been in the country for a few months. When she heard about the Morgan she responded positively so their fates were sealed. Then came another Morgan and a 1958 Citroen ID19. These were sold as marriage and housing requirements approached. Once married, Warren bought a 1929 Marmon which he and Jan took to the 1969 Cook Bicentennial Rally in Gisborne. This too was sold as an OE to meet Jan's parents approached. Fortunately as the three wheel Morgan was in a thousand pieces it did not get sold and was stored under the house while they were overseas.

They were keen to rally with the children so in 1978 a 1929 Buick two door coach was purchased. It was in need of restoration but as it was complete and in very original condition it was completed in time and the family went to the 1980 Rotorua International Rally. Subsequently Warren was on the Wellington Branch committee and their club captain for a time. After rallying the Buick for 10 years they purchased a 1934 Riley 9 and a 1974 Triumph Stag.

Warren finished the Morgan three wheeler in time for the 1996 Christchurch international rally and since then it has competed at all the international rallies and Warren is hoping to use it at the 2016 Dunedin international rally. With the passing of the years it is getting harder

to get out of the 3 wheeler, but getting in is still OK.

MURRAY HISLOP

A newspaper picture of Stirling Moss winning the 1956 Monaco Grand Prix in a Maserati 250F is Murray's earliest memory of an enthusiasm for cars. He would have been ten at the time.

The usual trolleys and bikes and tinkering with an older friend's cars followed. First contact with the VCC was a rally in the Southward Bentley driven by a foreman from the works. His first motorised transport was a BSA C10, bought for £5.

One of the new 2.4 litre Jaguars made a big impression and he talked his dad into buying a 1938 SS Jaguar. The SS collection increased to four cars, one providing transport to school and later to work.

School mates Roger White and Warren Corkin became firm friends and all three took up engineering cadetships at Todd Motors. With help from Roger's dad, and occasionally others, the three set out to restore an Ansaldo for the 1965 Haast International. While finished just in time the car failed on a shake-down run so they went in a modern MG Magnette, taking turns to navigate the 1911 Cadillac of Ace Boustridge, and assisting marshals.

After the Haast and with the 'Annie' sorted they met Peter Russell of Waipukurau on a Hawke's Bay Gentle Annie Safari and were the first of many VCC members to be invited to his home.

After working for 18 months or so Murray was able to buy an MG TD which was followed by a Morgan Plus Four and Daimler SP250.

At Roger's 21st birthday party he met his neighbour Kay Anderson and the two were married in 1970.

Car interests took second place to family over the next couple of decades although VCC membership was maintained and he managed to fit in a couple of Jaguars. Kart racing was also an interest, and he enjoyed a time as spanner man for son Cameron.

A couple of Porsche 911s proved very satisfying before getting the E-Type Jaguar he had wanted since 1961. Murray and Kay's garage now holds a Morgan 4/4, Riley Brooklands recreation and Hawthorn look-alike Mk1 Jaguar, as well as Morgan and Formula Ford projects

Now retired in Waikanae, Murray and Kay have enjoyed organising the monthly Kapiti Coast mid week runs that have proven popular over the last five years

Over 50 years Murray has seen the Wellington Branch grow from early beginnings in Southward's cafeteria to the facilities and events we now enjoy.

BILL MUNRO

Bill was visiting a friend (Ted Daunt) who lived just around the corner and Ted asked Bill if he was interested in joining the Vintage Car Club. Bill said that he wasn't interested in restoring cars but motorcycles might be a different story.

Bill joined Wellington Branch in Easter 1964. Dave Palmer, another neighbour and club member, came along and told Bill about a bike, 1918 Reading Standard, that was for sale in the Wairarapa. In due course Bill, Dave and families went to view the bike and Bill parted with £12/10 for a box of bits and pieces. Bill's wife Bevney was really upset and would not speak to him but over the next two years Bill worked on the bike and also made a sidecar to add onto it. Bevney became a true enthusiast travelling with the children in the sidecar on rallies all over New Zealand. Bill rallied the Reading for nearly 30 years and has also competed in all the national motorcycle rallies.

Another restoration was a 1926 Chevrolet Superior speedy van. It had light woodgrain panelling and dark green and black paintwork and was known as the Pie Wagon. Bill had been a pastry chef and had the van signwritten. Bill has restored ten bikes and five cars and also built from scratch three other cars and sidecars and a 1940s style caravan to team up with the 1937 Vauxhall GY which is now owned by his son Ross in Australia.

Bill helped remove the bus barn from Khandallah to Petone which is now the Wellington Branch Clubrooms. He has also held positions on the committee of the branch of committee member, club captain, and delegate to national executive.

Other activities that Bill has willingly undertaken include Father Christmas at the Children's Christmas Party and also drive and help maintain *Squirt* our Dennis Fire Engine.

Bill was one of the team members that put up a challenge at the 1992 Rally to get a Model T Ford assembled and running taking a time of two minutes and fifteen seconds.

Bill also instigated the making of the 25 and 35 year badges and has been a very active and willing member of the Wellington Branch.

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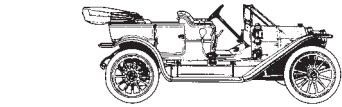
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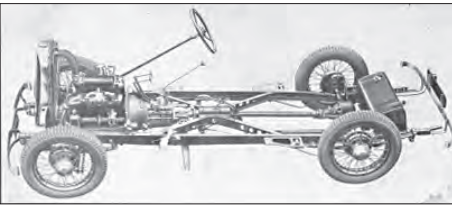
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| 2 GMC 6 1937-58 | 17 Vauxhall 145 1939-52 |
| 1 Graham-Paige 1928-30 6 cyl | 5 Vauxhall 4 cyl 1937-52 |
| 2 Graham-Paige 1931-33 8 cyl | 1 Vauxhall 4 cyl 1952-56 |
| 1 Hillman Minx 1953-54 | 4 Wolseley 4 1946-48 |
| 5 Humber 1946-52 | 3 Wolseley 4 1949-53 4/50 |
| 1 Humber Hawk MK 4.5 | 2 Wolseley 6-80 1949-54 |
| 2 International 1936-45 26.3hp | 3 6 cyl Fitzgerald |
| 1 International K6 | 1 6 cyl Victor 876 |
| 1 International McCord 5799 | 6 6 cyl Payen 95 |
| 2 International Payen 1A421 | 1 6 cyl Payen 1842 ? |
| 4 International Payen 235A | 2 6 cyl Victor 1010 |
| 1 Leyland 6 1932-35 | 3 6 cyl Payen 1A14 |

GRILLS

- | | | |
|-------------------------------|---------------------|--------------------|
| Austin A30 | Austin Popular 1939 | Ford Zephyr |
| 2 Lanchester | Jaguar 1954 | Zodiac? |
| Riley Elf | Wolseley | Valiant |
| Rover | Austin A40 | Austin |
| Austin 12/4 with core | Somerset | Austin |
| Wolseley 1100 | Morris 10 | Austin Freeway |
| Austin A30 | Wolseley | Holden |
| Nash | Nash | 3 x Hillman Hunter |
| Ford Zephyr Mk 2 | Morris 8 | Ford Falcon |
| Valiant AP6 | Wolseley 100 | Wolseley 14 hp |
| Standard 1937-38 | Riley | |
| Standard 14 1947-48 with core | Nash 1954 | |
| | Ford Zephyr | |
| | Morris Oxford | |

INDIAN 741B CARBY AND HORN, BSA C11 gearbox, Anderson stationary engine brass carby, Bosch magneto (USA) twin cyl. DU1 ED - 7 V2. will sell or swap / buy Vintage Harley 7/9 parts, Please ph 09 299 8801

MEM

MORRIS MINI 1000 1973 in good condition but needs repainting. Reg on hold. Phone Graham 07 308 7683

MEM

MOTOR BIKE HONDA XL600R white with orange frame. Will have reg and WOF for new owner. \$3,200 ono Phone 021 049 3571, 027 891 1467.

MEM

MOTORS FOR SALE TARANAKI BRANCH. Dodge 4 1923-26, Ford V8 1937, Humber Snipe 1935, Auburn 1930. Phone Neil 06 758 6737 or John 06 751 5554

MEM

NUMBER PLATES OF NEW ZEALAND. Collections of every issue of singles or pairs in sets available. Also American plates of all states. All on display panels some spares also. Personalised Plates all new, not manufactured. Sale by Tender offers or expressions of interest invited. 1931 A7, FØRD A, MINT V8, 1 1956 1, MY1956, MI1957. Reply by 5pm 30 September 2014 to "plates" c/- 9 Medallion Court, Palmerston North. Enquiries phone 0800 31 05 08.

RIM SPREADER FOR SPLIT RIMS about 19, 20 or 21 inch size. \$25 plus freight from Dunedin. Phone Hec Browett 03 487 6726.

MEM

ROVER 1973 P6B COMPLETE very easy rest – reg on hold. Ford 10 parts Complete engine/gbox/clutch unit – Back end assemblies x 2 – Front end assemblies x 2 – front axle & stubs with new kingpins fitted –Hubcaps/wheels/tyres, set of Bakelite window frames. Morris 8 series 1 body and mechanical parts – wire wheels x 4. Bedford/Vauxhall 2.3L engine 90% complete. LD 28 Diesel engine complete fan to new clutch. LD28 starter motor new/unused. Autocrat valve radio ex 1954 E Velox. Reasonable offers Phone Stan on 03 439 4653 or email Consultech@xtra.co.nz

VALVES exhaust quality stainless for Vintage engines. Available in blank form or machined to size required. George Calder, 307 Hoon Hay Rd, Christchurch. Phone 03 338 5372 or email gandkcalder@clear.net.nz

VINTAGE ENGINE SHORTBLOCKS

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

vintagecars@xtra.co.nz placing buyers and sellers together. If you wish to sell, or purchase a Vintage vehicle, I can assist. Specialising in Model A Fords. Contact Les Pearson at the above email address or phone 03 528 724. VCC member 49 years.

