

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 283 December 2006/January 2007

\$5.50



EX-SYBIL LUPP JAG IN ACTION AGAIN

Behind the Wheel of a
1923 AMILCAR

**1938 PACKARD SUPER 8 COUPE
RESTORATION**





This photo has been sent to us by John Pauling from Blenheim. He is unsure where it was taken and is hoping some readers may know the details. The occupants of the vehicle are believed to be the Hudson family of Dunedin. The photo was given to him by Mr Roy Gregory of Picton.

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



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2004

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management committee

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

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

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

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

CLUB CAPTAIN NORTHERN REGION
Rob Knight
06 323 3104

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

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

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

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

Tony Bartlett
06 867 9850

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

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

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

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

Beaded Wheels

Publisher

THE VINTAGE CAR CLUB OF NZ (INC.)
The Historic Vehicle Authority of New Zealand
ISSN 0113-7506 Vol LV No. 283

Editorial Committee

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

Material for Publication

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

E-mail

beadedwheels@vcc.org.nz

Advertising Address

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

Back Issues

Available on request to P O Box 13140,
Christchurch.

Correspondence & Editorial Contributions

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

Subscriptions

Beaded Wheels subscribers change of address to
P O Box 2546, Christchurch.
Phone 03 366 4461, Fax 03 366 0273
Annual subscription (6 issues) \$30.00 inc GST
Australian subscription (6 issues) NZ\$45
Other countries (6 issues) NZ\$65.

Production

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

Closing Date for February/March Issue

Editorial Copy 2 January 2007
Advertisements 10 January 2007

The Vintage Car Club of New Zealand (Inc.)

National Office

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

Postal Address

P O Box 2546, Christchurch, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

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

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

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Beaded Wheels

Issue 283 December 2006/January 2007



A rare model luxury Packard, page 14.



Kiwi motorcycle legend, Burt Munro, page 24.



Canterbury Branch recently celebrated their 50th Anniversary in fine style, page 34.



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COVER

Happiness is a winding Waikato gravel road. Bryan and Marion Wyness enjoy the XK120 Jaguar, once raced to good effect by Sybil Lupp, during the Waitemata Branch Annual R'Oil Can Rally, page 21.

Photo John King



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president's message

During recent conversations it became apparent that there are some misconceptions regarding the production of *Beaded Wheels* which is primarily a club magazine. Since its inception it has evolved into a professional publication which is available for purchase through selected bookstores.

The production of this magazine is carried out by a group of dedicated club members who are all volunteers. There is one part time employee, whose expertise is in the compilation and printing of the magazine.

If you glance back to earlier editions and compare these to the present editions you will note some quite remarkable changes with the most recent being the switch to full colour production. One of the challenges facing the *Beaded Wheels* chairman and committee is the future direction of the magazine. To keep the product interesting and cost effective while retaining the club focus, rather than it becoming a commercial publication will present an interesting challenge for some time to come.

During Labour weekend Gaynor and I had the pleasure of attending the Canterbury Branch 50 year anniversary celebrations. We were privileged to be hosted by Leigh and Tony Craythorne and were fortunate to have the loan of Leigh's Austin A40 sports. Events included a book launch, a rally day, an evening dance, a motor show and the dinner and prize giving on Sunday evening. We had opted for the long rally route of approximately 120 miles and were surprised, but delighted, to achieve second placing on this run.

Congratulations to the Canterbury Branch for attaining 50 years as a Branch. Their 50 Year Commemorative Book contains a wide array of history of the Branch including an extensive list of national positions held by Branch members. Of particular note are the four Canterbury branch members who have held the position of National President, these being Rob Shand, Andrew Anderson, Norm Skevington and most recently Leigh Craythorne. Credit must go to the branch members responsible for the publication of the book and organisation of the celebrations.

The smooth operation of our Club is dependent on many members working in the background, in many cases without recognition. At national level the Technical Committee is one such group. Previously known as the Dating Committee the change of name now reflects the tasks this group covers. Our registrar, Rod Brayshaw,

ably assisted by Dave Allbon, Frank Renwick, George Calder, and Don Broome devotes many hours each week to this task dealing with ID card applications, historic race vehicles, period specials, endorsements and proposals, and government law change submissions which are all part of the work this group undertakes. Rod Brayshaw's responsibilities with LVVTA and LTNZ add further to a heavy workload.

Alterations continue at National Office, with the working area being enlarged and the archives being improved to include the area which was previously used as a store room. Upgrades of the electrical and lighting systems have been necessary because of a wall's removal.

A press release just received from FIVA contains the results of a survey carried out in eleven European countries in June 2005. The survey established that the historic vehicle movement is worth in excess of Euro 16 billion annually to the EU economy. While this probably has little relevance to New Zealand, they did establish that it is a myth that historic vehicles are a rich person's pastime. The results indicated that nearly a third of owners had a household income of less than Euro 30,000 and their vehicles are worth less than Euro 15,000 in the majority of cases. (As a rough guide multiply Euro by two to get \$NZ.)

Concerns for the environment are questioned by the findings. Historic vehicles represent less than 1% of the total vehicles. The majority travel less than 1500km per year and compared with modern counterparts, travel less than 0.1% of the total km for all vehicles.

Remember these are European findings, I wonder how we would compare in New Zealand?

On a sad note I acknowledge an Otago Branch member Gordon Sharpe, a 50 year membership recipient, who recently passed away. Gordon will be remembered for his involvement in many Club activities including the Southern Festival of Speed. Our condolences go to his family and friends.

As I write this, Christmas is seven weeks away. With the warmer weather approaching, many of you will be enjoying motoring your older vehicles. I'm sure you will all respect faster traffic and pull over and allow these vehicles to pass safely.

Finally I wish you all Season's Greetings and hope you all have a happy and safe holiday period.

Greg Terrill



vintage viewpoint

From time to time we receive letters from readers suggesting modifications or improvements they would like to see in *Beaded Wheels* and we welcome these different perspectives on aspects of the magazine. Unusually, we received three such letters during the last couple of months.

Not only does it give us comfort that people are at least interested enough in our magazine to take the time and make the effort to put pen to paper, it also prods us into having a fresh look at what we are doing. It can be worthwhile expending the effort to look at things from a different angle, an angle that perhaps we had not considered before. It is easy to presume that just because we have always done things a certain way then those ways should not be subject to change. By re-looking at what we do and the way we do it, improvements can come in presentation, style and content and, ultimately, a better magazine for readers will result.

One of the things we are doing is developing a long term calendar of the things we, and hopefully, you, would like to see in *Beaded Wheels* in the years ahead. This will include marque anniversaries, notable rally anniversaries, notable people who would make good interviewees for an article, and other milestones or subjects that seem as though they could make the basis of a good story. There is no reason why you can't be involved in this process so if you have an idea for something you would like to see in a future issue please don't hesitate to let us know. It could be a car that you would like to see a *Behind The Wheel* story on, a particular engineering or mechanical subject you would like covered or some other matter worthy of coverage. Send me an email or drop me a line about it and we'll see if we can follow it up for you.

All responses to me at kevin@vcc.org.nz between now and when the next issue hits the street in February 2006 will be put in a hat and the lucky winner will be sent a *Beaded Wheels* cap for their efforts.

Kevin Clarkson
Chairman, *Beaded Wheels*



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

national office news

Historic Racing Licence

Don't forget that to enter any VCC Speed Event, you require a Historic Racing Licence. You can obtain an application form either through your Branch Secretary or the National Office. Please remember that the payment of \$22.50 must be attached to the completed application form at the time of applying, and the pass is valid for five years. Financial VCC membership must be held.

Post Code change

New Zealand Post changed their post code system recently which affects all properties in the country. We are updating the database currently and any notification you can provide would be appreciated. (All we require is your membership number and your new postcode)

VCC ID Card application forms

Please remember that all members should have their ID Card applications processed by their own branch. If for some reason another branch is processing the application, it should include written confirmation from the member's branch that they are happy for the application to be completed by another branch. This would be included with the application when sent through to the National Office.

National Office and Archive location

We are currently in the process of having renovations undertaken at our offices in Aberdeen Street, Christchurch. I look forward to being able to update you in the next issue of *Beaded Wheels*, along with photos.

The Office will be closed from 22nd December until the 4th January. Please phone the office before making a trip in.

I would like to take this opportunity to wish everyone a very happy and safe Christmas and New Year.

Julie

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

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VCC Events

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

DECEMBER

2	North Otago	Annual Windsor Rally
3	South Otago	Moped Run
16	Canterbury	Veteran Picnic
26	Boxing Day Run	Canterbury

2007 JANUARY

1	Banks Peninsula	New Years Day Picnic at Little River
2	Canterbury	Motorcycle New Year Run
6	Far North	Auto Spectacular at Taipa
14	Waikato	Blue Smoke and Pedals
21	Waitemata	Gatsby Picnic
21	Southland	Vintage, Post Vintage Rally
21-22	Canterbury	Annual Rally
27	Canterbury	Moped Run
27	Ashburton	Annual Rally
28	Sth Canty	Lady Drivers Rally
27-28	Bay of Plenty	Anniversary Weekend Rally

FEBRUARY

3	Southland	Southland Rally
3-4	Canterbury	Annual Motorcycle Rally
6-11	Auckland	National Veteran Rally
13-18	Hawke's Bay	Art Deco Rally
16-18	Canterbury	National Motorcycle Rally
19-25	Canterbury	Motorcycle After Rally Tour

MARCH

3	Southland	Veteran Rally
9-11	Taupo	Branch 40th Anniversary Rally
10	Northland	Branch 45th Birthday Rally
17	Otago	Swap Meet
24	Eastern Bay of Plenty	East Coast Rally
17	West Coast	Scenicland Rally
25	South Canterbury	Mid Island Rally
25	Southland	Restoration Rally
30-31	Waikato	Mooloo Meander Motorcycle Rally
31	South Canterbury	Winchester Swap Meet

APRIL

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

OTHER EVENTS OF INTEREST TO OUR READERS

26 January -Feb 3	HCCA	1917 Parliamentary Tour Re-enactment
3-4 Feb	Skope Classic	2007 Race Meeting, Christchurch
6-8 April	National Model A Ford	Rally in Christchurch

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

mailbag

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

Dear Sir,

I was delighted to open my this month's copy of *Beaded Wheels* and to see the old engine on page 31 that someone wishes to identify. I saw this engine on TradeMe and had a long discussion with a friend as to what it might be. Not having found a solution we decided to just buy it and then take time to identify it. We still have not as yet been able to make that identification. If anyone does come up with any ideas we would very much like to hear about it. At the moment it sits in my brother-in-law's shed in Levin until we have time to bring it North to the Bay of Islands to add to the other stuff that fills the shed. It clearly has been fitted to something and used.



Gordon Banfield

Dear Sir

After seeing Mr Starling's recipe for a workshop heater I think, folks, you had better have another look at the job. The information he has given you may not be complete and, as it was published, is bordering on lethal and could result in a lot of scorched eyebrows or lost workshops.

Believe me I have had a lot of experience with oil firing including some very odd drip feed versions. Ex-Army wallahs will recall the Speedway burners in the cookhouse and the Coleman petrol burners that were reputed to have injured more cooks than enemy action!

I thought I would like to offer you this version that will work, and work very well I promise you. But it still isn't a good idea to leave it running unattended as you can't incorporate any safety shut-off device and I don't think insurance companies would be too amused.

However have a look at the drawing and I make no apologies for the imperial measurements as most of our members are distinctly pre-metric.

To build a heater, as Mrs Beaton said, first scrounge a piece of 4" or 3" water pipe and, if you can, a couple of bends. Weld it together in the form of a U or cut and mitre the angles it will still work. If you

have to you can use lighter gauge flue pipe for the top section where it goes through the roof. Remember this must go through a sleeve with clearance and a weathering skirt.

There must be a spacing stalk to keep the bend clear of the floor and weld in a socket and screw in a plug to enable you to drain the bottom if you make a cock-up lighting.

Hang a couple of old gear wheels about 6" down the throat of the tube for the oil and water to splash on. I have experimented with various shapes here to impart spin on the flame, it is possible to get a very clean hot flame with practice.

To light the monster make up a mop with twisted wire and asbestos string. Dip this in diesel or kero and light it, then place it in the throat by the gears. When it starts to draw start the oil drip and as the flame establishes and the heat builds up add the water drip. Now go outside and see how smoky it is, and mind the neighbours' washing.

Adjust the drip and you will see the flame will burn quite cleanly. Good luck folks and mind your whiskers.

Big End Knocks Again!

Name supplied

Dear Sir,

Thought this photo would interest readers after your recent feature on Lorraines. I took this photo of the 1925 Winning Car at July 2006 Classic 24 Hour Le Mans

Jim Maud

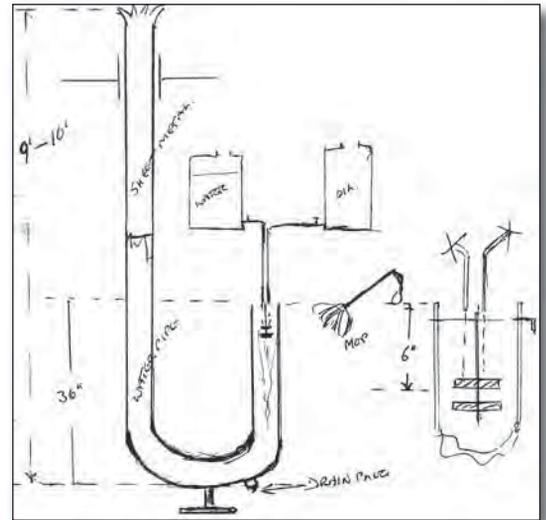


Dear Sir,

There is a certain rally (on video) that I have been trying to get hold of for many years, so far no luck! The title is *In The Lap of the Gods*, it is in two parts and concerns the 1966 Acropolis Rally in Greece.

I am told that this video does exist, possibly in the UK, if any reader has information that would help me track down a copy I would appreciate it. I am not on the computer so can't access these sort of things.

Brian Bickmore
18 Moutere Highway
Lower Moutere, RD2



Dear Sir

I am interested in finding out about a 1928 Chrysler roadster model 62 which my brother owned in the 1950s.

It was the victim of an accident and was left in a gully on our farm in South Canterbury. The picture is of a similar car, it may even be the same car restored. I am sure one of our members must have



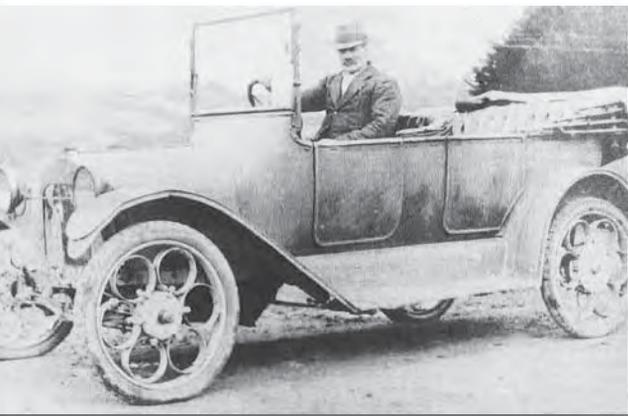
owned and restored it at some time and may still own it. I have the ownership papers and over the years it has had 25 changes of ownership including dealers, first registered 5 May 1928, Otane. Engine no M101846, chassis no LC843R. I can be contacted at dwarlow@extra.co.nz

Dave Warlow

Dear Sir,

Mystery Solved

When I went to school at Owaka in the late 1940s I already had a great interest in old cars and machinery as the district was a haven for old and oddball cars that could be bought cheap and kept going by the wizardry of the local garage owners Joe Searle and the Brownlies. Just out of Owaka was a car shed that was dug out of the clay bank with a corrugated iron roof and along one clay wall was a strange set of wheels with springs and hoops that really intrigued this small boy. One day I ran the half mile in my lunch hour to closely inspect them. They were very well made and appeared to be around 21" but had no tyres and were not very rusty for having been against the damp wall for many years.



Mr Wright with his car fitted with the spring wheels

Some 30 years later my uncle Alan, motor mechanic in Gore, told me that someone in Owaka many years ago had invented spring wheels and this led me to wonder if these were what I had seen all those years ago. Everytime I pass the spot, the road now widened and the Dugout long gone, I thought of these odd wheels—what were they, were they the spring wheels my Uncle talked of? Not so long ago I was looking through an old book and there was a photo of an old car with the wheels I had seen. I don't know what the car is, old Dodge I think, and the caption states. "Spring wheels invented and patented by WE Wright and J Stevens Owaka" and stating that the car had just completed a journey to Nelson and return with no problems. So at last the mystery of the old wheels was solved. The garage dugout was on the property of Mr Wright so it was those that I spied, I wonder if they still survive in the Owaka area? I am trying to find out, but doubt after so many years of scrap drives that saw a lot of funds raised for schools but a lot of old history lost as well.

Mel Tapp

Dear Sir,

Further to the photos I submitted for the inside cover of issue 280, a little bit more information on the Crossley has come to light.

Following publication of the photos I received a phone call from long-time Wanganui branch member Ross Glenn. Apparently Ross' father worked all his life in the Wanganui motor trade with one company, save a couple of months in the early 1930s when a company restructure took place. During this couple of months Mr Glenn Senior went to work with Olly Allen and used to drive the Crossley.

I planned a work trip to Wanganui to coincide with their club night where I caught up with Ross who had some of his father's early photos with him. Apparently the Crossley was used for many years until finally being laid up in the early post-

war years. (Maybe because of an unavailability of tyres?) The car found its way into the care of Les Lemmon here in Hawke's Bay at some stage and that was the last thing Mr Glenn senior knew of it until one weekend in about 1963/64 while on a caravanning trip over the Napier-Taupo road (a feat in itself in those days). While boiling the billy for a cuppa on the side of the road an approaching (north bound) vehicle towing a trailer motored by, and on that trailer was the

Olly Allen Crossley.

Enquiries later revealed that the car had gone to a Mr Wally Jellaca.

Now having just received issue 282 of *Beaded Wheels* I see the article on the presentation of the 50 year award to Mr Jellaca and mention that he presently drives a 1924 Crossley 19-6.

Is this the same car? Perhaps someone more in the know could advise us? A photo in *Beaded Wheels* of the car as it is today would be a bonus.

Glyn Clements



Hawke's Bay entrants returning from Taranaki Branch Maunga Moana earlier this year, left to right: Smith, 1955 Humber Snipe; Prebensen, 1928 Model A; Richards, 1930 Model A; Clements, 1928 Chev; Quarrie, 1931 Chev; 800 mile round trip – no worries except perhaps an overly thirsty Humber @\$450 fuel for the long weekend. Photo supplied by Glyn Clements



1928 Chevrolet returns to Hawke's Bay from Wanganui. Partly restored untouched for the past 19 years. (Went to Wanganui from Napier in 1976)

Dear Sir

Your article re wartime gas producers – Yes they were plentiful during the war in all shapes and sizes. While training as a pilot at Harewood in course 9B I bought a 1929 Chevrolet 6 Tourer. Over the years at Nelson 2GR squadron I built my own producer for the Chev. It gave very good

results using char, charcoal, coke and even on one occasion coming over Spooners Range on dry (or almost) pine cones, with a drastic result on my horsehair 12 gal drum air cleaner.

My furnace was an ex-air cylinder approximately 12-14" diameter and 36" high with a water cooled tuyere (nozzle) at the base and a 10" clamped lid on the top. The air inlet to the tuyere was a Solex carb fed with water from a tank attached to the cylinder. This fed water to the fire and was very helpful.

I made all the piping from 3" spouting from the cylinder across to front radiator to a 12½ gallon drum mounted on the left hand front guard by the side door. This drum was filled with dried horsehair and required removing and cleaning and drying on occasions but worked very well. On the carrier at the rear I had a 40 gallon drum cut and hinged lengthwise to carry the fuel.

My wife and two children travelled to and from Christchurch with this setup. I am 91½ years old and would be very interested to hear from anyone who has any information on the latest designs of a producer.

Richard Shuttleworth

Dear Sir

As first decade members we look upon this great club of ours as a large group of friends who happen to share a common love of old motor vehicles. No more obvious is this than at an historic point in club affairs that could be likened to a school reunion. The coming together, the stories, the reminiscences, the toasting of one another's health; these are the reasons we are all here. The motoring is an added pleasure!

So it was with the 50th Anniversary Rally, the seamless flow of the weekend. Starting with the book launch and get-together on Friday, the choice of field tests to suit our timetable on Saturday, multiple route options with little sense of competition plus a relaxing drawn-out lunch break – at an excellent venue!

Further chances to socialise came at the dance and the covered car display day that taxed no more than the vocal chords. Finally the dinner capped a stress-free weekend of smiles all round and the chance to motor over great roads in good conditions.

Sure we love to do the miles and enjoy the challenges of driving outdated vehicles whenever possible, but like good food and fine wine it needs to be shared with friends. Thank you Rally Committee!

Alan & Shirley Wills.

THE WAY WE WERE

Words Grant Hitchings

Photos supplied by Tom Clements

The Canterbury Branch staged its 50th anniversary celebration at Labour Weekend. Sociability time on the Friday evening, the main rally event on the Saturday with an old time dance at night and on the Sunday a Club vehicle display at the local A & P Showgrounds followed by an evening dinner and prizegiving with about 300 members in attendance.



Tom's 1924 Hupmobile (boat-tail obscured)

All celebrations seemed to be well supported and enjoyed by the participants. A book detailing the history of the Branch had been compiled by Colin Rae and was launched at the Friday night function. At 234 pages, it represents a major effort by Colin and will sit well on members' bookshelves.

I thought it fitting then that in this issue of *Beaded Wheels* I feature one of the Branch's more senior members, and after a few discreet enquiries around the membership searched out and talked to Tom Clements who joined the Club in 1949 and who today, at age 77, is still active in the Vintage motoring scene. Tom served as Branch Chairman during 1965 and 1966.

Some years ago I met his brother Colin who generously gave me some much appreciated advice and assistance on a motorcycle restoration project. Colin had been in a New Zealand Artillery unit during the WWII Italian Campaign, and served in the territorial forces, and on things connected with our military history – a subject I always find fascinating – he was always a mine of information (excuse the pun). Sadly Colin passed away in Dec 2000.

Tom was born in 1929 in Temuka, South Canterbury, and was raised in Mayfield and Timaru. His family moved to Christchurch in 1937 where he attended the Fendalton "Open Air" School followed by three years at Christchurch Boys High School, leaving in 1943.

The Clements family operated a grocery store in the city suburb of Fendalton and Tom and Colin both assisted their parents in running it, taking it over when their father passed away at a relatively young age. A spell as a traveller for a confectionery firm followed before Tom took over administration duties for the

firm Bob Bruce Rebores, in Christchurch. Bob Bruce is a long-serving Canterbury Branch Vintage motorcyclist who rode speedway in the UK, possesses an opera quality baritone voice, plays a mean trombone and could be classed as one of the more interesting and forthright of Branch members! Tom concluded his working life in the catering industry before retiring from paid employment at age 62.

Tom first joined the Canterbury Car Club owning a Fiat 501S car that he had converted to Silvani overhead valve operation. At this time historic vehicles were looked after by the Vintage Vehicle Association and occasionally Tom drove his Fiat in its events. At the suggestion of Andrew Anderson he joined the Association, which at the time was changing its structure to become the Vintage Car Club. This was in 1949.

Increasing membership of the Club encouraged the formation of the Canterbury Branch in 1956 and Tom was appointed Newsletter Editor, producing and printing the magazine on an old Gestetner duplicator. This position automatically placed him on the branch committee and also gave him the incentive to start a Branch library. At this time the Branch clubroom was a former factory in a residential street in Christchurch and due to parking restrictions and neighbour problems pressure mounted to find an alternative venue. The Branch had a mortgage on the property and Tom suggested that action should be taken to discharge this first. One method adopted to raise funds was to run a raffle on each monthly club night. Another was to auction spare auto parts and memorabilia donated by members at the same meeting. The most successful venture however was by several members who constructed a miniature sized pedal-car Daimler which,

when raffled, raised almost £900. (At this time an average yearly wage.)

Very quickly the mortgage was paid off and the branch found it had a surplus which it reserved to start a Building Fund for any possible new clubrooms. About this time Tom was appointed chairman of the newly formed *Beaded Wheels* Editorial Committee, taking over from Molly Anderson, the magazine's long-serving first editor.

In the early 1900s the Canterbury Catchment Board had ownership of a large block of land known as McLeans Island which was once part of the Waimakariri riverbed. With river protection works in the 1950s the area then seemed suitable for agriculture. Farming was trialed but failed and as an alternative pines were planted to try to make a profit from forestry. Due mainly to the loose shingle base this scheme was also unsuccessful and the board looked at other uses for the land. This was when the 1974 Christchurch Commonwealth Games were being planned and, wanting a rifle range, the organisers arranged to site this at The Island. This required a formed sealed road to access the range which when built served to open up the McLeans Island area. Other land blocks



Daimler style pedal-car raffled about 1965 – built by Bob Bruce & Tom Clements and other VCC members.



Family outing in the Fiat.

were then made available to interested clubs which culminated in the VCC being offered the largest parcel – a 35 acre site, as the possible new HQ for the Canterbury Branch.

A building contractor, VCC member Pat Cutler, was one who saw the possibilities available at The Island for a new Branch HQ and although initially not enthusiastic Tom soon became an avid supporter of the scheme. It is fair to say that not all members were supportive of the move to The Island and from what I can gather there was a certain amount of ill-feeling generated among the membership.

With a majority of the Branch voting in favour of re-locating to McLeans Island Tom said that two committees were created to facilitate the move. First was the Development Committee responsible for the site work and later the Building Committee to plan and supervise the building construction. Tom's duty was to liaise with, and coordinate the two groups although he said he still became involved in raising finance and working on site development in the three years before the building of the clubroom actually started. When finished, the new Canterbury Branch HQ was named Cutler Park in recognition of the work done by Pat Cutler although these days most refer to it as McLeans Island or just The Island.

The construction of the new clubrooms involved many hours of hard work by volunteer helpers and much donated material, and its story is really outside the scope of this article but it is sufficient to say that throughout Tom Clements was always involved in most phases of development.

With the completion of the new clubrooms, Tom slipped into the background, concentrating instead on supporting club events driving his Fiat 501c tourer and restoring his 1940 Vauxhall 12hp Calèche Tourer.

Tom has had many interesting and unusual vehicles in his time with the Club. His first vehicle, bought in 1946, was a 1924 Hupmobile R boat-tail coupe. His



A few of the members of the 50s Up band (Tom third from Left).

car history also includes six Fiat cars, a BSA front-wheel-drive twin, a sleeve valve Daimler 16/20 saloon and a very unusual Wolseley 25hp drophead coupe. For club runs these days he has a choice of two vehicles, a 1948 Vauxhall 12 saloon or his Calèche tourer.

Tom has many pleasant memories of the times he and his family participated in VCC events. In his "most memorable" category are the first major club rally, the Pennzoil Picton Rally in 1958, the famed 1965 Haast Rally and the more recent VCC Diamond Jubilee Vero Rally held in Invercargill. Coleen, Tom's wife of 53 years, has enjoyed (endured?) hundreds of hours of driving with him usually with the hood down and once won the Lady Drivers Award with Tom's 1925 Fiat 501c tourer. Of their three children, two sons are VCC members, having inherited Vintage fever from their dad.

Outside the world of the VCC, Tom's other main interest is with the brass band movement. He learned to play the soprano cornet at age 12 at high school and has continued with this instrument ever since,

playing in a number of Christchurch bands including the 1950 NZ champion Woolston Brass. In 1993 Tom realised that there was a large number of bandsmen in Christchurch who had retired and who wanted a more relaxed playing schedule than with the local bands. He arranged a practice venue and invited bandsmen over the age of 50 to join him. His idea was successful and the band has grown over the years, now numbering about 50 members. It entertains at charities and concerts and played during the open day at the 1996 50th VCC Anniversary Rally at Mandeville. It has featured at other Club events since then as well.

Tom and Coleen live in a northern suburb of Christchurch and look forward to many more years of involvement with the Vintage Car Club. He finished our conversation by expressing his real concern for the future of old-car motoring on the open road, and exhorts everyone to consider other road users by keeping good following distances, keeping well to the left and allow faster traffic to pass easily. bw

Just in case some readers are interested I checked out the Vauxhall Calèche Tourer. It was designed and built by GM Holden in Australia from 1938 to 1948 using a small Bedford van chassis. The body panels and running gear were standard components of Vauxhall 10s and 12s produced in the UK and imported into Australia.



Tom and his Calèche both scrubbed up for the occasion.

KAIRANGI HILL RE-VISITED

Words and photos Bob Hayton





Don Sharp (father of Steve Sharp who drove the Buckler 90) Austin 7 Special.



Don Broome (Canterbury) 1936 Triumph.