KING-PIN KITS, TIE ROD ENDS,
Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gasket/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, for all makes and models, especially: Austin, Chevrolet, Chrysler, Essex, Ford, Hillman, Morris, Standard, Vauxhall.
Ronald Lever, 87 Tui Rd, Papatoetoe, Auckland 2025. Phone 09 278 3888 evenings.

SMITHS SILVERFACED CLOCK out of Austin tourer, goes nicely \$150. Phone Don 07 827 3696. MEM

SPORTS BODY TUB FROM MG TC SPECIAL. Aluminium on steel frame, no doors. Integral floor and tunnel. Price negotiable. Pair bucket seats, aero screens. Negotiable. Phone Allan 06 833 6153 email tgallan@xtra.co.nz

VALIANT 225 SLANT SIX MOTOR, \$200. Available from the Manawatu branch parts shed which is open from 2pm first Sunday of each month or phone Gary 06 354 8298. MEM

VINTAGE CAR REPAIRS

Unit 1 11 Penn Place, Upper Riccarton, Christchurch (formerly 15a Empire Road, Belfast)
Phone 341 5100 Fax 341 5101

- All Classic and Vintage Car restoration.
 - Panel making • Wooden body repairs,
 - Bumpers and moulding repair
 37 years experience • Competitive hourly rate.



GIVE AWAY TO A GOOD HOME! Taking up space in my workshop is the engine and gearbox of a 1922 (approx) Allen, by "Somers" in the USA. Someone please take it away! Condition is rough as stored outside for many years, but great things have been achieved by someone with less to work with. Phone David Oakley 03 308 7323, d.oakley@xtra.co.nz MEM



1979 MG B ROADSTER Full restoration 2010. Engine reconditioned (140lb+/-4). New Michelin tyres, shocks, kingpins, paintwork, hood, tonneau cover. Lovely double skin hardtop. This is a "dry weather" car, not getting enough use; 3.5kms between WOF. \$17,000 ono. Phone Colin 07 846 0366 or 027 474 3708. Email abspiers@gmail.com



1970 ALFA JUNIOR 1300GT NZ new only two owners, the last for 42 years. 86,000 original miles vehicle has been fully rebuilt completed in 2011 little use since full known history fantastic usable car. Phone Robert 021 757 215. MEM



ARIEL 3 in "tidy condition" and sound running order needs a new home. This machine is in Dunedin. \$800 or near offer. Phone Hec Browett 03 487 6726. 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. Phone 03 389 0643 Model Boat Supplies, 38 Ottawa Road, Christchurch 6. Email modelboatsupplies@snap.net.nz



1936 CHEV. Family owned since new. Restored 2004, 131,171 miles. \$25,000. For full details and spares info phone Richard 04 902 1699. MEM



FIAT X19 bertone-styled mid-engine sports car, 1979 1300cc. NZ new, restored. \$10,000. Reg on hold. Located Central Otago phone 03 445 0448. MEM



1963 REGAL PUSHBUTTON TORQUEFLYTE. Among the very best remaining AP5s. 100% original. Extraordinary unrestored condition. 84,000 mls. Drives soundly, feels like new. OZ assemb. Most factory options, burgundy interior, reg & wof \$15,500. 0210 635 782 jarvisnew@live.com.au MEM



BUGATTI TYPE 35 REPLICA (ACORN). Alfa Romeo 2.0 Litre GTV engine and components. Leather upholstery, stowable hood and curtains. Race track certified with roll bars, detachable guards, screen and lights. No fibreglass all steel/alloy body to give Vintage feel featuring disc brakes and performance. Fast fun and safe. \$27,000. Phone 03 318 3706 MEM



VETERAN 1913 FORD T ROADSTER very motorable award winning car. Buffalo wires, Ruckstell with high-speed crown wheel and pinion, Bomac crankshaft, alloy pistons, stainless adjustable valves, exhaust whistle, rocky mountain brakes, many accessories and parts also trailer all negotiable but car first offers. Phone 027 611 8062. MEM

1929 CHEVROLET TRUCK

OFFERS REQUIRED

Pristine condition with recent \$7,818.80 spent rebuilding engine.
Registered with WOF and roadworthy.

Reluctant sale due to our requiring more space in our showroom. Email Renee for more photos renee@dunninghams.co.nz.

Inspect 8.30 to 4pm Mon-Fri in our showroom at
D M Dunningham Ltd, 655 Gt South Road, Penrose, Auckland.
Contact Renee Portas or Tom Reynolds 09 525 8188



1929 AUSTIN 7 RK WIDE DOOR BOX SALOON.
Tidy condition. Reg and WOF. Runs well, new radiator. Motor rebuilt 2012, comes with some spares and books including *The Austin 7 Manual* by Doug Woodrow. Phone Peter Riddell 06 378 8126 day, 06 378 8321 evenings. Email priddell@xtra.co.nz \$11,500 ono. MEM



1959 GALAXY First model top prize 1959 Paris show, trophy winner in NZ, T/bird top plus insignia, auto, P/S, big block V8. 81,572 miles. Two owners. C/W (FINE-59) plates. Maintenance history, complete set of manuals. Great original cruiser and rally car. Phone 09 817 8611, paulidon@slingshot.co.nz MEM



BIGNAN SPORT Type 132 C, 1919. Three litre, four speed, an extremely rare French automobile. Contact Danny Ryan 021 476 553.



REAR AXLE ASSEMBLY could be off a Durant (going by the hubcap). It's been under a trailer so pinion has been removed and blanked off, otherwise in exc condition, even the 19" tyres. Phone Kevin Casey 03 453 0818 or caseyleadlights@xtra.co.nz for photos and information. MEM



1968 420 JAGUAR very tidy, new tyres on wires, good cruising car which performs well. 94,000 miles on the clock. \$9,000 Phone 0274 324 970 Timaru MEM



1951 BSA BANTAM 125CC. Mist Green. Fully restored in top condition. Mileage since restoration 2354. Registered, WOF and VIC. One of the best at \$5,000 ono. Reluctant sale. Phone John 04 567 9160 or email goldenflash@clear.net.nz MEM



1930 DODGE DD NZ new, four owners, current owner 17 years. Older full ground-up restoration with photos available. Original papers, handbook, historical documentation. Hydraulic brakes, velour upholstery, some spares. Deserves more use than it currently gets. \$25,000 ono. Ph 09 416 3990. MEM



1932 CHEV CONFEDERATE BA 5 window special delux sports coupe. Most popular car of the year and a much admired vehicle. Personalised plates. Phone Bryan Wheeler Motors 26 Gordon Road, Mosgiel. Phone 03 489 0999



STUDEBAKER 1918 VETERAN LIGHT 4 Only two of this model known in NZ. Last of the 4cyl models. Good condition, very motorable. Current owner for last 27 yrs. Goes with trailer load of spares. VCC VIC, Reg and WOF. \$29,000 ono phone 03 313 6244 MEM



PORSCHE 924 1979 VCC eligible automatic, lovely condition, registered and warranted, ready to rally. \$8,800 ono Phone 09 437 6816 Whangarei MEM



PUCH M/SCOOTER 1958 SR125 Restored \$2,000 ono. Phone 022 6014 245 MEM



1928 ALVIS 12/50 Doctors Coupe, regularly attends car club events, very tidy car, upholstered dickey seat, in NZ all its life up to 2007, attended 2006 international at Invercargill. New close ratio gears in gearbox. \$65,000. Contact Derek Dixon d_g_dixon@bigpond.com MEM



1952 BENTLEY MK6 4.5 LITRE Harold Radford Countryman saloon. Very rare and original. Engine overhauled late 1980s little mileage since. Four door hatchback. Ready to drive away, WOF and Reg. \$28,000. Phone 03 318 3706. MEM



1938 1.5 SS JAGUAR 1.8 litre engine. Total rebuild nearly complete. Mainly upholstery and wiring loom half fitted. \$22,000 ono. Phone Julian 07 579 2441 MEM



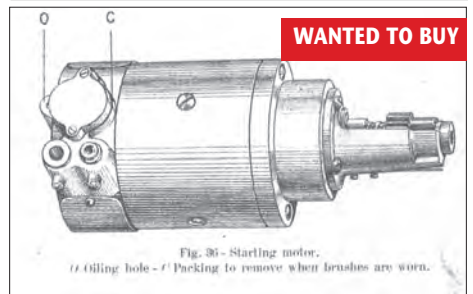
1906 SINGLE CYLINDER CADILLAC. Tulip Body. Restored 1984 and toured extensively. Concours winner 1988 Australian Bi-Centennial World Rally. Motors well with reliability. Tonneau and full car cover available. Reg on hold. Paintwork needs TLC after 30 years. Spares included. Phone Ray, 871 5898 email - rjofficer@kinect.co.nz MEM



ALLOY 4 DOOR OPEN TOURER BODY Mid-20s Maddox UK coachbuilt. Sell for less than cost of new woodwork. Phone Alan 03 215 6383 or alanfbryce@hotmail.com MEM



1952 BUICK SUPER 4 DOOR SEDAN Automatic, absolutely in unmarked original condition, never molested, exterior and interior in unmarked condition, 60,000 miles, new whitewall tyres. This is a fresh import from a Canadian Buick enthusiast, POA phone 022 0120 238



STARTER MOTOR FOR SIX CYLINDER FIAT. Can anybody help with a starter motor for my 1922 FIAT 510. The main distinguishing feature is that it is clamped into the crankcase, rather than flange mounted. The clamping diameter is 118mm. Philip Jeeves 03 338 0666 - pmjeeves@gmail.com MEM



1976 ROLLS ROYCE SILVER SHADOW 60,000 miles, 4 door saloon, very original, new WOF, will consider part exchange \$33,000. Phone 022 012 0238



1922 FORD MODEL TT TRUCK Recent engine work and general refurbishment including repainting. New WOF and registration. A very drivable Vintage truck. \$14,000 ono. Enquiries to: David Taylor (07) 343 9392 or John Kirkland (07) 347 4876.



NEW ZEALAND NUMBER PLATES All years from county plates through to 1966. In particular with prefixes A, B, C, D, E, H, L, P, R, S, T, V, X, DPL, GOVT, GVT and m/cycle plates similar to samples above. Will purchase singles to entire collections. Good prices paid. Phone Graham 03 349 4779 or 021 365 449. email graham.freeman@xtra.co.nz MEM

WANTED TO BUY

1919-20 BONNET OR PARTS FOR BUICK. Serious. Phone 021 0245 7984 MEM

1930S PICKUP Advertisement on behalf of a young prospective member seeking a 1930s pickup to restore – anything considered. Please phone Kevin Casey 03 453 0818, caseyleadlights@xtra.co.nz MEM

3 X 550.19 OLYMPIC BALLOON 6PLY TYRES must be in new or as new condition. Phone Arthur 03 215 9623, email arthur-lin1@hotmail.com. MEM

'34-'35 CHEV JUNIOR inside door handles, window winders and hubcaps for 17" 5 stud wire spoke wheels. Phone 03 547 6067, txt 027 433 167 MEM

20" OR 21" DISC WHEELS hubs/wheel nuts for Dodge 1927-28. Also want speedo cable, front splash apron, tourer front seat and windscreen (one piece) surround, bumpers and headlight lenses. Phone Kevin Casey 03 453 0818, caseyleadlights@xtra.co.nz MEM

815X105 BEADED EDGE sankey style wheels. Any stud pattern acceptable. Gavin Bain email fazazz@ihug.co.nz MEM

A SET OF TWO HEADLAMPS to fit to a 1931 or 1932 Chev roadster, also a tail lamp for the same year. Phone George 027 602 4177 MEM

ACCESSORY FRONT BUMPER storey brand complete or parts, especially fittings to front chassis members. Sparton musical horn sets and/or parts. Running board petrol can holder. Copies of the monthly Veteran Car bulletin as issued by the VCC of GB Editions of the North or South Island motorists road guides. Phone Neil 03 434 9470 or neil.nonie@xtra.co.nz MEM

ALLDAYS & ONIONS MIDGET parts wanted. Parts or patterns esp crankshaft, flywheel, gearbox, diff, literature, photos etc. Phone Ken 027 276 9919 or email KJS.Phillips@xtra.co.nz MEM



WANTED - IDENTIFICATION OF THIS GEARBOX. Information to Graham Rae, phone 03 693 9016. MEM

ARIEL SQUARE FOUR Prefer complete bike, not necessarily going. Please phone Alan 06 858 7370 or email aandsutherland@slingshot.co.nz MEM

AUSTIN A40, DEVON OR SOMERSET. Must be in good to excellent condition, and be warranted and registered. Prefer North Island car. Phone or email Neil 06 839 5775 or hammonds@farmside.co.nz MEM

BRISTOL 25 Crawler fuel injection pump and lift pump for Perkins P3 engine CAV model BPE any condition also bonnet and air filter. P4 on P6 pump with drive gear could be used. Phone 07 533 1104

BOSCH 50 DEGREE MAGNETO type ZEV (anti clockwise rotation). Must be in good working condition. Phone Phil 03 221 7223 or email toomeyservices@xtra.co.nz MEM

BUICK MULTIBEAM LENSES 8 5/8". Retro Lux tail glass 3 1/2" approx, amber centre with chrome ring. For 1934-35 series 50-60-80-90 Phone Russ 021 0245 7984 MEM

COPY OF BOOK *Phil Irving an autobiography.* Phone Tony 027 687 7757. MEM

FORD ZODIAC MK2 LOLINE '59-'62 looking for nice original or restored example. Phone Steve Roy 0274 811 919 or email clemos@xtra.co.nz MEM

HEATER UNIT AND MECHANICAL FUEL PUMP wanted suitable Morris Minor 1000. Phone Stan on 03 4394653 or email Consultech@xtra.co.nz MEM

PARTS WANTED FOR CHEV 1929 Rear mudguards phone Peter on 09 276 1605 MEM

JAGUAR MK 9 WANTED Phone 06 355 5725 email beulahfarland@slingshot.co.nz MEM

JAGUAR MARK 7 overdrive gearbox. Phone 07 575 3819 MEM

MODEL T FORD 1923-25 TOURER (high radiator/slanted windscreen) in restored and driveable, road-ready, registered condition if possible. Some minor work no problem, but no projects please. Prefer in South Island. Phone 03 325 2937.

OLD SALES LITERATURE/BROCHURES WANTED by collector. Also workshop manuals especially pre 1960 cars and trucks and any older New Zealand car magazines especially pre 1960s. Please call or text Jack 021 084 01349 MEM

TRIUMPH SD FRONT BRAKE PLATE and chain guard and footrest arms wanted. Also Alldays gearbox. Phone 09 533 8050 taylorhq@xtra.co.nz MEM

TRILIGHT TAIL LIGHT three glass piece rim for 1929 Buick 5 1/2 inches diameter with or without glasses phone 03 217 9378 fax aewarren@xtra.co.nz MEM

VOLVO STATION WAGON 1969-77 MODEL 165 Estate (1 series, 6 cylinder in-line, 5 door) in good condition and original condition. Phone Ronald 09 278 3888 evenings. MEM

SWAP MEETS & RALLIES

**VINTAGE CAR CLUB OF NEW ZEALAND
MANAWATU BRANCH PRESENTS:**

**Our annual UNDERCOVER
Swap Meet Plus Car Show**

Manfeild Park, Feilding

Saturday 4th October - Sellers from 6.30 am - Public from 7.30 am
(Kawakawa Rd Entrance) (South St Entrance)

Entry: - Sellers \$20 Public \$10 (Children under 12 FREE)

Drivers of display vehicles - free admission. All show cars and disabled parking use Kawakawa Road entrance.

Contact: Alistair Howard Ph: 06-323-8465 Email: howard.fam@xtra.co.nz

**VCC NZ NORTH OTAGO
BRANCH**

SWAP MEET

**Saturday 15
November 2014**

**A&P SHOWGROUNDS,
ETTRICK ST, OAMARU**

Seller's Entry: 7.30am;

Buyer's Entry: 8am

Hot Food and Coffee available

**Enter your Vintage, Classic Car or Hot
Rod in the Show & Shine**

Site Holders: \$15 including one entry free

**Public Entry: \$5 Adults, accompanied
children under age 15 free.**

**Enquiries to: Keith Perry 03 434 7226
or**

Stephen Hinds 03 439 5733

Email: northotago@vcc.org.nz

SWAP MEETS & RALLIES



24th National Motorcycle Rally

February 20th - 22nd 2015, Cromwell



The Central Otago Vintage Car Club invites all VCCNZ club members to take part
After Rally Hub Tour 23rd - 27th Entries forms out in March 2014

For enquiries - Rally Director - John
Email: martin_jw@xtra.co.nz or Ph: 03 445 0598



CANTERBURY BRANCH

10, 11 & 12
OCTOBER 2014




www.theswapmeet.org.nz

Cutler Park - McLeans Island Road

Join us on this fun weekend and visit the Mecca of Vintage Motoring of New Zealand
For information write to Swapmeet, PO Box 5279, Christchurch or phone Mike 03 344 0425.

Friday/Saturday 9am-4.30pm, Sunday 9am-2pm
Friday is now a public day with \$10 general admission, VCC membership card holders \$5. Saturday \$5 for all adults.
All accompanied school children free.



Taranaki Branch Preliminary Notice

50th Celebration Rally


MAUNGA MOANA RALLY

New Plymouth

21st-22nd March 2015

A special celebration Rally to celebrate 50 years of Taranaki's most popular and friendly Rally.

Full details and inquiries available from the Rally Secretary Rob Thomson Ph 06 758 4881 or Rally Director Colin Johnston Ph 06 754 6216 or email cajohnstoncollections@xtra.co.nz.



Vintage Car Club of New Zealand

NATIONAL VETERAN RALLY

29-31 January 2015 • Oamaru

Preceded by a Founders Prince Henry Tour starting in Dunedin on Monday 26 January, finishing at Oamaru 28 January.

email 2015nationalveteranrally@gmail.com
Convenor John Chynoweth 027 457 3332
Rally secretary Verna Chambers 03 439 5795

Central Otago Branch VCC

SWAP MEET

28 September 2014
Litany Street Clubrooms, Cromwell

After the blossom festival. Gates open 7am

Stall holders contact
Dave Manson 03 443 7906 or write 139 Upton Street Wanaka .

KITCHENS FOR LESS

AUTOSPECTACULAR

CLUB DISPLAY THEME: PARTY TIME

In support of Dunedin Police Blue Light

September 13 2014

9am-4pm Edgar Sports Centre
Cnr Portsmouth Drive & Midland St, Dunedin

Spectacular Vehicle Displays featuring **ROLLS-ROYCE**, Packard, Delage, La Salle, 100 years of Dodge, 50 years of Mustang and many more. Swap meet and trade sites.