Climbing strongly. David Adams (Auckland), 1932 Drophead Sunbeam 20



Frank Renwick (Banks Peninsula), National Speed Steward, 1963 Lotus replica.



12 Beaded Wheels

Well over half the entry were indeed re-visiting the annual attack on Kairangi Hill – the hill climb course used by Waikato Branch and located south of Cambridge. As well as some regulars from the Waitemata Branch, a small group of South Island members had again made the long journey north, confident that the appalling weather of the year before would not be repeated. They were proved right of course, the event experienced the most pleasant and sunny conditions of any of the six years for which it has been operating.

The 20 entries again covered the full complement of classes, ranging from the diminutive Austin Seven Specials of Roy King, Don Sharp and Richard McWhannell to the mighty Maori aero-engined McNair Sunbeam driven very ably on this occasion by Anne Thomson.

Following the compulsory practice run held straight after road closure at 9.30am, a pattern was quickly established with little to choose in slickest performance between Frank Renwick in the 1963 Lotus and the V8 powered Ford Special of local boy Roy Rowe. Frank finally got the nod for FTD at 35.68 seconds, a time just one tenth of a second faster than Richard Wright's old course record set in Beowulf a few years earlier, in 2003.

The two Bucklers, Steve Sharp's aerodynamic 1955 model and the earlier 1950 example piloted by Michael Woods were also on the money, in close company with the mid-fifties Cooper-Imp and Mk6 Lotus of Colin Waite and Ivan Cranch

respectively. Incidentally, Steve is a regular contender in the Buckler 90 and his times have improved consistently over the years.

With the event organisation running smoothly, three full runs were completed in time for an early lunch break which some spent picnic style in the paddock, whilst others took full advantage of the barbecue steaks and bangers provided by the Waikato Branch hosts in nearby Kairangi Hall.

By the first afternoon run Anne Thomson was getting to grips with the power available from the V12 Sunbeam, to such effect that her times were down below 40 seconds which put her right in the middle of the fast group, in fact leading the Vintage Class. This was a position which she never relinquished through the remainder of the afternoon, although Danny Ryan did his best in that popular performer, the fire-engine red 1919 Lancia Kappa Sport, finishing just a few seconds adrift.

Amongst the saloons, James Cowie acquitted himself well in the little A40 Farina, whilst John Phillips was as enthusiastic as ever in his tidy Triumph 2000 and brand new Waikato Branch member Dave Ford drove his Cortina consistently to improve to 41.00 seconds over the six runs. This was only one second adrift of National President Greg Terrill, competing in his stylish Kurtis Ford Special, which

Ivan Cranch, 1955 Lotus Mk.6



Previous page: Awaiting start, Roy Rowe (Waikato) 1955 Ford V8 Special.
 Inset pics from left: Frank Renwick (left) and Danny Ryan investigating the Lotus for lack of horsepower at the wheels!
 Dave Ford (Waikato's newest member) 1970 Ford Cortina.
 Anne Thomson (Waitemata) at the start line. 1924 V12 Sunbeam
 This page, bottom left: Richard McWhannell, 1929 Austin Seven



Greg Terrill (Waikato) National President, 1955 Kurtis Ford.

ended the day second only to Roy Rowe's V8 in the Period Specials Class.

Having been quickest car up the hill at the lunch break, Frank Renwick and his Lotus never relinquished that distinction, but mysteriously locking brakes later in the afternoon ended his competition early. Allan Woolf and Colin Waite had a good tussle for supremacy in the 1958 Volpini and the Imp-powered Cooper respectively, with Colin finally gaining ascendancy by only three tenths of a second! The beautiful traditional lines of the Fiat-powered and Milan-built Formula Junior Volpini would have tugged at plenty of middle-aged heart strings.

Most other competitors got through to the sixth run, although Robin (Bob) Beardsley's Alvis spent some time with the bonnet up and missed a couple of trips in between. As there was plenty of time before a scheduled 3.30pm road opening, a handful of enthusiastic types ventured a seventh run, but none bettered their earlier quickest times.

Finally it was time for the hard-working team of marshals to pack up the tapes and hay bales for another year – they should know that their day-long efforts were enjoyed and appreciated by competitors and onlookers alike.

bw

John Phillips, 1966 Triumph 2000



RESULTS

Fastest Vintage	
Anne Thomson	38.31 secs
Fastest Post Vintage	
Don Broome	45.53 secs
Fastest Post War	
Steve Sharp	36.38 secs
Fastest Post 60	
Frank Renwick	35.68 secs
Fastest Period Special	
Roy Rowe	36.22 secs
Fastest Time Of Day	
Frank Renwick	35.68 secs
Fastest Waikato	
Roy Rowe	36.22 secs

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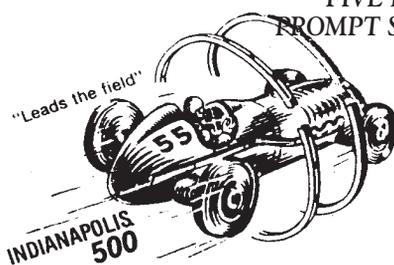
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Packard was the volume producer of luxury cars through the 1920s and '30s, having the place in the international market that Mercedes-Benz holds now. Packard gained its reputation as the 'American Rolls-Royce' with its pre-WWI cars.

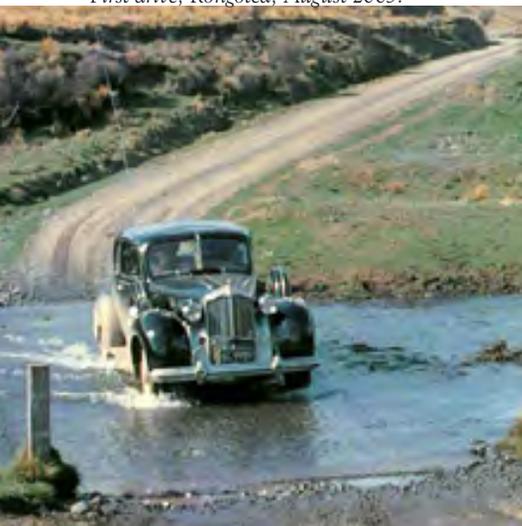


1938 PACKARD SUPER 8 COUPE

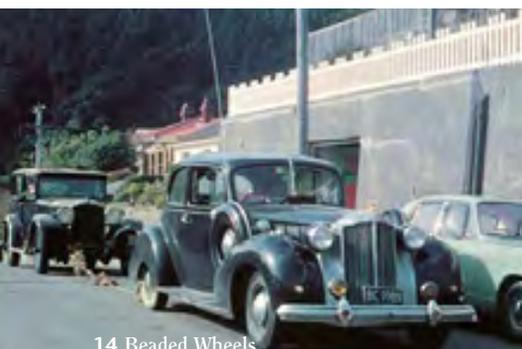
Words and Photos Michael Taylor



First drive, Rongotea, August 2005.



*Above: On the Gentle Annie, 1967.
Below: Packard towing Packard*



14 Beaded Wheels

This reputation was sealed by the V12 Twin Six of 1915-1923. The twin six was replaced in 1923 by the Single Eight and it was this engine which established Packard as the leading builder and exporter of quality, in-line, eight cylinder cars.

Packard sold over 100,000 eights from 1923-1930 along with over 170,000 sixes. In 1931 sales dived to about 15,000, and to under 5,000 in 1933. Something had to be done! Management decided to reposition the company and its products—sell more or die!

The result was cars generally referred to as Juniors, the eight cylinder model 120 of 1935-40, and the six cylinder 115. These were the volume sellers, and the ancestor mechanically of all Packards from then until 1954. From its introduction in 1937, the six accounted for around 60% of all sales.

The Senior Packards had their mechanical ancestry with the eights and sixes of the early 1920s but as Packard was rationalising during the depth of the depression, they dropped the 6.3 litre Super 8 motor at the end of the 1936 model year. The Super 8s of 1937-9 had the 5.3 litre engine first introduced in 1929, and the Eight was now being the 120 Junior.

In all, less than 2,500 1938 Super 8s were made. At this time, half the staff made the few Seniors, the other half made the Juniors, of which over 50,000 were sold.

The bodies of all the Seniors were restyled for 1935. These remained through 1938 and for the 1939 V12s. In these years the only styling changes were from the front door pillar forward, involving the windscreen, front guards, bumpers

etc. These bodies were all wood-framed, as in the 1920s. Panels were all hand formed—even the front guards were made of a dozen bits and welded together!

Mechanically, the 5.3 litre straight 8 now produced 135bhp compared with 90 for the 1929 model. Inside, the white metal bearings of the '20s had been replaced with bearing shells in 1935—white metal big end bearings were found to be rather unsatisfactory in Packard's big eights as power increased.

The gearbox was 3 speed, the bell housing cast as part of the box. Differentials had various ratios, all rather under-geared for today (mine was 4.67:1—it is now 3.58:1).

Suspension is of course standard half elliptic leaves at the rear, with 'Safe-T-Flex' independent with coils in front. (I understand Rolls-Royce used the design under licence through until the '60s).

Brakes are hydraulic.

My car—1938 Super 8, 5 passenger coupe—(Victoria Coupe).

It was imported by Dominion Motors Ltd., and first registered in June 1938 to one E. Burgess of Stratford; went back to Dominion Motors in Feb 1939, and then to Auckland. It had a number of owners until a car dealer, Edward MacGoram, modernised it in 1953-55. During this time the late Frank Delatour's family had it for a while.

The modernisation included twin side-mounted spare wheels (very poorly done), red plastic upholstery, chrome inside window surrounds, brake booster, and rear wheel spats, along with a black paint job. I have kept the booster and the spats. For the side-mounted spares, I imported a set

of correct front guards from San Francisco in 1990.

I bought the car in 1966, drove and rallied it extensively until 1968.

In this car, I won the overall first place in the 1967 Wellington branch 10th anniversary November rally—my first ever win, and probably the car's last appearance at a rally prior to mothballing.

We won the PVV section of the Colonial Cup rally at its next outing in June 2006!

Way back in 1968, I couldn't bear to sell it, so early in the year my old friend Merv Warner and I towed it to the Vintage Car Club rooms in Masterton where it resided for some years. It then went to Wanganui where my good friend Peter Chaney stored it at length!

Peter owns an A-frame although I've actually used it far more than he has, the last time being to take the coupe to the upholsterer in November.

Restoration proper started about 1984, in very slow time, as I was still doing my 1922 Packard single six town car.

Things picked up a bit in the early 90s, but mostly progress seemed imperceptible—and it seemed to be a hole in the ground into which one poured money!

I don't recommend doing a body-off, every nut and bolt apart, restoration on a complex, hand-built, wood-frame bodied enclosed car—I often said that had I known what I was getting into, I'd never have started. However, now that I have at last got the car going, I'm delighted I did! (From the first time she saw it, my wife Mary had always said she thought it was rather ugly and better a long way from home. But, when it came up the drive restored, she said "Wow!")

We started the process by completely dismantling the car. Then the body was taken apart and new wood was made up. It was decided to incorporate modern retracting seat belts, which meant we had to replace some of the wood with steel to support these.

A full mechanical work-over, including full motor rebuild by Graham Mitchell of B and H Motor Engineers in Palmerston North ensued.

Meanwhile I gathered parts—I got an NOS right running board, then a 1939 motor with overdrive gearbox and bell housing out of Texas. Front guards and other bits came from San Francisco. I acquired the differential which had come out of the 1935 Super 8 my father had owned (which melted its innards on the Wainui hill in the '60s), then got a 3.58 crown wheel and pinion made by Phil Hill, ex-formula 1 racing driver and car collector.

The result is that we have a final drive which gives us 60mph at a little over 2,000 rpm v. the 3,000 rpm with the original 4.67 diff, and in overdrive, 60mph at around 1,700 rpm.

I must admit I had some moments of concern that we might have overdone it, but the result is excellent: it goes up Ngauranga Gorge easily at more than the 80km speed limit in top, and is really well set up for modern road use.

We added a factory heater, acquired from the USA.

It is the closest thing one could get to a brand new Packard!

Below: Wellington Branch hillclimb near Paraparaumu, 1967.

At right: Restoration photos taken over many years.



Final stages

Full leather upholstery was done by Nick Trethewey (Mobile Upholstery, Stokes Valley).

The upholstery follows photos of other cars and what was left in the car. Leather was always a factory option.

While few Packards of this era were painted two-tone, Packard was one of the manufacturers who supplied what was ordered, hence I have two-toned it in black and silver. We also thought long about what to paint what—deciding to paint spares and headlights silver to let body lines flow. It was brown and fawn originally with different break up of colour.

The body restoration was done by Evan Eustace of Rongotea Panelbeaters, who got married, and raised three children to secondary school level while all this went on!

So, what is it like to drive?

It's a large heavy car, and feels it. I would describe its overall feel as similar to a mid '70s thru '80s S-class Mercedes. It has good suspension and balance on the road—predictable and precise steering

despite the low gearing of the wheel. Hands off the wheel, it goes straight ahead. Naturally, like the big Mercs, it leans a bit on sharp corners. It was on the large side for the Moonshine Road, and it feels its size on the Rimutakas. It was meant to be a boulevard cruiser after all.

With its revised gearing, it's not as lively in acceleration as it would have been originally, but that is tempered by the fact that it drives more easily at modern speeds. Initially the overdrive wasn't kicking down—in overdrive top its power range starts at about 55mph. It's happy cruising at 60+ mph—in overdrive it would cruise happily at 70+mph if one was allowed to.

Minutiae Concerning My Car

Mine is number seven of its body style. I do know of three or four other 1938s from photos and ads, in the USA. I got the number of one—it is no 12, but while mine was not registered until June 1938, nine months after release, no 12 was on the road before the end of 1938.

My original engine, no A500320, was 267th of the 2478 installed, so was made relatively early in the model run—certainly

before Christmas 1937. As it wasn't registered till June 1938, one can speculate that it might have been a no sale, and was changed to right hand drive later for shipment to New Zealand. Although the change to rhd was factory done, it's relatively simple—and not being visible, the detail is quite crudely done—there are one or two signs around the hidden parts of the car that suggest Packard had lost interest in these Seniors. As an example, the brake master cylinder had to be moved back a few inches for the rhd conversion—the result is that it is now under a chassis cross member, and checking the fluid visually is all but impossible, even with a mirror.

Although this particular body was available from 1935—1939 in all Senior Packards, such authorities as I have discussed it with think there are probably less than 20 of all years and motor configurations left.

The roster keeper for 1938s felt that it was the rarest of all the factory bodies. bw



At home at last – Michael Taylor and his 1938 Packard Super 8 coupe.