For information and sites
Kevin Casey Phone 03 453 0818
email caseyleadlights@xtra.co.nz
www.otagoclassicmotoring.co.nz



WAIKATO VINTAGE SWAPMEET

KARAPIRO DOMAIN, CAMBRIDGE
Sunday 16 November 2014
Gates open 7am

ORGANISED BY: Waikato Branch of Vintage Car Club and Waikato Vintage Tractor and Machinery Club

ENQUIRIES
Ph Jeremy Brook 07 824 1641 or George Gardner 07 839 1822



Ashburton: Derek and Jeanette Prebble with their 1932 Austin.



Ashburton: Morris Minor Gavin Smith Ashburton.

Ashburton

Diane Ross

Gavin Smith had the incentive of his daughter's wedding at Easter to finish tidying up the Morris Minor that he bought from the branch museum. This car was apparently a one-owner vehicle. The female owner left it to a younger member of the family who showed no interest and it ended up at our branch museum. As the museum has a policy of not storing vehicles not owned by members it was sold to Gavin who has been a long time collector.

This year the annual Swap Meet again marked the beginning of Wheels Week. A record attendance, a lovely day and buoyant sales ensured everyone went home happy.

Ally Hansen has decided that his 1928 Rugby truck had become surplus to his requirements so it has been sold. The new owner lives in North Otago and uses it every day as a runabout.

A turnout of 40 vehicles for the Winter Solstice run on the shortest day of the year went a little way to dampen down the disappointment of a dismal turn out for the

AGM the previous Thursday night. It was good to see Ted Allen's new restoration, a 1965 2 door Dodge convertible, having its first outing. Derek and Jeanette Prebble were also there in their lovely little 1932 Austin as was Ally Hansen in the ex Les Barnes 1951 Chevrolet.

The run was the last official duty for our outgoing club captain Owen Wilson along with his able helper Lorraine who between them have taken us on some wonderful outings. We thank them.

Auckland

John Stokes

We extend our condolences to Diane Boyle and family upon the loss of Terry.

A new member is Neville Holland with a 1929 Chevrolet AC International and a '58 Chev BelAir

Motorcycles: Peter Bell, 1966 Norton 650cc, won our Eddie Sim Memorial Rally. Leo Fowler won the motorcycle points trophy at our AGM. Bikes under restoration are; Stewart Metge, 1951 Ariel Red Hunter; Brian Carkeek, 1952 350cc Matchless;

Martin Seay, 1927 Indian Chief; Peter Cooper, café racer conversion on a 1970 Yamaha YB50. New members are Dean Smith, 1953 Matchless G9 and Phil Smith, 945 BSA M20. Phil also has a '35 Ford Y car.

Veteran: Kit Maxwell is working on the engine balance of his 1909 twin cylinder Briton. Russell Forrest has had new wheels made for his 1910 Hupmobile.

Vintage: Gavin Welch and Sophie Zhao, 1924 Dodge sedan, won North Shore's Northern Raid and also Vintage class. Stephen and Tracey Winterbottom, 1928 Sunbeam, won the Vintage class at the North Island Easter Rally. Russell and Jocelyn McAlpine, 1930 Ford A, and Colin and Pam Bell, 1931 Chev, captured the Teams Trophy at the Waikato Double Fifty rally.

P60 P80V: Russell and Jocelyn McAlpine, 1962 Austin Healy Sprite, won Colin and Pam Bell's carefully plotted Experts Rally and Merv and Judy Stowers, 1974 Triumph 2.5, came second. Bob and



Auckland: Motorcycle points winner Leo Fowler and Army Indian.

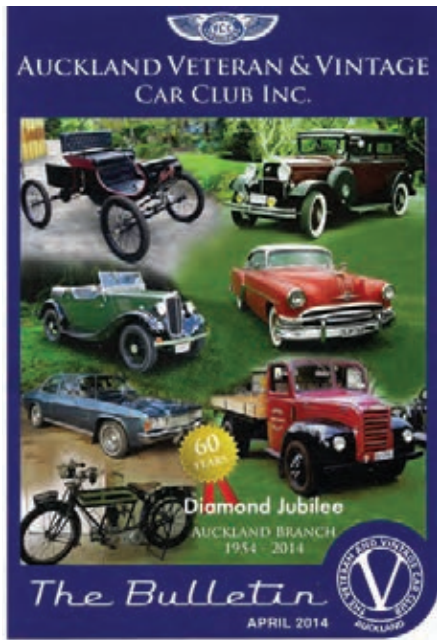


Auckland: Experts Rally John Poole's 1929 Pontiac cabriolet and Cedric Pegrum's 1930 colonial bodied Chevrolet coupe.



Auckland: Experts Rally Wayne and Carrie Roberts' 1924 Velie and Owen and Jayne Hayward's 1922 Paige.

Auckland: Triers Trophy winners Gavin Welch and Sophie Zhao 1924 Dodge Four.



Auckland: Our sixtieth anniversary Bulletin cover.



Canterbury: Branch Committee.

Debbie Ballantyne, 1972 Holden Torana, made up the other third of the successful Auckland team at the Waikato Double Fifty.

Trophies awarded at our AGM include; Pride of Ownership, John and Ngarie Cheale; Triers Trophy, Gavin Welch and Sophie Zhao; Rally Points Trophy, Russell and Jocelyn McAlpine; Husband and Wife Trophy, Stephen and Tracey Winterbottom.

Service awards: Twenty five year awards to Leo Fowler, Glen and Marion Morris, and Ted Fawcett. Thirty five year awards to David Tomkins, Pat Dewhurst, Ron Dunn, Trevor Larsen, Alan Allbon, Ian Thompson and David Oliver.

Bay of Plenty David Joblin

Don and Ngaire Wade organised a four-day excursion to the Coromandel where we travelled over some of the most picturesque roads in the country. Visits included a gold mine museum, a look

through a Waterworks Garden and a ride on the Driving Creek Railway operated by famed potter Barry Brickell.

Another trip was a bus tour of the Port of Tauranga. This is a most successful operation and is the power house to the Bay of Plenty.

In June we visited Graeme and Louise Thrupp's impressive collection of Americana. They have a huge shed given over to four immaculate '60s Cadillacs, a copy of an iconic milk bar from the same era and hundreds of oil company signs.

At our AGM Jim Smylie took over from Alastair Jones as chairman and Joe Scott took over as secretary from John Payne.

After selling his mint 1950 Studebaker Starlite coupe to a museum in Otaki, Frank Ward is now restoring his 1960 Studebaker Silver Hawk. After waiting for parts for the motor it is now two to three months away from completion.

Owen Smith continues working on his Model A.

New members welcomed are Patrick and Eveleen Mear, 1965 Austin Healy Sprite; Geoffrey and Vivienne Gaudin, 1930 Chrysler 77 and 1903 Chrysler CJ; Murray Sutton, 1929 Armstrong Siddley and 1969 Morris Mini-Cooper and Jock Speedy, 1956 Jaguar XK140, 1972 MG B and a LVVTA 2007 Suffolk Jaguar SS100.

Canterbury Tony Becker

Winter has its compensations. Some of our more interesting events occur around this time. The 2014 version of Irishman Creek Rally for one. Always a Queens Birthday weekend adventure into rugged Canterbury high-country, traditionally organised by previous year winners. Hardy VCC members filled the 158 vehicles on tour and voted it one of the best ever. Well done Tim Palmer!



Central Otago: Allan Porter's 1924 Buick in Alexandra.



Central Otago: John Chapman's Dodge ute at Clyde.



Hawke's Bay: Ladies Run. Royal Appointment afternoon tea.



Hawke's Bay: Derek Gordon and Dot Harris receiving her 25 year badge.



Hawke's Bay: Cath and Derek Gordon receiving his life membership citation.



Hawke's Bay: Ladies Run The winning team is crowned.



Hawke's Bay: Derek Gordon and Steve Trott receiving his 35 year badge.

More elsewhere in *Beaded Wheels*. The same winter weekend attracted some 1800 motorcyclists on their annual pilgrimage to Maniototo high country for the 58th Brass Monkey Rally and campout at Idaburn Dam, Oturehua, complete with loud music and a massive bonfire. The ever popular Rural Run back in mid-May offered a long trail trial into the North Canterbury hinterland. This year's winners; Bryan and Nancy McSaveney, who squeezed the giant 2-man-lift RR trophy into their small Morris Minor convertible. June always signals our branch AGM at which there was a good assembly of members. Changes to Branch committee, included Leigh Craythorne, replacing Gary Genet in the chair; new secretary is Douglas Watkinson; new treasurer, Margaret Kraack; new committee members are George R. Kear, motorcycle rep Les Freeman and Tim Palmer. Outgoing members were thanked for their excellent services to the branch were, particularly Gary and Rhonda, Caroline Gibson and Gary Cook. Canterbury Branch membership is reportedly near to 1300. Valued librarians, Owen Genet and Kay Shaskey reported books and manuals in the library now exceed 5,800 plus a huge stock of magazines. A very healthy Branch financial report was presented by Caroline Gibson, influenced by 2013's successful annual Swap Meet and Display. Two indoor winter events attracted members to the Annual

Quiz Night and the later social and dance, this year themed on Country and Western. Hay bales, cowboys and dancehall beauties flirted to the C and W music of top class entertainers all the way from Geraldine.

Central Otago

John Loudon

We were invited to attend a procession in Clyde and related proceedings and a large crowd enjoyed a lovely day. There was a good turn out of vehicles from Veteran to a couple of moderns.

The latest local restoration is Allan Porter's 1924 Buick which has been completed to a very high standard. Allan is also restoring a Humber 90 which is a total strip-down to the last nut and bolt. This is almost at the painting stage now.

David Anslie from Arrowtown has imported a 1937 Ford pickup from the USA which has just arrived. Details are sketchy but it is driveable with certification that can be used as is.

John Martin's workshop has a 1929 Behr roadster well underway. Roddy Maxwell has been working on the mechanics. The Alvis is still crouching in the the corner and it seems work takes over from pleasure so maybe next year John.

This year's Moped Rally had 30 odd machines of various makes taking part visiting interesting places, some we had never seen before. This was on a typical Central day and included a picnic lunch on

the lakeside on the Bannochburn inlet. A great setting.

Our latest club night guest speaker was Richard Scott a crane operator on drilling rigs all round New Zealand and Aussie.

The Branch seems to be going well and with the odd new member coming from up North to settle here, just keeps on growing. So all you new people please get in touch and let's know what you have been up to and I can pass it on to everyone in the club though this column.

Eastern Bay Of Plenty Les Costar

In May we once again joined with other local car clubs for the Classic Car Breakfast at the Red Barn Cafe. This has become a bi-monthly event and is a great way to mix with other car enthusiasts

For our May Club Run we joined with the Ford Falcon Club for a run to Te Kaha. Ten Falcons and seven Vintage cars left Whakatane, stopping at Opotiki for morning tea and re-grouping again at Omaio, then heading off to Te Kaha and School House Bay for a relaxing picnic lunch in the warm sun. Hard to believe it was the middle of May. This was a great run, enjoyed by all who participated.

Our AGM at Watchorn's Museum was held on 29 May. There are a few changes to the committee, with Keith Watson as our new chairman and Gail Costar as new secretary. Thanks go to the retiring

members for their contributions over the years.

Saturday 21 June was our Annual Nite Owl Run organised this year by Maureen Bond and Thelma Forward. We had a great turnout of members and families. The run took us through Whakatane and up Hillcrest to the Observatory, back down Mokoroa, then out into the country before ending up at Watchorn's Museum. The Nite Owl winners were Lou Emeny and Margaret. The raffle which was a big basket of goodies generously donated again this year by Lorolei Pollard, was won by John Steiner. Lorolei has donated this raffle prize for many years and we thank her for her help and support.

Far North Dave Duirs

Our Brian Parker Memorial Rally, won by the MacKays, turned out to be an excellent run on Vintage roads from Whangaroa to Mangamuka Bridge via Pukete forest. We continued on winding gravel to Peria and back to the clubrooms.

Vince and Joe Heatley planned a challenging and enjoyable Mothers' Day run for 15 cars. After some very patient tuition on straight-line navigation, they sent us off through farming country behind Kerikeri and inland to historic Horeke on one of the narrow tentacles that makes up the massive Hokianga harbour. Here we were told about the early history of what was once a booming shipping and ship building port. Most then headed further in to the sticks to view the remnants of an old saw mill, the highlight being the running of a 1926 twin horizontal Crossly diesel with massive flywheel. The Topp's Citroen Traction crew were declared winners. They must have put a lot of extras on the straight line but also answered the clues more fully.

Blokes in Sheds had the ladies along for a lunch at the Totara North Gum Diggers pub with its interesting memorabilia of days gone by in the shipbuilding and kauri milling days.

A well attended AGM had all positions filled with some changes at the top table and a new editor. Our thanks to those who served us well last year. To accommodate our spread-out territory the Branch is planning four of the monthly meetings in Kerikeri over the year.

Gore Jim McFadzien

Time moves on and since the last report the Gore VCC has had another swap meet, successful once again with good weather and patronage.

May with longer nights saw our crews take part in our annual night trial. The

winner this year was the crew of Athol Martyn having the best hand in what was a poker run. Back at the clubrooms we had to identify objects in cloth bags, which is not at all easy.

Have you heard about the Church of Dolls? Another Southland secret where a district church was closed and shifted to a farm where it now houses hundreds of dolls of all sizes. You can find all the Royals, Marilyn Monroe, Elvis, soldier dolls, pirate dolls, dancing dolls, along with intricate dolls houses. If you had followed the instructions for our closing run after 35 miles you would have found the Church of Dolls. We sat around and enjoyed afternoon tea in the Southland sunshine, then followed the instructions for an alternative route back to the clubrooms for tea.

Gore's AGM went smoothly, Murray Proctor was elected chairman with Des Brewster moving up to vice chairman. All positions were filled except for the assistant Wiper editor.

Hawke's Bay Esther Smith

With the weather continuing to be kind to us, branch members have been able to get out and about in their cars with club runs every second Sunday and the Wednesday run for those more "retiring" members.

Our May club run was organised by Ian Elmsly and Malcolm Blair. We travelled through the inner streets of Napier city centre much to the delight of the afternoon shoppers, then by a circuitous route to an

outdoor afternoon tea spot. When the sun disappeared, it got chilly very quickly so a quick dash back to the clubrooms for a barbecue was substituted.

June saw the annual Lady Drivers run take on a royal air as the organisers Barbi and Jim Speers took us on a tour to discover streets and locations with royal titles. I never realised there were so many. As befitted the occasion we retired to the historic Duart House in Havelock North for afternoon tea complete with maid service. The organisers had managed to obtain props to really set the scene. As I was the driver for the winning team we now have to arrange next year's event. We have been set a high standard.

June is also AGM time so a good turnout for this event. When electing the officers it was a case of some old some new. Steve Donavan remains as chairman, Juliette Cadwallader as secretary and Trevor Charman as treasurer. The new is that after 14 years Derek Gordon retired as Club Captain and has been replaced by Ian Elmsly. In acknowledgement of Derek's service to the club he was awarded life membership of the branch with the citation that "Derek has provided the branch not only with a long term commitment to the position of Club Captain but has applied himself to the role with tremendous enthusiasm and passion"

The committee is also a mix of new and old faces.



Horowhenua: The midweek group visited the local Greek orthodox monastery.



Horowhenua: Kapiti mid week motoring Group.



Horowhenua: The three branch life members Tom Hayes, Ivan Bengel, Peter Nightingale.



Horowhenua: Sunday Run.



Manawatu: Post Vintage run: Esther and Dave Williams in their Plymouth followed by John and Shirley Foot in the Buick on their way up the Turakina valley.



Nelson: Winner of restoration of year Ken Silke Citroen L15.



Nelson: New Clubrooms day of gymkhana.

Horowhenua Peter Nightingale

Our AGM was held this month with the present committee being re elected

I am no longer magazine editor and Mark Gibson is now doing a great job of this. Thanks Mark.

Presentations at the meeting included a well-deserved branch life membership for Ivan Benge. Ivan was a foundation member of the Wellington Branch and he and his wife Rita were very active in that Branch over many years. Ivan was presented with his 50-year badge at the Southward museum a few years back. Since moving to Foxton Beach Ivan transferred to Horowhenua and has continued to be involved. He has been invaluable to spares with his knowledge of parts from many years in the garage business.

This month's motoring took some of the members out with the mid-week Kapiti group with a very informative trip to a local Greek Orthodox monastery.

Sunday Run: Cars went north to a private collection of cars and tractors at Rongatea.

Skimming through some old *Beaded Wheels* issue 108 Nov 1977 I saw our first branch contribution to Idle Torque. How time flies.

Spares have been given two trailer loads of parts from the family of a member who died 20 years ago.

Manawatu Allan Hardacre

Unfortunately I missed the Easter rally in Waipukurau this year but by all accounts

it was an excellent event. Certainly, John and Judy Callesen in the '18 Cadillac and Ian and Esmee Rowden in the Oakland had a great time. Others of our crew including Dave and Esther Williams, enjoyed the South Island Club Captains tour back in April even though they only had three days of fine weather. On the home front we have spruced up the clubrooms for the winter and the new waste disposal system at the rooms is installed. A party to test it out might be in order! At club nights members have shown us what is going on in their sheds at night. Tony Haycock (VCC Speed Steward) told us about some of the odd cars he has known (and bought) and more recently, Vern Jensen (Aotearoa Wooden Wheels) spoke of "Characters I have known" and had us in stitches with descriptions of topless dancers in Northern Canada and some of the wilder men of Apiti. A keen group with 20 cars assembled for the Post Vintage run. The run took us up the Turakina valley to Mataroa and then back to Hunterville. It was great to have the support of Fiona Dwyer, head of Mataroa School, and her family to supply the lunch-time barbecue and open the school as an interesting and historical lunch stop.

Marlborough Chris de Wagt

A growing number of new members is a sign of a healthy branch and it's unusual for a month to go by without a new member signing up. In April we welcomed Bob Monkhouse, 1979 Triumph 2500 Saloon; May Edward Matkin, 1956 A35

Countryman and in June members Lyndall Edwards and Scott Murray, 1961 Jaguar Mk 2 2.4 and 1935 SS 2. We have increased our numbers by 22 this past year, with a grand total of 297 for the branch.

We have been busy with attendance at the Flaxbourne A & P show. Members Earl and Rose Preston attended the North Island National Veteran Rally in Te Awamutu along with Rae and Lyn Fairweather in their Buick, John and Wendy Gray in their Ford T and Graham Wiblin riding back seat driver/observer/mechanic in the Jackson he had spent so long working on. It was plain sailing until about 10 kilometres out of Te Awamutu when the Jackson slowed and did not make it up the last rise. While waiting for the trailer the exhaust and intake manifolds were removed. They found that one of the poppet valve keepers had broken and worked its way into the next cylinder dropping the motor down to two cylinders.

The team worked late that night and the car was back motoring the next day.

Apart from a few teething problems the car performed well and credit must go to everybody who had worked on its restoration.