2006

Rubber Duckie Motorcycle Rally

Entrants at the rally briefing prior to the run.

Words and photos Bruce Davidson.

Saturday 16 September saw the running of the Taranaki Branch annual 29th, or was it the 30th?, Rubber Duckie Motorcycle Rally. (This year's event was known as the 29th but with an inaugural event in 1977 this is actually the 30th time this event has been held). Confused? Well so are most.

Anyway the weather gods were relatively kind to the 64 competitors and their pillions entered this year with mainly dry weather, although Mt Taranaki was hidden by low cloud all day.

Rally HQ was once again the Top 10 Holiday Park in New Plymouth where the rally started and finished. This also doubled as the main accommodation for the event.

This year saw a first as the rally route circumnavigated Mt Taranaki. The route took entrants up past the well known Pukeiti Rhododendron gardens, between the Pouakai and Kaitake Ranges and on to a morning tea stop at the Hikurangi Woolshed. This is well worth a visit as it is a museum-type display in an old woolshed of early wool shearing and logging history. It was an ideal spot under the western slopes of the mountain, where competitors and helpers devoured 164 pieces of iced cake with their cuppa.

The run then followed on from here onto a 20 mile free run with no timing or silent checks until the lunch stop at the Mahoe School hall, west of Stratford and north of Kaponga. The school hall and off-road parking grounds were ideal, although it was a

great shame that the school was closed last year and one wonders what will become of the hall and grounds in the future.

The afternoon route took entrants along the eastern side of the mountain, looping up and down roads as close as a continuous route would allow, finally finishing the 99 mile rally in New Plymouth.

The Saturday evening Dinner and Prizegiving was held in the Fitzroy Golf Club Lounge which is located only 400 yards from rally headquarters and was an ideal location for the 100 guests.

Sunday morning saw the entrants leave while the Wellington crew departed on their own regular after-rally tour via the back roads of the central North Island.

When it comes to results, in the event of a tie the Rubber Duckie overall winner is decided by the entrant riding the oldest machine, so no problem when it was announced that two entrants were tied as overall winner. However this soon became a problem when both were riding 1952 machines. Perhaps a chance for the organiser to pick a preferred make you might suggest, but however not possible as both were riding Matchlesses.

Therefore, another first in 29 years for the Rubber Duckie, joint winners. Congratulations to Robert and Lorraine Young from Whangarei and Jim Watson of New Plymouth.

We look forward to the 30th, or is it the 31st?, next year.

bw



The Wellington crew providing mechanical, verbal and no support to Steve Owen and his 1942 Harley Davidson prior to the rally. (photo by Beryl Watson).



Taranaki Branch Chairman Veronica and Steven Oliver and handbag preparing for the Run.



Motorcycles lined up outside the Hikurangi Woolshed morning tea stop. (photo by Beryl Watson).

The Static Exhibit Syndrome

and how to avoid it

Words Allan Wylie

Motor vehicles are moving, dynamic things. The sensations they give us of moving through the air, through the landscape, are some of their most seductive qualities. Not only does the vehicle as a whole move along but certain parts of it move in relation to other parts. Some of these relative movements are visible, such as the turning of wheels, the spinning of fan blades; others we can't see but we know they must be happening for the vehicle to run. Things like the spinning crankshaft, gearbox and rear axle gears, the reciprocating pistons and valves, all go about their business invisibly and, in some cases, almost inaudibly, but we know they are doing it or we wouldn't be going anywhere.

There are other relative movements that are less obvious, such as the up and down movements of suspension parts, the twisting of chassis, the expansion of some parts due to heat, that need to be taken into account when working on our vehicles or we may make mistakes which will have adverse effects on their performance or safety. While we're restoring a vehicle, especially one we've never driven, it's easy to lose sight of these less obvious aspects of its dynamics and fall into what I call the Static Exhibit Syndrome. There are plenty of examples of mechanical misdeeds in which the Static Exhibit Syndrome has clearly played a part. One classic example that used to happen often in the days when people built their own wooden decks on pickup trucks was to mount the tray so low that the tyres would rub on the underside of the tray when the truck was loaded. Even worse, the transverse bearers under the tray were sometimes sited above the tyre, reducing the clearance still further. Failing to allow for suspension travel in this way is probably the mistake most often made by sufferers from the Syndrome. I once saw a Vintage Bentley which had been fitted with a replica Vanden Plas

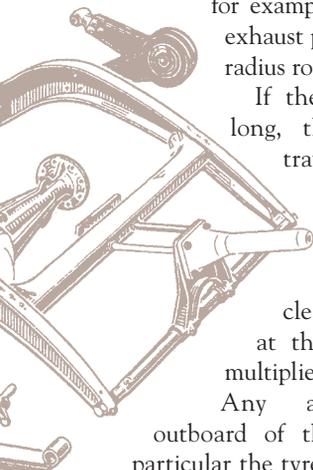
tourer body on which the rear mudguards had been mounted some 50mm above the rear tyres, in spite of the rear suspension having around 100mm of bump travel available. The car was fine with only the driver aboard but with rear-seat passengers and some luggage the tyres would rub on the mudguards at every little bump in the road. Another example was a Bugatti in which some sufferer from the Syndrome had installed a battery isolator switch in the floorboard directly above the driveshaft. The result was that when then the car hit a bump while fully laden, the driveshaft would contact the live terminals on the switch, producing not only a graunching noise but a shower of sparks as well! More sobering was the example of the Daimler which had been fitted with a new exhaust tailpipe that didn't have enough clearance above the rear axle, meaning that the hydraulic brake pipe, which ran along the top of the axle housing, would rub on the exhaust pipe whenever the car rode over a bump. Eventually the brake pipe was worn right through and the brakes failed completely, luckily without serious consequences. Professional exhaust installers seem to be among the worst offenders. In the past few days I've had occasion to inspect the undersides of three old cars which have had new exhaust systems fitted recently, all of which bear the hallmarks of exhaust specialists. In every case the tailpipes are arranged in such a way that they will be clouted by suspension parts before the suspension reaches the end of its travel.

Avoiding the Syndrome

The first step to making sure that enough clearance is allowed for suspension travel is to bear in mind that it happens and must be taken into account. The second step is to measure the amount of travel available so you will know how much clearance to allow.

Bump travel.

Bump travel, or upward movement of the wheels, is the most important and usually the easiest to measure. In the case of a beam axle it's usually just a case of measuring the distance between the top of the axle and the bump stop and then adding a bit more to allow for compression of the rubber stop when the axle hits it. How much to add can be hard to estimate as some bump stops have a solid metal core, but as a rule of thumb I usually assume that a bump stop will compress by fifty percent of its normal height and add that dimension to the clearance measurement. Early vehicles didn't have bump stops of course and in such cases the maximum bump travel can be taken as the distance between the axle and the nearest solid object above it, usually the chassis rail. Don't make the mistake of assuming that because an axle appears to have plenty of travel it will never reach the end of it. It won't go there often, but in unusual circumstances like turning into a steep driveway or hitting that pothole you didn't see until too late, all the travel may be used up. Once you've worked out the maximum available bump travel the next step is to ensure that the axle and everything attached to it has at least that amount of clear space above it so that nothing will collide when the axle reaches its maximum travel. Things attached to the axle may include tyres, driveshafts, mechanical or hydraulic brake systems, steering track rods, springs, dampers and axle locating devices such as radius rods and watts linkages. Parts which are attached to the axle at one end and to the chassis at the other, such as driveshafts, panhard rods and leaf springs, can require a bit of simple arithmetic to work out how much clearance to allow above them. As the chassis end of such a part has no vertical movement relative to the chassis while the axle end will move up and down the same distance as the axle,



it follows that a point halfway along the part will move half that distance. Say, for example, that we have an exhaust pipe crossing above a radius rod.

If the rod is one metre long, the maximum axle travel is 100mm and the crossing point is 700mm from the chassis end of the rod, the required clearance to the pipe at that point is 100mm multiplied by 70% = 70mm.

Any axle attachments outboard of the bump stops, in particular the tyres, need a little more clearance to allow for cases when only one wheel is at maximum bump, such as when cornering hard. Cross-ply tyres on fast cars will “grow” a little with centrifugal force at high speed so allowance needs to be made for this when positioning mudguards, for example.

Rebound travel

Rebound travel presents fewer problems, mainly because the space below an axle assembly is usually relatively clear. Where an exhaust pipe passes below the rear axle enough clearance must be provided for the axle to move downward when required. The clearance here is sometimes compromised, though, by the need to have enough clearance between the pipe and the road. In cases where the axle may contact the pipe on full rebound, make sure that the pipe and its mountings are strong enough to stand the extra load. Brake hoses need to be long enough so that they are not torn apart when the suspension reaches its maximum rebound travel and must be routed so that they can't chafe against or get pinched between other parts.

Lateral clearance

Allowance also has to be made for sideways movement of suspension parts relative to the chassis. Flexing of springs, rubber bushes, etc can allow tyres to rub on bodywork if there is not enough clearance, and some lateral location systems such as panhard rods cause the axle assembly to move in an arc as it bounces up and down. Actually, apart from sliding-pillar systems as used in Morgans and Lancia Lambdas, most suspension parts move in an arc or a combination of arcs, and this should be borne in mind when mounting things like exhaust pipes close to rear axles. For example, where a rear axle is attached to the chassis solely by leaf springs it will pivot in an arc around the front ends of

the springs, moving forward as it moves upward. Where a torque tube is used, the pivot point will be at the back of the gearbox, resulting in a much wider arc and less fore-and-aft movement.

Independent suspension.

If the movements of beam axles seem a bit complicated, independent systems move in even more mysterious ways. Swing axles give radical changes of wheel camber, double wishbones may cause changes of track and/or camber and it can be hard to predict the full range of positions a wheel may occupy. This can be an issue when trying to mount mudguards, for example. With some coil or torsion bar suspensions it's easy to remove or disconnect the springs, allowing the suspension to be moved manually through its range of travel so clearances can be checked. This is especially helpful where steering lock has to be taken into account as all combinations of steering lock and suspension travel can be tried out in the workshop. This might also be a good time to check the brake hoses for clearance.

Steering lock

I've seen examples of coachbuilt bodies where the front tyres would clear the bodywork at full bump or at full lock, but not at a combination of both. Allowances should be made for both conditions to occur at once without interference between tyres and body. It should be obvious that steering linkages should never collide with other chassis parts during suspension travel, yet I recently saw an old race car which had a panhard rod bracket mounted directly above the tie rod, which hit the bracket every time the car ran over a bump or braked hard. In time the tie rod might well have broken with consequences too awful to contemplate. When checking for clearance around steering parts, if you can't do the spring removal trick mentioned above, have a helper slowly turn the steering from lock to lock while you check that all the linkage has clear space equal to at least the maximum suspension travel above and below it at all angles of lock. In the case of parts which have one end moving with the suspension and the other pivoting around a point on the chassis, such as steering drag links, the rules of travel mentioned above apply.

Thermal expansion

This can cause problems with exhaust systems if not enough clearance is allowed behind the parts of the system. That long pipe from front to back will expand a surprising amount when the engine is

working hard and it can result in a muffler, clamp or bracket coming into contact with a chassis part. It often shows up at that popular trouble spot, the tailpipe bend over the rear axle, when the pipe rubs against the front of the axle. It pays to allow at least a 10mm gap here for expansion, more if it's a stainless steel system. There might be clearance when the pipe is cool, but if you suspect that it's touching when hot, look for telltale rub marks on the pipe and axle.

Flexible mounts

Rubber engine mounts allow engines to move in response to torque reaction. When the engine is working it will try to rotate in the opposite direction to its crankshaft and when the throttle is closed the effect is reversed. If there isn't enough clearance around them, things like front exhaust pipes and air cleaners can hit the body or chassis. Throttle linkages need to be arranged so that they are not affected by normal movement of the engine on its mounts. More than one modifier has made a linkage that causes the throttle to be opened or closed by engine movement, resulting in a car that's undrivable.

Chassis twist

Ladder-type chassis as used on most cars built before World War II are all more-or-less flexible and this should be taken into account when setting the gaps between body panels. A beautifully restored, long-chassis tourer looked a picture as a static exhibit with its gleaming paintwork and close, even panel gaps. It looked rather the worse for wear though after it had been driven across an undulating lawn at a concours d'elegance. The bonnet was such a close fit to the scuttle that these two parts had been brought into sharp contact with each other, chipping paint off them both, when the close panel gaps were reduced to nothing as the long, whippy chassis tried to follow the contours of the lawn. How much clearance to allow between panels is hard to say. Different chassis vary enormously in flexibility depending on things like the number and position of cross members, the presence or absence of diagonal bracing and the stiffness of the chassis members themselves. Long chassis will twist more than short ones and an open body will twist more than one with a roof. If you're not sure how big a gap to allow between panels, remember that, as with many things on motor vehicles, a bit too much working clearance between parts is much less likely to cause trouble than a bit too little. 

RESTORATION OF A

Triumph Tiger 100

Words and photo Ray McCulloch

In May 2004 Fred Hawkes, my uncle, offered me his 1955 Triumph Tiger 100. I had earlier purchased his 1911 Abingdon King Dick and was pleased that both bikes could remain in the family. We agreed on a price and the fun began. I hoped to get the bike ready for the 19th National Motorcycle Rally in Cambridge on February 2005.



The Triumph first came to Invercargill in a box of pieces on the Federal Line ship *Cumberland* for delivery to Tappers Ltd, a local store which sold cycles and motorbikes. Fred worked at Tappers and the Tiger was assembled by Fred and his team. Once on the road Fred took to the bike and decided to purchase it. He used it for his everyday transport including attending the local rugby games where he was a St John's officer. Through the late '50s and early '60s the bike travelled extensively around New Zealand including Stewart Island. It also appeared in various bike rallies and spent a lot of time at Oreti Beach where it participated in the beach races being held there. Fred clocked up approximately 60,000 miles on the speedo.

During Queens Birthday weekend 2004, I started to dismantle the bike and found it to be in a sad state as it had not been going since the Southland floods of 1984 when it had been thoroughly soaked. Once stripped down, the frame was sandblasted and powder coated, the mudguards were sent off to be bent back into shape, the magneto was sent to Wellington for internal reconditioning and a new wiring loom was purchased from Napier.

I had a new set of handle bars given to me by Wayne Calderwood which was a great help as the originals were quite rusty. I had some problems with the rims. I managed to purchase a front rim but a replacement rear rim was elusive so the original had to be re-used, with new bearings fitted to the hub. The new front rim had its center line painted by Ross Ryan and then was respoked and trued by Syd Ayling. In the meantime, and after much investigation, I finally came up with

a paint colour near to the original and sent the guards, tank and black ware to Dale Simmons for painting.