The South Island Easter Rally was well attended by local members in spite of weather conditions that made driving harrowing. Judith Bruce was the lucky winner of a very comprehensive tool kit that she calls her own!

We have had our Annual Events Day held on Patchett Green with a number of



Nelson: Gymkhana contestants.



Northland: The Branch Scar.



North Shore: Combined run with Auckland branch, 1951 Jowett and 1953 Riley.



North Shore: Top - Paul Collins PV Trophy. Lower: Ray Urban - Hon Life Member.



North Shore: North Shore-Auckland Combined - 1935 Chrysler Airflow.

competitors. Overall winner for the day was Tris Winstanley who received the Events Trophy for Exemplary Driving Skills. The Night Trial was also held and Oliver and Joan Vercoe beat a number of other drivers to gain the highest points on the night.

Our Snow Run is later this month and if conditions continue as they are now it will indeed be a snow run as minus temperatures in the mornings are common. The motorcycle section aptly named their ride a cold nose and toes ride but they are still out there with 17 bikes, nine cars and a total of 45 for the garage run. Nothing keeps these men and women inside when there's a ride on.

Nelson

Ron Johnson

A smaller turn out than usual for our May Club night but those that came enjoyed the videos including an original Dodge Bros 1915-1930 movie showing actual footage of their production line during those years. Two more videos showed historic motor racing from Murawai Beach, Brooklands and Ireland where CWF Hamilton raced. Finally the Centenary of the Mercer Car based in Roebling, New Jersey.

The next event was the combined John White Restoration of the Year / John Stickney Memorial Gymkhana. This was held at our new clubrooms and was well supported with 20 cars turning up for the afternoon. Ken Silke took the Restoration of the Year with his immaculate Citroen Light 15 and Ross and

Jeanette Sice won the Gymkhana in their 1928 Ford A roadster pickup. This was the first time the John Stickney Trophy had been competed for and the first trophy Ross and Jeanette have won since being members of our club. Well done. A well-attended AGM, also held in the new clubrooms for the first time, saw the current officers and committee re-elected for another term with the addition of Ian Dymond as librarian. Work has started on our new home, new bigger window fitted to the kitchen and damaged cladding replaced on one wall. Once outside repairs are completed and painted work will start on the interior.

Northland

Keith Thompson

Northland Branch has had a great couple of months in a number of ways. We have had some fantastic events including our annual Swap Meet held in conjunction with the Whangarei Rod and Custom Club and the Northern Street Rods. As in past years, it was a great success with the sun shining and a large crowd attending. Our annual Mothers' Day Run, the Night Run and the End of Registration Run were also well attended and everyone had a good time.

The Annual Motorbike Rally was held in June and we had a total of 49 bikes registered from as far away as Rotorua but predominantly from the Auckland region. The bikes covered 100 miles on a really well thought out route.

We seem to be having a run of new memberships in the past few months. Now we just want to get all the members active.

In June we celebrated the 102nd birthday of the club's 1912 Societe de Construction des Automobiles a Reims (SCAR) with a French themed birthday party. The music, decorations and activities were all French and from around 1912. The SCAR was donated to the club in 2011 by long-time members Jim and Merle Montgomery. It is the only one in New Zealand and one of only six known in the world. It is maintained by Club Chairman Lawrence Hillier and a band of (helpful) advisers.

North Shore

Mary Lloyd

A very well attended AGM was held recently. The Committee was re-elected with the exception of two members stepping down and replaced by Alistair Reynolds and Andrew Lloyd. The usual awards were handed out with Ray Urban receiving an Honorary Life Membership. Ray gave us a brief and interesting rundown on his car ownership and marathon runs – he is an incredible 84 year old (he was a little miffed that he came second - beaten by an 18 year old.) Twenty-five year awards were made to John Fowkes and Grant Henderson

Our Library now has a catalogue of over 3,500 books/publications with various members assisting with the compilation. John Wilmot and Val Gregory have done an amazing job making the Library accessible and useable.



Otago: Bruce Christie 1961 Maxman 650 Norton, Otago Branch motorcycle restoration of the year.



Rotorua: Rotorua members examining and discussing the Panther Kallista.



Rotorua: Cars awaiting the start of the Rotorua Club Captain's Run.



Southland: PW, P60 and P80 Mt Linton Run Malcom and Tom McDonald in the back country.



Southland: One of Bruce Millar's famous pie vans.

At long last the concrete floor has been completed in the new shed and out into the drive. Makes a huge difference, especially having a level floor and being able to place drip trays under each vehicle. The tow truck is progressing slowly with new challenges appearing each step of the way. The North Shore lads are a determined lot and each challenge is met head on.

The North Shore/Auckland Combined Rally had a very pleasing turnout with 32 cars participating and everyone having a fun morning following the scatter run through East Coast Bays on North Shore, Auckland. The Run was organised by Paul and Kathy Collins. Results were:

- | | |
|--------------------------------|-------------|
| 1 Tony and Judy Daligan | North Shore |
| 2 Alistair and Joanne Reynolds | North Shore |
| 3 Alan and Shaaran Price | Auckland |

Otago

Graeme Duthie

We have had a few changes on the committee at the AGM. We welcome Merv Thomson as club captain as this space has been vacant for some time. Awards presented were; Speed trophy - Chris Read; Harvey Wilson Cup for best attendance at rallies - Bill Veitch; Non Speed Event, best performance of all events - Gill and Ruth Edmunds; Clubmans Trophy, best attendance at local events - Bill Partel; Fletcher

Heaps Trophy, most meritorious performance of a Veteran Vehicle - Nevin Gough; Graham Dalton Cup, motorcycle restoration - Bruce Christie; Restoration Cup, car restoration - John Dow; Douglas Rod, hard luck on a motorcycle - Ross Matthews; Trevor Dunning Trophy, greatest effort in Vintage motoring - Glen McConachie; Chairman's award - Tony Devereux and Joan Pearce.

Sunday 18 May was our Vintage/PV Restoration rally with three cars and one motorcycle entered for the restoration. However two cars were withdrawn due to unforeseen circumstances. Vintage cars were also scarce due to the weather not being good. The rally took us out to the Taieri via many of the new subdivisions from Abbotsford, through to all the different areas in and around Mosgiel. When added up it came to about seven or eight subdivisions. From Mosgiel we travelled up to Saddle Hill and along the top to Scroggs Hill at Brighton and returned to the clubrooms via Blackhead. The winners were Ray and Judith Wilson in their 1937 Morris 8. The all-comers was won by Merv and Lyn Thomson in their 1963 Hillman Minx.

Rotorua

Ronald Mayes

By the time you read this the Central North Island Swap Meet will have been held. As ever, we hope for kind weather and large crowds.

The June meeting at the clubrooms featured Roger Couchman's Austin A35. Despite being a comparatively low-mileage car Roger undertook a sizeable amount of restoration work on it after its purchase. It regularly appears on club runs. An older sister, an A30, has also made an appearance. Long time members Graham and Dorothy Buchanan took it on the June mid-weekers' run which featured back road driving around Lake Rotoiti. They had previously taken it to Wanganui for the International rally and were surprised to learn it was the only A30 entered.

New members recently welcomed include Philip Brierley who owns a 1970 Triumph GT6 Mk II, Robyn Skelton and Paul Wallaston who use Bill and Adelai Skelton's "modern" Austin, a 1936 Ruby, and Kevin and Mary-Anne Scott with a fine 1936 Ford V8 De Luxe. Another new member is Michael Thorne who recently purchased a 1988 Panther Kallista. While this two-seat roadster with Ford V6 power is not strictly eligible it is a direct descendant of the Vauxhall Magnum powered Panther



Southland: Neil McDonald during the Shanghai to London Run.



Taranaki: Part of over 400 vehicles on show at the Motor Show held with the Maunga Moana Rally in April.



Southland: Another snap from this year's Shanghai to London.



Taranaki: The Winterbottom family from Auckland overall winners of the Taranaki Maunga Moana Rally.



Taranaki: Doug Dawson first Taranaki entrant and winner of The Colleen Moore Trophy for a two person crew.

Lima of 1976 to 1982. Club Secretary Lois Thompson, suitably clad, braved the elements in this open car as navigator on a cold June Sunday Club Captain's run, which took us on a pleasant drive with minimal traffic on back roads to the north and west of Lake Rotorua and through the village of Mamaku.

Southland Stuart Francis

The last outing of the rally season was the PW, P60 and P80 vehicles run to Mount Linton Station. The run took 37 competitors out to Drummond by a devious route, then onto Nightcaps and Ohai. The route to the station was made interesting by a small mistake in the directions that meant most competitors missed the end of the timed section!

Mt Linton Station is 32,000 acres with very nearly 100,000 livestock and is named after the mountain it surrounds. Mt Linton is part of the spectacular Takitimu range. The run circumnavigated the base of the mountain, a 45km journey on gravel and rock farm tracks. Lunch was in an old stockman's cottage in the middle of nowhere. The route around the north side of the mountain was particularly challenging with small rockslides partly blocking the track, occasional football sized rocks that had to be avoided or pushed over the side, coupled with several gates, all made for slow progress. The return journey was via the Clifden suspension bridge, then

along the Southern Scenic route back to the clubhouse.

The event was thoroughly enjoyed by all and stands as a fitting memorial to our old friend Bruce who died shortly after the event. It was his suggestion that we went to Mt Linton.

Neil McDonald undertook the Shanghai to London Run in his 1957 Mk1 2.4 Jaguar with his friend Karl Wood from Queenstown, Neil's adventures can be seen on his Facebook page.

South Otago John Cook

Our bi-annual auction night, combined with the Vintage Machinery club was a successful evening. Auctioneer Stuart McElrea had to add a few sweeteners to get the bidding started. Fastest seller for the evening was the home baking.