Getting the exhaust pipes was another story. I managed to get the front pipes from Wellington but the mufflers were more difficult. After several emails to a supplier in England I located a set. It was a happy day when, a week after ordering them, the courier girl dropped them off to me. By now all the levers and the tank carrier had arrived back from being electroplated and the speedo had been sent to Christchurch for reconditioning. A new swing arm bush and pivot pin were made and fitted. The seat was sent off for re-upholstering. The number plate blade on the front guard was made ready for the tiger print to be put on. This was done by David Cocker, a local sign writer. Now it was time to start putting her back together. My brother-in-law, Roger Sinclair, was a great help as he was a "whiz bang" with a welder and engineering equipment.

Being a mechanic, I left this side of the bike until last as it seemed the least of my worries. The gearbox was checked over and only required new bearings, a new clutch was ordered from Christchurch. The motor was dismantled and checked out. The bore had 4 thou wear so I thought rings would fix it. However, when the barrel came off I found that the original rings had broken and hammered the pistons out. So back to the drawing board to find some pistons. I could only get plus 50 thou. As I had a piston grinder, cam grinding these down would not be a problem. I set to and bored the barrels to 20 thou oversize. So with a set of pistons, a 20 thou ring set and valve guides on the way I started working on the

rods. The white metal had broken down so instead of re-metalling them I bored them out to take shells. When the other parts arrived the motor was assembled and fitted back into the frame. I tightened everything down ready to be kicked over and fired up.

New Year's Day 2005 found me giving the Tiger a tickle and a kick into life. After a few kicks she fired up sounding really sweet. Into gear and off down the drive I went. Next step was the paperwork to re-register her. This was made easy as I had started the authenticity and vehicle identity card process midway through the restoration. After a minor hiccup with the light the bike passed its WOF, and was deemed legal to ride on the road.

Fred had decided to come for a look at the Tiger, and a spin, and when he arrived he handed me a parcel containing the original tools for the bike; this was indeed a bonus.

During January I used the bike and entered her in our branch 50th Anniversary Rally. We left for Cambridge and completed the rally with no problems at all. Long may it continue. bw

Those who helped

Southern Installation, sandblasting and powder coating frame; Southern Paints, mixing the paint; Doug Banks, mag rewinding; Parkside Panels, panel beating; Loom Specialist, wiring loom; Owen Brown, upholstery; British Spares, Wellington, front rim, front pipes, pistons, rings, and valve guides; Best of British, Christchurch, clutch, Triumph rubbers and tyres; Tri Supply, England, mufflers; Winteringham Electroplaters, electroplating; E Parrott & Son, Christchurch, speedometer repairs.



Waitemata's Big Challenge

Words and photos John King

The Waitemata Branch's major annual road event poses a number of challenges. Since it's a winter affair taking an entire Saturday to get somewhere, staying overnight and then taking most of Sunday to get home again, and especially since it's for topless cars only, the weather could be said to present the biggest challenge.

But there are other challenges, all of them adding to the character of the event. From the Branch's side is the challenge of finding a new organiser each year, somebody who hasn't done it before — and that's a lot of people over the more than 20 years the R'Oil Can has run. And don't think determining somebody as important as the winner, and hence the organiser of the following year's rally, is left to chance. The organiser a couple of years ago was heard to lament at the club night immediately preceding the event that "the winner hasn't entered yet!"

The organiser, though, has by far the biggest number of challenges. There's the matter of a suitable place to finish up on the Saturday, with reasonable accommodation and good food, for the Waitemata

Branch membership is noted for its gastronomical as well as its sporting tendencies. It should be a different place each time to provide variety, and it's hard to find new roads each year which haven't previously been driven by all those stalwarts who turn up and support the R'Oil Can every year.

After all, Auckland's position on the narrowest part of New Zealand means that events can go only north or south, although a recent rally took in the Coromandel Peninsula, the only opportunity to head eastwards to any extent. There's only a limited number of roads, and the tendency for local councils to seal roads also means there's a gradually shrinking amount of gravel to keep the sporting Vintage motorists happy. Nothing car-breaking or too complicated in navigation, you understand — the emphasis is on an enjoyable long day's motoring to an unknown destination.

The rally has its roots in the 1970s when the North Shore Branch wanted something memorable for its more sporting members, and the all-weekend winter Oil Can Rally was established. When the breakaway Waitemata Branch was formed,

it took with it most of the hairy-chested open Vintage motorists, along with the idea of the Oil Can, renamed R'Oil Can (for Real Oil Can) which has continued without a break. North Shore has long since ceased to run the original, so the Oil Can is dead, long live the R'Oil Can!

More than 30 cars were entered for the 2006 event, run during the last weekend in July, and showed the normal Waitemata bias away from American cars. True, one Chevrolet and two Model A Ford specials were there, but by far the majority were

Bryan Wyness prepares to tow Max Jamieson's Delage to a safer parking spot than the middle of a Waikato country road.



Top: The pre-dawn light is enough to show the frost covering Ardmore Airfield as the cars gather in the Auckland Aero Club car park. Steve Aldersley's Austin 7 and Danny Ryan's Lancia Kappa are both red and open, but the resemblance ends there.

Right: The Hunua Forest roads are normally closed to the public, and Don Suckling officially checks the Booths' Riley and the Andrews' L-type MG through the gate near the start of the run.





"Where do you think we should go?" John St Julian's Frazer Nash is prominent among a bunch of temporarily lost cars in an obscure part of the Hunuwas.



Rileys predominate the entry — and those unsure of what to do next in the wilds of the Hunuwas.



And the winners are — Di and Keith Humphreys. Now that Di is no longer Wāitemata Branch Club Captain they'll have more time to devote to organising the 2007 R'Oil Can Rally. Their winning Vauxhall is displayed in the dining room just by accident, of course, and note the oil drip precautions.

British with a smattering of Lancia, Delage and Ansaldo to wave the Continental flags. Austin 7s, mostly seen swarming at Chelsea, were heavily outnumbered by Rileys, fully eight of them Riley 9s.

Organiser Alan Kerr, probably doing penance for being cheeky enough to enter the 2005 event in a tin-top E-type Jaguar, rose to the several challenges for this year's R'Oil Can. But there's one he didn't provide and for which everybody was supremely grateful.

The weather was brilliant. A hard frost, mind you, which really became apparent only as the skies started lightening as everybody headed for the pre-dawn briefing in the Auckland Aero Club rooms at Ardmore Airfield. There's nothing like a crisp, all-white landscape to bring out the gritted teeth, but countering that was the knowledge that things were bound to warm up once the sun made its appearance. Some open Vintage motorists may resemble masochists, but even they will admit to finding being soaked all day in an open car has its less pleasant aspects. No, the sun shone and it even stayed dry for the Sunday's drive back to Auckland.

Alan managed to find some new roads, too. His masterpiece was the network of forestry roads, closed to the unwashed public, linking the forests and water supply lakes in the Hunua Ranges. Some of the roads were rough, but the rest were absolute gems — smooth, winding through native bush and unpopulated by moderns. Steepish, some of them, but nothing that low gear couldn't cope with. Tail-end Charlie, Don Suckling, and his 4WD weren't needed. Yet.

The frost along the Hunua tops was even harder than in the valleys, featuring rather pretty ice on puddles, and fog around the lakes kept things even more interesting. Road dust, combined with the damp fog, showed up weaknesses in Vintage car windscreen wiper arcs, but those without windcreens and relying on goggles had easier access to cleaning methods.

Alan, elevated to Branch Chairman status shortly before the rally took place, introduced a new challenge for this year. As if the distances involved weren't enough, some of the average speeds were a bit optimistic for the lower-powered vintage cars. They didn't leave any time for roadside adjustments, fuel stops, admiring the scenery or sitting stationary while discussing the merits of the instructions. Some of the latter was necessary because while the great majority of route instructions were utterly unambiguous, the few doubtful ones caught crews out.

But the advantages of an open car became obvious at one junction, well out in the country but not far from the morning tea stop at Pukekawa. An alert couple taking tea on their veranda and watching the passing parade of eccentric Vintage types, all rugged up to the eyeballs, were quick to shout out if anybody took the wrong turning. Try that in a modern with the windows up and the heater on!

It all resulted in the field being well spread out over the Waikato, and the last crews straggled into the lunch stop at Okoroire around 4 pm, only to be told that lunch was withdrawn some time ago and here are your afternoon instructions. It's not surprising that some abandoned all thoughts of driving into the night and went straight to the rally's end at a Rotorua hotel, complicated only slightly by the closure of the direct route, the main road, by a fatal accident.

Not everybody made it to the end, and of those who did, not all were accompanied by their cars.

Kevin Andrew had his L-type MG's camshaft out at the Mercer refuelling stop to investigate funny noises, and found a distinct lack of oil at the top end. He eventually found some oil supply, but then untraceable ignition problems forced Kevin and his son Hamish into a modern.

Max Jamieson won the Hard Luck Trophy, but in doing so he had some remarkably good luck. After driving for



Far Left: A photograph can never do aural justice to the spectacle of Danny and Vicki Ryan's Lancia Kappa on a long descent out of the Hunua Ranges.

Left: Graeme and Dawn Brayshaw in the Buckler (in touring mode) pass Allan and Lee Booth who have paused to adjust the Riley's exhaust system.

miles in a decidedly spirited fashion along a winding gravel road, according to Bryan Wyness who was behind him, Max turned right at a T junction and was going at mere walking pace when a stub axle broke. The Delage ground to a halt at the end of a trail of aluminium filings while the front wheel, freed from its restraints, went bounding joyfully into the distance to be retrieved by navigator Norm Holloway.

A break a few seconds earlier would have aimed the Delage straight at the wooden barrier, the only thing stopping wayward vehicles from disappearing over a high and near-vertical drop (and showing signs of past abuse). The intersection was the only piece of sealed road for miles and enabled Max's trolley jack, with its small wheels, to support the front axle while the efforts of several Riley 9 crews and the ex-Sybil Lupp racing XK120 Jaguar heaved the stricken Delage uphill to a safe parking spot. The only resulting damage appeared to be to the brake backing plate. Yes, Max was indeed lucky.

It might have been the excitement of it all, but the Jaguar's electrics expired near the end. No amount of fiddling with battery terminals had any result and Bryan and Marion Wyness had to be towed into Rotorua.

Allan and Lee Booth were absent from the celebratory dinner that evening. With the main road over the Mamaku hill closed, they diverted the long way round through Tokoroa, but a number of problems, not least among them the loss of their Riley 9's exhaust system early in the day and alternator failure, had them give up and stay the night in Tokoroa.

Steve Sharp found some countryside not envisaged by the organiser. His Buckler, with its ground clearance of only 80 mm, was a brave entry for a rugged Vintage event, and in the late afternoon he found himself descending an ever-steepening track with no room to turn around. As the track grew muddier the signs of caterpillar

tractor treads grew more obvious, and the Buckler became firmly stuck once it had been turned and was pointing back uphill.

Steve suggested spending the night in the car, but navigator Kelvin Hill objected on three counts. A sports-racing car offered little in the way of creature comforts for sleeping in; the overnight temperature was forecast to be minus 2 degrees; and besides, he'd already paid for his dinner and a comfortable hotel bed. So they trudged uphill for an hour or more, to where cell phone reception allowed a call for help, and Don Suckling duly arrived. Alas, his 4WD was incapable of towing the Buckler through the mud, and only by abandoning their charge for the night and pushing the 4WD were Steve, Kelvin and Don able to extricate themselves and arrive, very late, at the dinner, where some food had been saved for them.

When last heard from, Steve was still wondering which unmapped farm track in the wilds of the Volcanic Plateau held his Buckler.

Dinner that evening was fully up to the usual R'Oil Can standards, and after some minor prizes were handed out (Graeme Brayshaw won FTD with his Buckler because he'd had to go home again for something), Keith and Di Humphreys were announced the winners in their Vauxhall. The relief of everybody else was palpable.

That wasn't the end of the interesting things, however. The car park the next morning had Asian businessmen in suits photographing themselves among grubby old cars (the Bruin C-type Jaguar replica was popular). The pushers of Edward and Mrs Simpson's MG TC were doubtless glad they hadn't brought the Sunbeam as entered, and after some expert twiddling by Steve Aldersley and a stern lecture from Bryan Wyness, the Jaguar fired up with no trouble at all.

Alan Kerr had contrived to have his E-type Jaguar displayed in the dining room as a backdrop to festivities, a cunning move which kept it under cover all night. Somebody left a door ajar, however, and in the morning the battery was flat. That led to the slightly bizarre sight of a bright red Jaguar emerging from the hotel interior at a gentle canter, pushed by unsuspecting hotel staff, but years of bump starting his Cooper-Triumph had developed Alan's skill in that department and he was away.

Yes, 2006 lived up to the R'Oil Can Rally's reputation and standards. Roll on 2007, say the stalwarts.

★ ★ ★ ★ ★

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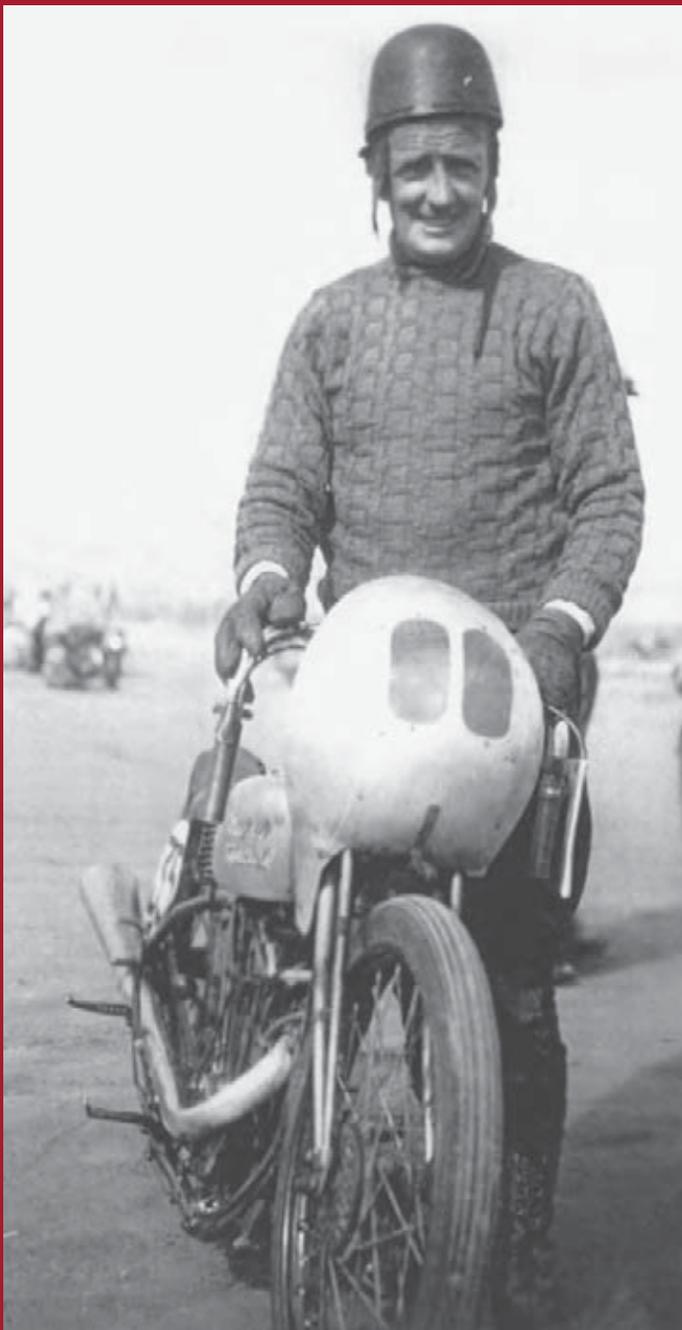
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Burt Munro

Burt Munro corresponded over many years with his friend John Andrews in England, an American V-Twin enthusiast. John found Burt's letters had no equal for showing the determination, ingenuity and persistence in trying to make, both the Indian and the Velocette go faster. This article is compiled from a letter to John dated 21 March 1970 which has been edited slightly as it was a bit rambling! But it does express Burt's style and tells of his trials, tribulations and success in the quest for more speed.

First printed in *Beaded Wheels* issue 188 and 189



Burt with Indian special at Oreti beach 1951

Well it is a bit hard to cram a brief history and spec of a bike I bought new in 1920 for £140 cash and have been developing since 1926. It has gone $3\frac{1}{4}$ mph faster each year for 44 years which is about average for some factory bikes over the same period. I have been riding since 1915 and owned a Clyno v-twin in 1919-20 which I sold to a blacksmith and then bought the 1920 Scout, engine No 508627. I have made five heads for it, countless pistons and conrods, carburettors, magneto parts, scores of cams, valves, flywheels, frame mods, fork changes, many wheels were built as tyres and rims changed. The last one was for the front wheel last July when I changed from 19" to 18" as I cannot get high speed 19x2.75 tyres anymore. Then I cut the tread off with a knife and smoothed it down to the bottom of the non-skid groove.

For the first 22 years, after 1926, it was weekends and nights getting ready for hill climbs, trials and standing $\frac{1}{4}$ and flying $\frac{1}{4}$ mile events and 1 mile dirt sidecar races at Penrith Speedway in NSW. Between 1926 and 29, I had records in hill climb, standing $\frac{1}{4}$ and flying $\frac{1}{4}$ and petrol consumption runs, one of 116 mpg. This covers the start of my tuning efforts which have continued up to the present time. I rode second to Les Weatherby in the World's first mile TT at Chatswood in North Sydney. The track was cut out of the bush with stumps and roots left, and a high jump out of a deep creek. This is now known as scramble or motorcross.

Then in 1927 solo on Aspendale Speedway, Melbourne, I jumped off at 90 mph+ when in a bad speed wobble at the end of the straight with one hand on the oil pump. I hit a deep gutter and took off on the bend, landed with the bars pulled around a little and my heavy 29" oversize tyre on front just kept the wobble and was heading for the post and rail fence. The 10,000 spectators were told in the paper that I was unhurt but I was pretty sick in bed for a week or two with concussion and many bruises. The Saturday before this at Inverloch Beach in Victoria my flathead Scout won the gold medal at 90.01 mph equal with a 1928 Chicago Harley-Davidson ridden by an Air Force pilot from Point Cook, Victoria.

During 1929 I returned to NZ after four years in Australia when work could not be found. This was the Great Depression. I spent the next ten years as a motorcycle traveller. This was finally given up around 1941 when one of my rare (by this time) crashes put me off for 11 months.

When I returned to New Zealand I was invited to join the local motorcycle club and am now a life member and have been for many years. After joining I just lived for beach races, grass track, mile and $\frac{1}{4}$ mile, hill climbs, speed trials, trials, road racing, drags and I think the beach was the greatest in 1940. About seven years ago I averaged 83.43 mph in a six mile race which I won. This was on a championship fancied beach course, a few miles from Invercargill. This is where I do most of my testing nowadays.

About 1948 I decided to give up work and concentrate on getting a good run out of my old bike as by this time I thought I was getting better at designing parts and would go to the Canterbury Speed Trials held each year north of Christchurch. I went for 22 years. This was a 1,000 mile round trip from home. I broke New Zealand's records more than once but was only three times satisfied that I had gone as well as I could and on those three runs the timer failed for me. The last time was 10 or 11 years ago and the ACU rep said, never mind, next year we will have cable buried inside the road. Then they could not get it anymore because of the increased use of this long straight road known as Tram Road, North Canterbury, New Zealand.

I will try and give you a rough specification of the past and present engine and cycle. I have and still hold some records in the 37ci class, under 750 cc class, 55 ci class, and lastly 61 ci class, all with my 1920 flathead Scout.

My first major record was the NZ Open Road established on the Aylesbury straight in 1940 at a mean 120.8mph. This was held

for 12 years. The under 750cc Road record at 143.43 and the NZ Open Road record at the same time. Also NZ Beach record in 1957. Although it is still attempted each year it remains unbroken at 132.38mph.

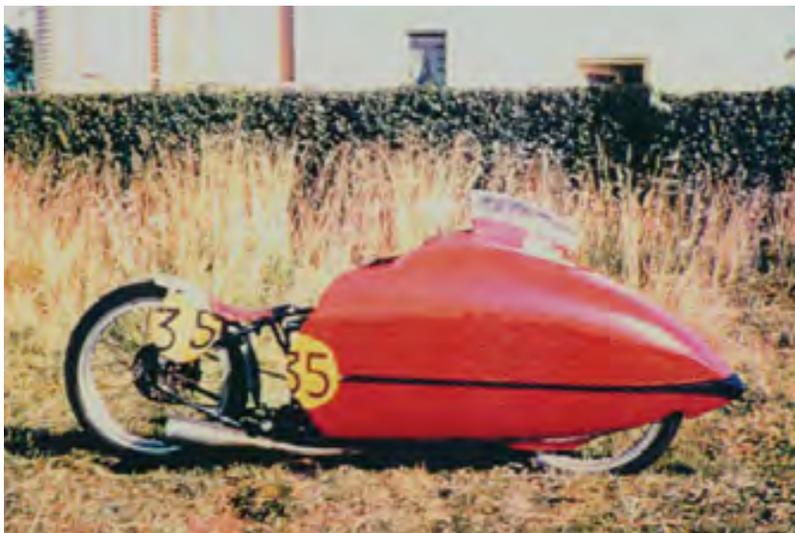
55ci AMA world record 1962 at Bonneville, engine that was 51ci at this time. 1966 engine 56ci 168.06mph. American 61ci record 1967 183.6 with a best qualifying run of 190.07. In 1969, the record number of runs for a streamliner, 14 in 4½ days. I had magneto and carburetion troubles and finally burned-up pistons when gas tap shut off on my last chance of a qualifying run. I have hauled the bike or engine to the USA eight times in my attempt to get one good run but this has always eluded my greatest efforts.

The last 22 years have been full time on the bike as I could never get enough hours to do things. After finally getting 94mph from the flatheads and running on Borneo aviation gas I had a go at making ohv heads. A foundry told me how to go about making patterns and I finally had them finished after a year of work. Believe it or not the first runs were slower than my best on the side valve but over the years I gradually got it going faster until in 1937 I was getting 110mph from it. Unfortunately also breaking conrods. About then a mate and I returning from a beach meeting with another pair of broken rods, when he said why not write to the Indian factory and get special rods. This got me thinking. I acquired a broken Ford truck axle and carved out two rods in five months. These were in it for 20 years and were standing up to over 140mph. By 1950 I was getting 150mph unstreamlined.

I have had many terrific blow-ups. The last two were during this last 11 months. I will describe one I had at Muriwai Beach Auckland in 1969. I hauled my Munro Special up there 1130 miles and blew a piston. I had just made thirteen new ones for the year. The rod and pin tore up and down, put tram tracks and split both new cylinders, punched large hole in front of case, bent mag armature, broke slip ring and magnets on ML into five pieces. I hauled all home and eight and half weeks later had it running again. Eight more new pistons, two new home made rods, magnets cut from an old Bosch magneto.

The brief history is almost impossible to put together but I should give you a rough idea of some of my best crashes. 1916, out all day after landing on my head. 1921, riding standing on seat of Scout waiting for Uncle Alf to get his King Dick going. I looked round and woke up that evening after a whole day's absence from what was going on. 1927, jumped off a dirt track at Aspendale Speedway at over 90mph, concussion and bruising from feet to back of neck. 1932, I stopped to get a rider going in Western Southland when on my traveling job. I told the guy I would follow behind in case it stopped again. We came to a farmhouse and a dog ran at him. I caught it on the rebound and came round later concussed and bloody from a deep scalp wound. 1934, crashed in Clifton Gorge, when I struck a wash-out before I could pull up. Came round concussed.

In 1937 during a 20 mile beach race, I was doing 110 when H Currie, BSA Special, the last rider I had to catch, turned in front of me. I hit the 6" brake and tried to steer behind him but hit as he banked over to turn. My bike climbed up and over his and sailed 120 feet clear of the beach before landing. He was knocked out and had a broken collar bone. My bash-hat was split from crown to rim in two places. Weeks later he told me what knocked me out and split the hat. The underside of his engine had landed square on my head. When he was repairing his bike he found the varnish marks from my hat on the cases. I had all my teeth knocked out and my brother picked up numerous gold filled ones from the sand this was one the saddest moments of my life when I found my priceless teeth no more.



Front section of the streamlined shell fitted to the Velocette for record attempts.

On to 1940, now running on home built gas producer. Still travelling for the motorcycle firm and running at a top speed of 56mph on coal. I hit a ridge of wet gravel and ran off to the side of the road but regained control on the fence line. However, before I could let go of the bar and shut off the gas and air lever, I hit a 18" deep cutting into a farmhouse. The bike struck the far bank and shot up into the air and back onto the gravel road. My head hit the road and I was out for 1½ hours and came to blind from dried blood in the eyes. I had haemorrhage of the brain for a week, was concussed and off work for 11 months. I had part concussion headaches for about 15 years so gave up the traveling as I did not care to travel by bus or car to sell bikes.

In 1959 I was in a drag at Teretonga International track when at 110 mph the bike got into a sudden fast speed wobble. I jumped off the side, rolled and skidded and bounced 15ft high, (so they tell me). I finished up in hospital for 7½ weeks. When I finished the crash I had the bash hat on, waistband of pants, tennis shoes and pieces of socks. I was only slightly concussed. It was the missing flesh and skin that took some building up again. One finger was ground half-way through the bone but still works but one joint is crook. All the other crashes involved just bones or scars or burns and one arm ripped apart at the shoulder. In five and a half months it grew back but still hurts at rest when I lie on it.

For this year, I have made the new cylinders and pistons to the largest bore ever, it is now 3.192" x 96mm giving 60.54ci. For eight years I have carved out new rods, cylinders and pistons and cams, and worked full time on either my 1936 Velo or the Indian. For ten years I worked 16 hours a day in the shed and was told to slow up a few years ago and now work seven days and about 70 hours per week. The flywheels I made from 5" axle hammered out under steam hammer. I have just finished the pistons. I had these eight heat-treated for the first time. Crank in 1928 Scout turned down to ¾" and then sleeved. I make this from oil hardening steel and squeeze on and pull up with standard nuts. I leave the taper on one end and then make another taper with ¾" hole in it to fit drive side flywheel. The rods of course now have bigger eye and smaller rollers. The main shafts right up to about three years ago were standard, about 13/16" with four sets of caged genuine Indian rollers ¼ x 5/16" running on the shafts. Well, as speed mounted up over the years I got visions of them breaking and in 1957 I had a new pin, crank-pin that is, given to me in Springfield on a visit to Indian factory. This I fitted to the timing side with big-end bearings. Then the drive side looked so thin. I looked around and had a spare gearbox mainshaft. So I ground the four outside splines off it and made up two drive shafts from it, then had them re-hardened and ground locally. I bored out the taper in flywheel in my 3½" Myford lathe. By the way I completely made my new cylinder heads on the same lathe. The only change is to cut about



Left to right: Burt, Jim Stone and Mike sands at Oreti Beach racing 1952.

1¼" off gap in bed for flywheels. This probably weakens it a bit, but I still work it every day and since it was new 22 years ago. I am on my second set of back gears, worn out about 12 years ago and my third lead screw is now badly worn.

Cams I have made by file and saw since 1926, but now have built a cam grinder and make them in pairs. I spent 800 hours in 1963 making the engine into a four cam set-up. After I time them I pin them to the ¼" hole in the standard cam-wheels on the Scout. Cam followers are filed from axle steel and I make a fork to take ¾" x ¼" rollers running on needles and an oiler to keep a good flow from the 1933 Indian oil pump I had given to me in 1956. This I modified to pump oil to the big end, and was when I made my steel flywheels.

The 1920 Scout frame and my third streamliner shell are still in USA. The first full shell I built took me five years to hammer out of sheet aluminium. I could only work at it when I had my bike ready for testing, then if it blew up I would work on the engine until running again, and then hammer away again, or suddenly think of some new scheme to get more speed. Of course these brainwaves often made it slower or just more blown parts. By the way, I have read of E Fernihough's death and perhaps I can offer a reason for him running off the road that day. I have several times had similar experiences caused by a side wind of only two to three m.p.h. If one is travelling at over 180 as on most occasions with me, the bike steers over to one side but I start to steer it back at once. But I have had it go 12 feet over the outside of the black line before getting it back to centre of track. This I have known to take about a mile from start of swerve to be back on centre of track. If this were on a road of course there is no chance of survival.