In June our yearly night trial put together by last year's winners Robin and Deana Bennington was a good night out with a good mix of both Vintage and modern cars. They had us going around a few streets in Balclutha, down to Finegand, Warepa and on to the small township of Waiwera South with a few questions to answer on the way. A number of cars were seen doing another run around Waiwera South looking for the fire station. Unbeknown to them they had already passed it. It was then onto the main highway with the return run back to the clubrooms. The winners were John and Jan Cook in their 1957 Humber 80.

The branch's AGM saw no positions change hands. It seems to be the same ones putting their hand up year after year. There is plenty of support for new committee members so don't be afraid to give it a go.

Taranaki Colin Johnston

This year we held our 49th Maunga-Moana Rally around the Stratford area starting off at the Pioneer Village complex. The rally route took entrants along real Vintage roads to the east, with beautiful autumn tonings everywhere. We had 54 entrants for this year's event with several other branches represented. Steven Winterbottom driving his 1928 Sunbeam car with his family was the Overall winner. The first Taranaki placing went to Doug Dawson who also won the Colleen Moore Trophy for a two person crew. We are now turning our attention to next year's 50th Jubilee rally. We have shifted the date from Anzac weekend to respect the 100 year Anzac celebrations and will hold our celebrations on the 20-22 March 2015. Please pencil this date in your rally diaries and get ready for a weekend of celebrations. In conjunction with the Rally this year we held a very successful motor show with all kindred clubs heeding our call with support. We were amazed with over 400 vehicles turning up to participate. We were also supported by the local tractor and stationary engine club and other clubs with over 100 exhibits on display. The public



Waikato: 35 year badges awarded to Don Missen and David Clark.



Waikato: Ex Chairman Graham Pate hands over to Chairman elect Greg Terrill. Photo Hugh McNally.



Waikato: Greg and Gaynor Terrill receiving the Duesenberg Trophy as the Double 50 Rally plotters. Photo Hugh McNally.



Waikato: Double 50 Rally



turned up for a wonderful spectacle held over a four hour period with our branch getting the gate takings. These proceeds will help us in maintaining our clubrooms.

Our branch will be hosting entrants in the 100 years of the Dodge Brothers Rally at our clubrooms when they pass through Taranaki in November this year.

Taupo Greg Natrass

Our AGM saw few changes in the executive. Club Captain Marty Sutherland stood down after five years in the position, with committee member Neil Chave stepping up to take on the job. We also welcome onto the committee one of our newer members, Dave Beddoe. Apart from that our committee has stayed the same.

Our monthly branch run, the Navigators Run, was prepared by last year's winners Joe and Beryl Ridley and we had a great turnout of members participating. This year's winner was Eric Carr who now has the mission of setting next year's challenge.

June saw our mid-year pot luck dinner which seems to bring the members out. This year's Brass Monkey run saw a different twist. Quite a few clues required us getting out of our cars to find the answers. It took us to places that were not normally visited, such as the new water treatment plant and the local cemetery. Winners were Dave and Judy Beddoe and Greg Natrass.

Our experienced members are currently putting a special committee together, and will recruit newer members to train them

on the planning and running of our rally in 2015, after the absence of a rally this year.

Waikato Ian Patton

Queen's Birthday weekend saw over 20 Auckland cars invade the Waikato to retain the interclub trophy for the annual Double 50 Rally organized by Greg and Gaynor Terrill. There appeared to be a larger than normal presence of Vintage cars among the 80 cars taking part. The Sunday night's formal dinner and prizegiving was held in the banquet hall of St Peters school and provided a fitting end to the festivities. There were lots of winners but Howard and Dianne Portous have the dubious honour of plotting next year's event.

Our AGM saw a changing of the guard and 20 years on after being around the block a few times Greg Terrill has been elected chairman and Paul Clark is vice chairman.

25 and 35 year membership badges were presented to Des and Val Harvey, Bruce Puller, Dick Marshall and Don Missen.

Seventy members were impressed with the new Cambridge Avanti Dome on a recent Wednesday outing.

Members gathered at our Cambridge clubrooms to be treated to an audio visual presentation from Ross Hargood, General Manager Central Region for Hawkins Construction, who built the award winning visitors entrance to the main Waitomo Cave. A 90 minute drive over a rural route saw us experience this very unique building



Waikato: Double 50 Rally

for ourselves and fully appreciate the architecture and the trials and tribulations of creating this world class facility.

Coming up – Ladies Rally and Driver of the Year, Navigator of the Year a special Tony Brierly event where you bring your own pencil, rubber, ruler and if you are lucky he gives you a map!

Wairarapa Kevin Ball

A sad time for Wairarapa. Several of our members headed off to North and South Island Easter rallies but one didn't make it home. Our popular branch secretary Paul



Wairarapa: Jean and Tom Mitchelmore.



Wairarapa: Champion Veteran – Howard and Marion Sims with their Model T.



Wairarapa: Not-so-hardy souls ... next year's two-day motorcycle rally will be in summer.



Wairarapa: Tony Lane dressed up for the Ration Book Dinner.



Wairarapa: The late Paul Lamb with his two Stars.



Wairarapa: Long service award winners – at left rear, Mike Blundell (35 years); from left, Tim Johnston, Nola Groves, Graham and Joy Hodder (all 25 years) with newly re-elected chairperson Frances Elwin.



Waitemata: Real Waitemata Blokes on kitchen duty at Whatipu Mid Winter Christmas.



Waitemata: A few of the Ryders Drive, Dine and Movie attendees.

things – some straight-line navigation and a promise that nobody would get lost. We all made it safely to the Top Pub in Greytown.

Another enjoyable outing was to a country school at Mauriceville. Member Scott Thomson talked about the earliest days of motoring and then asked the kids why the earliest cars had to be preceded by a man with a red flag. To our surprise, they all knew the answer, having just recently studied that very subject. Scott was able to expand on that by pointing out that the London to Brighton run began as a celebration of that silly law.

A two-day motorcycle outing, organised by Dave Henwood and won by Glen Bull, took entrants to Dannevirke and return. It was a great run but old bones complained about the cold and the committee decided to run it in summer in future!

Our AGM was held on 9 June with Frances Elwin returned as chairperson and the committee re-elected with two newcomers – Maureen Bull and John Pettigrew.

Waitemata

Di Humphreys

On a glorious late May afternoon a number of Waitemata'ites ventured forth via the usual route to Ryder's Theatre in Avondale for our annual Drive, Dine and Movie. Any Sunday roast that is cooked by someone else tastes good but the Ryders chef is good! As it was close to Ian Goldingham's birthday a birthday

cake, with fewer candles than expected was enjoyed by all. The Great Race was the chosen movie. Natalie Wood and Tony Curtis were a beautiful couple and the movie was fun. Dressed in white around old cars and never getting a single grease mark is surely impossible? Well it is in our garage but obviously not in the Curtis garage! A fun way to finish a weekend.

The AGM saw 99% of the existing committee re-elected with Brendan Iain re-joining and Jacqui Goldingham and our Secretary Gerald Watson both standing down.

A Mid-Winter Christmas was again held at Whatipu after a very long absence of such an event. We met for lunch at a cafe north of Auckland and travelled west via the Scenic Drive to arrive at Whatipu late afternoon. Whatipu, still in Auckland, is the remotest of the West Coast Waitakere settlements. It is wild country steeped in history. Fishing off the beach and good bush walking are the main attractions these days but for us it's just spending the night in old buildings, having generator powered lights, gas fired fridges and stoves and a wood burning fire for warmth. One can enjoy a good dinner, share a few wines, laugh over silly gifts and crash into the sleeping bag before the generator leaves you in darkness! The Auckland Council have up-graded the toilet facilities from one star to three star which is an extra bonus

Lamb and his wife Judi went to Greymouth, and after the rally drove on to visit family in Ashburton, where Paul died suddenly. Paul was a very active branch member and one of the leading lights when Wairarapa hosted the 2013 North Island Rally.

Our members thoroughly enjoyed both rallies and were delighted when Howard and Marion Sims, in their 1914 Model T Ford, won the Veteran section at Waipukurau.

Our annual Winter Wander, organised by Tony and Myrna Lane, included two



Wanganui: Ken and Shirley Martin (foundation members of the branch receiving their certificates from Ed Boyd.



Wellington: Bruce and Claire Bengé's Jailbar negotiating the Turakina Valley. Photo: Ray Betteridge.



Wellington: Jessica White (right) being presented with the trophy by Norma Pailthorpe. Photo: Diane White.



Wellington: Elisabeth and Fred Smits being farewelled by the Branch. Photo: Stan Garmonsway.



Wellington: The Great Southern Tour at Murchison. Photo: Ashley Blair.

although they remain some distance from the accommodation.

Wanganui Fay Chamberlain

A very busy time for Wanganui! The ladies of the branch were treated to a pancake breakfast on Mothers' Day. The Annual Rally at Queen's Birthday drew 70 plus entries followed by the AGM. The position of club captain (after having none for two years) was altered slightly this time with the proposal that there be a small committee to fill this role, thus giving the captain more support. All positions were filled and even our treasurer Neil was delighted we made a bit of a profit. We welcome our new chairman Peter Hardy who joins his wife, secretary Doreen, at the top table.

Queen's Birthday was a busy time in Wanganui, with the launching of the No.12

tram Mabel. Passengers were taken aboard for the first time, and thousands of people turned up at the riverside for the occasion. Tickets were clicked and Vintage cars, aero planes, motorcycles, railway jiggers, riverboats all made for a great occasion.