The first shell I took to Bonneville in 1962 was the second built. The first one of aluminium was too hard to ride, too neat a fit and I had great difficulty getting the gears. So I modified it and used it as a mould for number two of fiberglass. I had my first run at Bonneville in 1962 and was ordered to have a test run with officials following in a car. It veered from side to side at all speeds. I said to myself I may as well ship it back home they will never let me run a thing like this. When they came up and said "Handles ok." I said what! They repeated handled good!!

For the next five or six years I had some of the worst out of control rides on record. The worst was for five miles late in 1962, when in an effort to stop wheel-spin at 160mph, I built a 60lb lead brick and bolted it in front of rear wheel. By the time I got to the three mile marker the top of the shell was swerving five feet and wheel marks were five inches wide and snaking 30 inches every 200 yards, measured and lined-up later. Well, when you figure you

can only die next skid you try anything, so wound it all on for another one and a half miles and when I found out it would go on that way forever I rolled it back and stopped. When the gang arrived and found me laughing they wanted to share the joke. I said I was happy to still be alive. The clue is to sit up and let the body strike the air. This shifts centre of pressure back behind centre of gravity. I learned this the hard way. Lead brick should have been in front of the front wheel and shell higher off the ground. At rear, air packed under tail and lifted weight off rear wheel, thus causing wheel spin.

More specs. I have mods in clutch, the standard Raybestos plates are long gone and I have 17 standard steel plates, hardened and ground. I fit 24 standard clutch springs giving a pressure of 1360 pounds on the pressure plates, and the standard thrust race and withdrawal screw haul this free for freeing and gear changing. I have a left hand lever and wire to operating arm and a small foot assist lever on the clutch worm shaft. I only use this for low gear engagement during test runs without shell. Over the years I made four chain drives having finally ground helical teeth off clutch body and filed out 46 half inch pitch teeth by hand and now run a three row chain on a 22 engine sprocket and still the 46 clutch sprocket. Renolds in London told me 15 years ago this would be impossible and would never work but it has run in there for the last 35 years or so in 10 SAE oil.

The gearbox is original but I was unable to get new sliding dog and was visiting an old acquaintance in Sydney in 1948 who had bought out Mr Biden's stock of Indian parts. I bought a set of 1916 Power plus Indian gears, lay shaft cluster and sliding dog. The cluster I shortened ⅜" and have run on them this past 22 years.

Cylinders I usually make from very old city gasworks pipe, cast-iron condemned because of very large pits. I manage to get short lengths without too deep marks and because of the thickness about ½ to ⅝", I can have enough thickness for a base. The barrels are old pistons melted in a small pot on the two gallon can furnace I use for melting down for making pistons. The muff casting I turn-down in the Myford, bore undersize then heat up with a blow lamp and drop onto liners. Pistons I redesign every year and make about half a dozen or so and take with me to USA for spares. Some years I have used every one and even welded up burned-out ones there. When Jim Enz and his wife wanted to help me with fuel I said I would like to try alcohol and they brought me five gallons of best brand Mickey Thompson alcohol. Boy it sure was the best piston burner! I guess it had Nitro or TNT in it. Every run the pistons vaporized. No alloy heads on my heap.

Carburettor is 1924 Indian Chief. I have sawn a cut full length on top of it, bent it out and welded a piece of brass in gap and run it in normal position with a T shape manifold made from 1⅜" steel tubing. I have tuned five carbs for my bike since 1927 when I swapped the Schebler H for a Schebler De Luxe, and all the others I have tuned and modified have been De Luxe Scheblers as fitted to the Indians made later than mine.

This year since arriving home from USA five months ago, I have put in 560 hours on the Munro Special. The main jobs were two new alloy rods—two weeks, two new cylinders and barrels—one week, eight new pistons and much work on old dies for same—three weeks. I am making two new sets of cams for this year. Making a 180 degree Bosch mag into a 42 degree by making new brass cam ring. From old ball race the two cams were made, filed and timed accurately then quenched in oil. As this 20 year old magneto rotated backwards I had to make up a drive different

from standard. This I finally got working by taking out the two idler pinions, and fitting a big cam wheel from a late model Indian. This has four teeth more than my engine and by cutting 1/8" off base of mag and cutting into cases a little and jamming it back and boring new holes and tapping out in same. I finally got the drive fixed. I also made a moveable shaft to run the large pinion and thus get a close tooth adjustment.

Since finishing the work described above I have been testing at the beach and been out 17 times and had 11 blow ups. These consisted mostly of broken pistons of older designs. I was testing out a steel rod and a new carb I had made these last two or three years. I ran it on 20 to 1 to test the rod, then built better pistons and ran three in it, one after the other, until I had one that should stand up to 13 to 1. As soon as I lowered the compression to 13, the rod which had stood up to all the broken pistons finally shattered top end when I was accelerating hard in top at 5,500. I took it down, the new piston was in many pieces, pin broken in half, cylinder scored and split at skirt and hammered out wedge shape and locked in cases. One rocker arm broken, one twisted, one push rod broken, one buckled. Other breaks were the cam follower I had made from magnesium four or five years ago, another rocker and pushrods bent and both valves bent.

Development goes on all the time and has been full time these last 22 years. I would like to make another dohc set up. I still have the one I made and ran in quarter-mile grass track races about

1951. This fitted on front cylinder and rear was blanked-off. It was just an exercise as everyone was talking double knockers at the time. It is only lately I have had ideas to try to fit-up one for the rear as well but have so far failed to get time. I pulled the head off this morning and am starting two new rods from DC6 propeller. I hope to find it strong enough. It was sent to me from Auckland as I cannot get the 70-70 or 20-24 alloys in NZ. I like to improve design every year in the cams, carbs, (just finished a new one yesterday), conrods, pistons and sometimes valves and guides when they wear a little and cylinders.

Many of my photographs were destroyed when my house burnt down, so much of the work on my machine is not recorded. (The preceding paragraph is not in the original *Beaded Wheels* copy but came from another source and is interesting.)

It is almost impossible to give a true picture of the time I have spent on my cycles. The last 22 years have been full time and for one stretch of 10 years I put in 16 hours every day but Christmas.

I have booked a berth on the SS P & O Oriana for USA on June 15 but will not go if I cannot pass the doctor.

Burt Munro

bw

Burt never again competed at Bonneville due to declining health but to this day his Indian is the fastest the world has seen, 190.07 mph at Utah in 1967.

Burt Munro's Velocette

Words the late Norman Hayes
Photo Hayes collection

The Velocette is now slightly different from the one in the photograph because of a later mod done by Burt, fitting an alloy cylinder head from a MAC Velocette. How he managed to locate the cylinder head on the bigger bore of the barrel is another mystery, as the cylinder bore is now 97mm against the MAC's 68mm. the inlet and exhaust valves are extremely large so I do not know how he got the valves in either. Burt made the carburettor, and it has a barrel throttle like the old racing Scheblers, but with a very big bore. If you look closely at the photograph, you will see that it was taken after one of the many blow-ups, and the Velo engine is virtually in two pieces, split through both crankcase halves. The present owner of the Velocette has one of the many conrods Burt used and this is marked 105 blow-up. In order to obtain such a large bore, the cylinder sleeve, where it goes into the crankcase, is paper thin, because of being over-bored to increase capacity.

The Velocette started life as a 1936 MSS Velocette 500cc and it finished up as approximately 650cc. It is reputed to have reached a speed of a 138mph. I believe this bike still holds a beach record of 132.35mph and is stripped to weigh only 85kgs.

Burt had hoped to take the Velocette to the United States and

put the shell he was using on the Indian on it to see what speed it would be capable of doing with the streamline shell, but unfortunately age and failing health made this impossible.

At the time the photograph was taken, Burt had fitted a cylinder head from an aircraft engine. This is evident from the exposed valve gear and it was highly modified to suit so that the engine could run at a compression ratio of 14 to 1 on alcohol fuel. Because he was having trouble splitting the crankcase on the Velo, Burt welded aluminium plates from the sides of the crankcase to the cylinder base, where the cylinder fits on, so as to strengthen the bottom end.

All in all, the dedication of the man in the pursuit for more speed must be admired. The many tireless hours spent on both machines to achieve this goal, make Burt Munro unique in the annals of those who seek this ultimate aim of being the fastest. Burt died peacefully in 1978 at the age of 78.



Burt with the Velocette and yet another motor blow up in the mid 70s.



BEHIND THE WHEEL



1923 AMILCAR CS *Petit Sport*

Imagine the scene—a beautiful summer afternoon, a deserted country lane, and two Kiwis in a French sporting voiturette sold new in Australia terrorising the southern English countryside. Life doesn't get much better than this.

Words and Photos Tony Haycock

The Kiwis? Myself, and fellow Banks Peninsula branch member now domiciled in England, Mike Crehan. The voiturette? The 1923 Amilcar type CS Petit Sport belonging to Amanda—Mike's wife. 903cc of miniature Gallic fun. (That would be the car, not Amanda. She is English.)

Obviously, sporting Frenchmen in the 1920's were of a somewhat smaller build than 21st century colonials. Getting into the Amilcar is easy enough for the passenger as the left hand seat is set slightly further back than the driver's. The driver has to contend with less room to begin with, and the inconvenient but rather important impediment of the steering wheel threatening to remove an important part of the pilot's anatomy if not approached carefully. Despite the staggered seating arrangement of the pretty body, with Mike and I ensconced inside there seemed to be the very real chance of the poor thing splitting in two. Fortunately this did not happen, but we were very much shoulder to shoulder with very little room to move. Fortunately owner Amanda is of a far more petite build, and can drive the car rather than wearing it.

Once settled in, everything essential to the operation of the car falls easily to hand. Central gear lever and handbrake, combined ignition/light switch with ammeter in the central panel, and a

white faced OS speedo to the right of the steering column. The passenger has the important task of keeping an eye on the clock (a white faced OS, matching the speedo)—heaven forbid that the Vintage sporting Frenchman might be late for his appointment with lunch and a bottle or two of vin rouge. And we mustn't forget the small bulb horn—looking suspiciously like it has been stolen from a child's tricycle.

On the road, performance is surprisingly spritely considering the size of the engine, reflecting the very lightweight construction of the car. The clutch and gearshift hold no nasty surprises, but the whine from second gear in the three speed box was a little on the loud side. Still, it did sound good echoing between the hedges in those narrow lanes which make motoring in England so interesting. Pedal placement is standard Vintage with the throttle located in its proper position, between clutch and brake, essential for a proper heel-and-toe technique if downshifts are to be executed without destroying the gearbox.

Steering is both light and direct but in this particular beast, a change of direction is not something which can be achieved simply by turning the wheel—oh no!! With a solid rear axle, straight ahead is the only way it wants to go. With excess power being non-existent (side valves and 903cc) and only a three speed gearbox to play with, a little lateral thinking is



required if you don't want to become part of the scenery. Ok—you can't just give it a bootful to break the rear loose, and there is too big a gap between gears to go down one on many corners, so all that is left is a little brutality. Gently feeding the steering into a sweeping corner results in a gently rising feeling of panic as you start to run out of road. To make the required change of direction, arrive at the corner with right foot appropriately hard against the bulkhead, and throw the car at the corner. All going well one of the rear wheels will take a dislike to this type of mistreatment, lose traction, and you will find yourself making an elegant turning manoeuvre.

Suspended on ¼ elliptic springs all round (just like an early Chev 4) with friction dampers at the front (nothing like an early Chev 4) makes for a lively but not uncomfortable ride. As a sporting car the driver is certainly involved fully in the process. Once the cornering technique is mastered, it feels far more stable and secure on the road than its British counterpart, the Austin Seven. Brakes on the rear wheels only are very effective, and the method of adjusting them by the simple expedient of turning a wing nut on the end of a threaded rod is the most simple and foolproof thing I have seen on a Vintage car.

The chance to drive a sporting car of this era does not happen every day, and I am very grateful to Amanda for the opportunity to experience a car which is well outside the norm of what we have in New Zealand. It is an amazingly good fun little car to drive, with a proper sporting feel despite the diminutive size of the engine, and I would happily have one in my shed.

bw



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Sounding the Brass

Words Rob Knight

In the last issue mention was made of the surgery being undertaken on the Stoddard Dayton from Canada. John Callesen further enlightened an enthralled audience at the October club night of Manawatu Branch on the subject, with some samples for us to inspect. Charged with creating two new cylinder blocks and making the car run again, John gathered a team of skilled people around him. But, suspicious of the “professional” workmanship on the original blocks, John dug ever deeper into the mechanicals and found ever more nasty surprises. Consequently new pistons, timing gears, camshafts, camshaft bushes, crown wheel and pinion, kingpin sets et al had to be made. Not a task for the faint-hearted or the impecunious. The full details of this saga are best left for one of John’s pithy articles in a future *Beaded Wheels*. By now the car should have made its scheduled public appearance at the Hawke’s Bay Veteran Rally.

In another corner of Manawatu Branch, Stan Corlett has laid aside work on his Gouverneur motorcycle in favour of a very rare but almost complete and original Minerva motorcycle which he could not resist when he learnt that it was for sale in Hawke’s Bay.

Various steam cars up north were mentioned in last issue, but Adrian Garrett’s lovely Stanley, painted appropriately in red with the traditional “coffin” bonnet, was omitted.

Peter & Shona Nightingale’s Maxwell having the metalwork fitted to the body photo Rob Knight



Stewart & Stephanie Barton on Holsman buggy being assisted uphill - photo Allan Hardacre

Also at Keri Keri, Mike and Billy Courtney are working on a 1914 Overland which appears to be almost to a rolling chassis stage.

Not to be outdone, a faint whisp of steam has been seen in the South. A recent front cover of Otago’s RoadRunner featured a partly completed Locomobile* but the owner’s name was not obvious. While at Canterbury Swap Meet, Ewen Nicoll announced that he had just finished his 1901 Locomobile. In fact he proudly claimed to have to have finished it 16 times. But perhaps these are one and the same vehicle.

The Canterbury Swap Meet can be a good hunting ground for Veteran parts but Anthony Wilson had little hope of success in his searching for a Efanndem brand switch box with gauges for his Calcott, while the correct oiler for Doug Wilton’s Buick was not to be found, although a couple of others were considered. The swap meet is also a good forum for meeting people and a place where previously arranged deals can be concluded. In the latter category, Glyn Clements and Chris Rhodes reported that they had brought home a brace of 1917 Studebakers but were quiet about the condition of their new acquisitions. At the same time Tony Best’s well-motored 1917 Dodge found a new home with Jim Boag in Auckland.

To counter the movement north, Dick Haycock’s 1918 Hudson of Manawatu was to be going south in November to a new owner at Hawarden.