This year is a special one for the branch, as we celebrate 60 years of existence. A very successful motor show was held earlier in the year, followed by a special evening at the Wanganui racecourse to which foundation members of the branch were invited. Ed Boyd as a member of the Management Committee of the VCC of NZ had the honour of presenting certificates to those who could make it. An amazing cake had also been made for the occasion by local member Anne Bernsten. This was cut by Patron Alan Bates.

Wellington

Ann O'Rorke

Easter started early this year for twelve intrepid members: Diane and Roger White suggested 'Roger's Long Way Round' to Waipukurau. Starting at Te Horo they travelled via back roads to the Turakina Valley, then Taihape and the Gentle Annie. The predicted storm hit during the journey leaving the brave group to cope with fallen trees over the road, debris and leaves. At the Easter Rally, the Maxwell Cup was won by the Wellington team of Jenny and John Jackson, 1954 MG TF, Jan and Warren Corkin, 1976 Morgan and Hilary and Barry Pettingell, 1926 Chrysler.

March saw a keen group of our motorcyclists set off on a nine day Great Southern Tour around the South Island. Every day provided a highlight but notable were the visits to the Mt John Observatory at night, seeing the beautiful historic homestead at



Wellsford Warkworth: Spectators enjoying the competition.



Wellsford Warkworth: Gymnic held at Tomarata.



Wellsford Warkworth: Brenda and Leon Salt in their Model A 1928 tourer followed by Margaret and Harry Heaven (Morris Minor).



Wellsford Warkworth: Gymnic held at Tomarata.



Wellsford Warkworth: At the start line.



Wellsford Warkworth: Brenda and Leon Salt, Model A 1928 tourer.



Wellsford Warkworth: Joanie Fields, Daimler Conquest 1954, threads the needles.



Wellsford Warkworth: Gymnic held at Tomarata.

Paradise near Glenorchy (destroyed by fire only a few weeks later), fish and chips at Jackson's Bay and the Vintage Aviation Museum at Omaka.

The Ladies Rally this year was won by Jessica White driving her father's 1930 Hudson. This was Diane White's 45th rally, an occasion for celebration. History has it that she interrupted her honeymoon to drive one of her first rallies!

Elisabeth and Fred Smits, two of our staunchest members, are leaving soon for an adventure in their 1957 Mercedes Benz. They will travel 90,000 miles from New Zealand, through the Americas, Europe and Russia, by way of India and Malaysia to Australia before returning in 2019. They've done three years of preparation and will be living in a lightweight tent-trailer. You can follow their quest at <http://www.classic-strider.com>

Wellsford – Warkworth

Anne Hamilton

Margaret and Harry Heaven, 1950 Citroen Light 15, did the North Island Captain's Club Tour, then went on to do the North Island National Rally over Easter. They were joined by Grant and Sharon Stott, 1974 Triumph 2000, Gloria and James Lawrie, 1963 Ford Consul Capri and Brenda and Leon Salt, 1938 Model A Phaeton. No one managed to bring home any trophies but all enjoyed the weekend.

Early May saw the delayed gymnic held at Tomarata organised by Brian Mason and Neil Creamer. Some 18 cars turned out to enjoy the day. Beautiful weather, lots of new events and a party atmosphere. Competitors were eating balloons, grabbing pompoms off posts at high speed and threading wire through fence standards among other things. Leon and Brenda Salt

in the Model A won – having a tourer was a distinct advantage in this case. Grant Stott and Len in the Triumph Stag took second.

A couple of positions changed at our AGM. The new club captain is Murray Fairweather assisted by Neil Creamer and Frances Ross, while Harry Shirtcliffe has taken the treasurer's job. New faces on the committee are Dave Oliver, recently transferred from Bay of Plenty branch and husband and wife team Sheryl and Dennis Martin from the North Shore.

Margaret and Carrick Oliver now have a 1950 Jaguar MKV DHC Jaguar imported from Sydney named WYTLDY for the White Lady. Magnificent she looks too.

West Coast

June Campbell

Twenty-four vehicles hailing from Barrytown to Fox Glacier enjoyed a trip



Westcoast: Colleen Frost at the Rosco Trials.



West Coast: Rosco Trials.



West Coast: Rosco Trials.



West Coast: Rosco Trials.

to Hari Hari in May. We inspected the Amethyst Power Station site then adjourned to the pub for lunch and a cosy log burner. Well, it was a wet day after all! Before heading home, some explored the Wanganui Flat road which took us almost down to the river mouth on a very good gravel road. It is an interesting part of the country and we checked out the history and whitebaiting baches. Come 1 September and whitebaiting season should get busy.

On 15 June the annual Rosco trials were held at Reefton. 18 drivers participated of which 4 were females. The winners were – 1st equal Richard Topliss (Nelson) and Lance Braid (West Coast), 2nd equal Damon Rose and Ryan Oliver (Nelson). The first lady was Colleen Frost (West Coast).

Two West Coast members are at present taking part in the Shanghai to London 2014 Classic Tour. John and Jan Fensom – VW beetle (bright yellow) and Keith and Lorraine Bradley in a 1988 Honda Accord (which was Keith's Dad's car) are enjoying an amazing experience through countries which are probably well off the tourist trail. It's great following their journey on the website.

The AGM was on 22 June followed by a smorgasbord lunch. We have a full complement of officers and committee to run the branch. Many thanks to Hemi Te Rakau for his contributions to Idle Torque and *Beaded Wheels* over recent years.



West Coast: Rosco Trials.

The Passing Lane

In this column we acknowledge the recent passing of club members, information is supplied to *Beaded Wheels* by Branch Secretaries.



Roberts, Alan	Banks Peninsula
Mitchell, Dennis	Hawkes Bay
Oakley, Judy	Otago
Webber, Keith	Gisborne

Beaded Wheels editorial committee apologises for the error in the caption under the photograph of Len May and Kevin Andrew at the top right of page 61 in *idle torque*, issue 328. The correct caption should have read: Len May at the track being scrutinised by Kevin Andrew.

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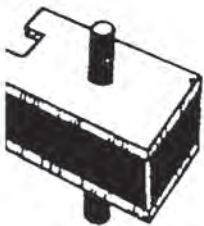
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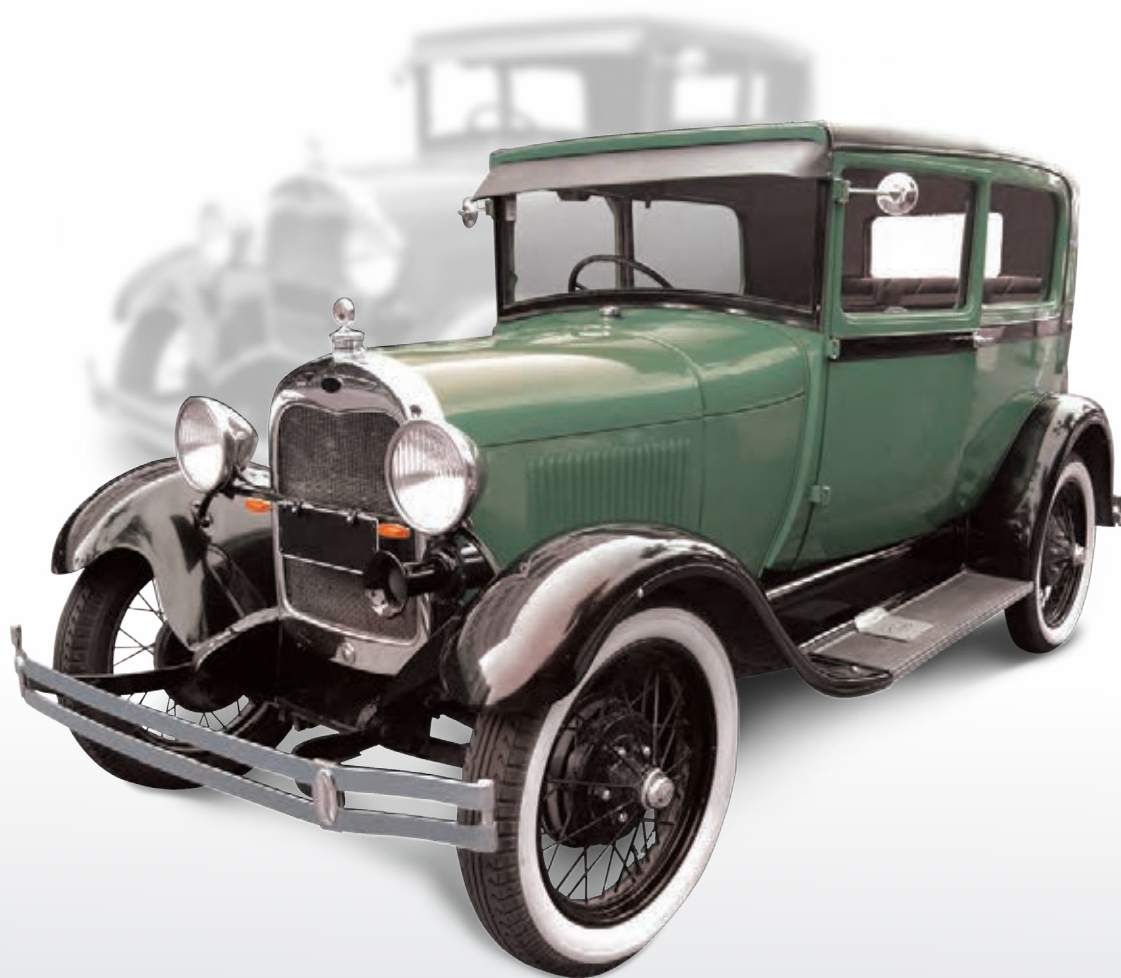
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