For anyone looking for a Veteran, there is always something on offer in New Zealand and Australia, where prices can be affordable, but those in UK are often much too high for our exchange rate. While owners have every right to sell their cars to the best advantage it is always a little sad and disappointing to see New Zealand owned cars advertised overseas before

being offered at home. Recently sighted were a 1910 Brush ex-New Zealand for sale in an Australian newsletter and a 1904 de Dion Bouton in New Zealand for sale in an English magazine.

Veteran activity in Central Otago is seemingly on the increase with George Page working on the wooden frame for the body of a large Hupmobile and holding enough kitset parts for a second car.

Kevin Barbour, who appears to be back in Auckland once more, reports that he has dismantled his Hupmobile for some attention. In Napier, Wayne Richards has found a Ford T to work on to join the EMF in his stable. A small group descended upon Ian Chamberlain’s workshop at the tail end of Labour Weekend to view progress on Peter and Shona Nightingale’s Maxwell town car. A week later the body panels were being painted ready for upholstery and fitting the fabric to the roof.

Manawatu Veteran Rally opened the northern season with a leisurely run around the Manawatu for the 27 entrants. Stewart and Stephanie Barton gamely completed the whole 125kms on their 1908 Holsman, albeit with a little manual assistance up a couple of steep pinches due to slipping drive belts. This primitive machine attracts much interest where ever it appears. The other one and two-cylinder machines had varying degrees of struggle with the hills and the wind but all made the course, while the multi-cylinders flew around with ease, except that one ran a bearing late in the afternoon.

The rest of the season offers as much Veteran motoring as the enthusiasm and the stamina of the drivers and their crews can handle. See you all at the National Veteran Rally in February. bw

**Editor’s Note: this is an Otago Branch project vehicle.*



Where has the time gone? How did it all start? Rob, I guess, was born with an interest in old things mechanical. He recalls a lady beekeeper's Ford T, a 4 cyl Buick owned by Donald Bros, a local farmer's Studebaker roadster that took pigs in the rumble seat to the market at Addington and also the Vintage Packard breakdown truck, all from Amberley near the farm where he was born. His Grandad had a circa 1938 Pontiac sedan and Rob's family an Austin 7 that brings back memories of taking turns to hold up a potty to catch the drips coming through the roof when it was raining. My own family had vehicles better forgotten than remembered, firstly a '30s something Singer that was always broken down but when a back wheel was racing us down the road one day the car was traded for a 1938 Willys. Once going it was OK but to start it required jumping up and down on the running board to unjam the starter. Next came the 1938 Ford V8 that had been the taxi used by Warren's Ford Garage in Palmerston and it was the most reliable of the lot. Cars were something to save you walking or biking as far as I was concerned. Meeting Allan Baker driving an early Veteran car from Christchurch to Dunedin to take part in the Dunedin-Brighton Rally in the '50s did stick in my mind.

When we first married, buying our farm made luxuries like old cars out of our league. There were plenty of old tractors lying under hedges. Collecting and wrecking them to sell parts for pocket money became our weekend outings. One day we came across a 1929 DA Dodge sedan sitting under a pear tree where it had obviously languished for some time. A visit to the owner, the exchange of \$30 and we owned our first Vintage car. We towed it home behind the Model A Ford that was our farm truck at that time. We decided that as we now had a Vintage car we should join

the VCC. In those days Ashburton Branch was a sub-branch of Canterbury. Soon the car was stripped down and the mechanicals re-done. Rob didn't think he could cope with painting and panel beating so the help of the late Colin Bearman was sought. It was from Colin that Rob learned a lot of the skills he has today. At this time I found my 1936 Chrysler roadster in a car yard in Christchurch. In those days PV vehicles were only just beginning to be accepted into the VCC and then only after being inspected to make sure they were of a suitable standard. We did a repaint and tidied up the rumble seat area and after a couple of attempts it was duly accepted. Nothing more was done to this car until last year when I had it re-upholstered.

In October 1972 the DA was ready for its first VCC event but the damn thing wouldn't go and much to the kids' disappointment we had to go in the modern. One month before our younger son was born we took part in the Ashburton Annual Rally that took us to Mayfield where we queued for lunch on Mid Canterbury's hottest ever day that incidentally was only surpassed last year. The baby and I both made it safely and he was born a month later. Wives look forward to receiving flowers on such occasions but I got the entry form for the forthcoming Mid Island Rally brought in to the hospital to be filled out and four days after bringing the baby home, off we went.

1974 was the year of our first Club Captain's Tour to be followed by many reinforcing our love of Vintage car touring. At that time the late Allan Storer was NZ Club Captain. Allan was to become a close friend, his knowledge of all things motoring and mechanical was greatly admired. It was time now for another project, Rob felt we needed a tourer and found a 1925 Dodge, originally a tourer that had been trucked during WWII for use by Cook's Garage at Lyndhurst. Everything was there except a body however one was found in

Timaru and was swapped for a Ford V8 Coupe, allowing the car to be restored to its original type. Our budget didn't allow for any extras, everything was completed in our workshop with the exception of the chrome plating and seat squabs that were done professionally.

The challenge of restoration had taken a real hold and would be terminal. A 1915 Dodge was next. This we got from Ron Duffield in Christchurch who had dismantled every part so what we got was a trailer load of boxes filled with parcels wrapped in newspaper. A daunting task for anyone, but Rob is very patient and slowly it came together. Again there was no body but a friend knew there was one in a swamp near Fairlie that luckily we were able to get. Tyres were a bit of a drama, 25" were difficult to get and \$700 each. We couldn't afford that so reluctantly we exchanged a complete 1927 Dodge Roadster for a new set of tyres. The roadster went to Ross Leet of Waikato. Once again the job was done in our workshop but my sewing machine was never again the same after stitching up the hood.

Now we needed a coupe and when Bert Moore decided to part with a 1929 DA Dodge coupe where else would it go but to our place? At least we had plenty of spare parts. This one originally came from Southland and was in pretty bad shape although nothing that couldn't be fixed. When this was almost complete we decided to part with the DA sedan as only so many cars would fit into our garage. Bill Turner



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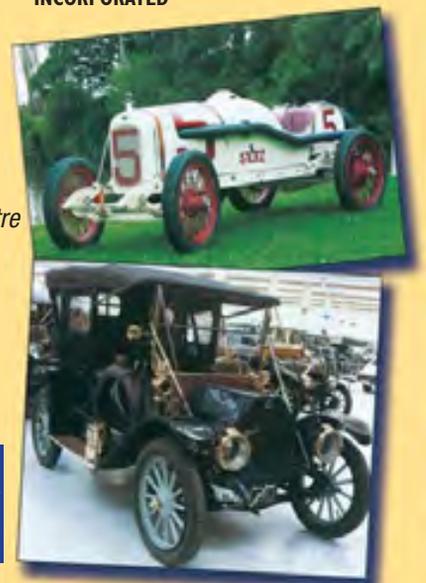
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Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions.

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We can accept articles in handwriting, typed or completed on a computer (any common word-processing program is okay) and they can be posted to: Beaded Wheels, P O Box 13140, Christchurch or email beadedwheels@vcc.org.nz

High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

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

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

The lucky winners of the Beaded Wheels caps for this issue are Pat Kennedy and Bob Hayton. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

from Manawatu became the new owner and motored it for several years before selling it on to Tony Seatter of Blenheim.

By now the challenge of restoring an early Veteran was beginning to look attractive so when a 1902 Oldsmobile motor was spotted on a shelf in Ken Woodhead's shed in Blenheim it was all on. A step was located in the same shed and a visit to Hamilton to the late John Benton's surplus parts hoard sourced the remaining ingredients required. Along the way as it often happens more spares turned up and were added to the pile. Doing the mechanicals was the easy part but when it came to the body, how would Rob get that curve in front? Heating the ply under the hot shower and carefully clamping it around a little at a time achieved this. The dreaded crack never happened and the body was born. It was an exciting day when at last we headed off to the testing station to become road legal. The little Olds' looked rather silly parked beside a large truck and trailer unit being complied but no problems were uncovered.

As that restoration was coming to an end we had a phone call from Allan Storer asking Rob if he was able to bring the big trailer to Christchurch as some help was needed to shift some stuff around at his 'chook house'. The instructions were to bring me along as well. In Allan's rather direct way he said, "She might be a bit of use." We fronted up as bidden and on arrival were told to 'take that b***** load home.' Typical of Allan's generosity he knew that Rob had always hankered after a Chrysler 77 and he had the complete article stored for years and as his interest was more in the commercial vehicle area in his latter years he wanted the 77 to go to someone who would restore and use it. His only directive was that he wanted a ride in it before he died and thankfully we were able to give him that

During the war the car had been converted to a breakdown truck for use by



Chrysler 77 roadster.

Scott's Garage in Christchurch and later by the Cust Garage. Since it had come into Allan's hands he had gathered many spares. The only bit missing, of course, was the back section of the body. With the help of plans from America, Rob was able to build another to the correct specifications to convert the car back to its authentic body style. It was probably the easiest restoration Rob has undertaken as it was very well preserved.



1925 5 window Dodge Coupe.

In the workshop at the present time is 'Grandma Duck', a 1925 5 window Dodge Coupe. She used to be a Mid-Canterbury car having been bought years ago from the Staveley area by Paul Seaton. When she became surplus to Paul's needs Rob decided to bring her home as a retirement project. He hasn't retired yet but the body has been off the chassis and everything redone to "Mr Fussy's" specifications. Alongside, a 1903 Oldsmobile is slowly taking shape. This is a spare time project being undertaken by our younger son using Dad's expertise. It's good to be able to pass knowledge on to the next generation and to have them discover Dad's not such an old fool after all!



1936 Chrysler roadster.

Who knows how many more tales will be added to this? Thirty-five years have passed very quickly and happily as members of the Vintage Car Club. The opportunities

we have had, people we have met and the places we have been have more than made up for living with a man with a shed, and rust and grease in his blood.

bw

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Canterbury Branch 50th Anniversary

Words Tony Becker, Lyndsey Saunders

Surprisingly, a decade went by from the time the NZ vintage car movement was founded in Christchurch, before its largest NZ branch was sparked into life there. A bunch of Canterbury University motoring enthusiasts had created the original "Vintage Vehicles Association" in 1946, becoming The Vintage Car Club of New Zealand (inc) in 1948, as it remains today. Canterbury Branch was not launched until August 1956. Progression to the present 33-acre Cutler Park site took a further fourteen years. Many years of enthusiastic development followed. Named after its most ardent visionary and motivator, Pat Cutler, the McLeans Island home of Canterbury Branch today is the pride of the Vintage Car Club movement. The fruit of those dreams was celebrated over Labour Weekend 2006, bringing together many of the keen club members who had made it happen.

Celebrating 50 Years

Late in 2003 Colin Rae made an approach to Canterbury Branch, to write a book on the Branch's first 50 years of existence. His target was 2006 and a

probable celebration. A 'wakeup' decision was taken by Main Committee to celebrate over Labour Weekend 2006. A small committee was then formed to plan for this momentous occasion. The book project was given the green light at the AGM after Colin's presentation to branch members. The project deadline was set for Labour Weekend 2006.

The small 50th committee was, by then, having regular meetings where various ideas were discussed. A format for the celebration was presented to the Main Committee who approved it without change. Various venues were booked and tasks allotted to committee members. Costings for such an event caused the usual headaches but sound financial planning prevailed. Entry invitations went to all branches. The committee's idea was to have a relaxed weekend with a simple 'low key' emphasis on activities to allow plenty of social and talk time with friends old and new. The planning done, the big weekend arrived, with good weather, good company and a great atmosphere. The celebrations appropriately included a Rally, a Ball and a Dinner, three of our most popular activities. A big 150-vehicle display made up of branch and visiting cars, trucks and motorcycles was presented to the public in

the Equestrian Events Centre, Canterbury A & P Showgrounds. This occupied most of Sunday and was followed by the prize giving dinner.

A highlight of the celebrations was the book launch on Friday evening. *Vintage Gold* is a beautifully made hardback volume of no less than 324 A4 pages. The book presents a carefully compiled history of the first 50 years of Canterbury Branch. Eleven hundred individually numbered copies were gifted to financial members free of charge – a gesture that drew many a 'wow!' The completed book was written and compiled by Colin Rae, ably supported by several branch members as contributors, critics, proofreaders or processors of information. The book offers a broad summary by way of photos and text of those first 50 years. History comes alive within its pages, putting a definitive reference into the hands of every member. Accolades of praise for Colin's years of diligent research and accurate compilation came from every VCC quarter.

Stories flowed all weekend with much laughter - perhaps with just a tad of distortion here and there! Several members from North and South almost matched Jack Gillman who drove from North Shore to take the 'furthest travelled' prize.

Saturday lunch break at Kaiapoi.

Public Car display in the Showgrounds equestrian centre.



34 Beaded Wheels





Above: Club Captain Graeme Sword's pre-rally spiel to entrants.

Above centre: Past and present Chairmen and women.

Fashions worn in the era of entrants' cars were in abundance, the pick of Best Dressed going to Murray Murdoch. Driving his 1939 Chevrolet, Murray wore the uniform of an American Marine of that era. Best Dressed Couple was Jerome and Annette Mehrtens. As for the ladies, Barbara Anderson and Beryl Brass tied for that honour.

50th Anniversary Rally Results

Route one

- | | |
|---------------------|------------------------|
| 1 Royce & Jan Baker | 1930 Austin Chummy |
| 2 Greg Terrill | 1953 Austin A40 Sport. |
| 3 Tony Pyne | 1938 Dodge Coupe |

Route two

- | | |
|----------------------------|--------------------|
| 1 Garth & Pauline Moore | 1930 Ford Model A |
| 2 Phil & Marietta Jeeves | Triumph TR3A |
| 2= Leigh & Tony Craythorne | 1926 Morris Oxford |
| 2= Ray & Glenis Miller | 1930 Durant |

Route three

- | | |
|------------------------|-------------------------------|
| 1 Melville Reese | 1920 Briscoe |
| 2 David Dacombe | 1929 Ford Model A Tudor |
| 3 Chris Sheppard | 1919 Ford Model T |
| 4 Debbie & Ross Butler | 1951 Morris Minor Convertible |
| 5 Chris Dyer | 1926 Ford Model T |

Route four

- | | |
|----------------|-----------------------|
| 1 George Lee | 1905 Alldays & Onions |
| 2 John Armiger | 1912 Renault |
| 3 Don Muller | 1927 Essex |

Overall Prize Winners

- 1 Jan & Royce Baker
- 2 Melville Reese
- 3 Garth & Pauline Moore

Pics at right: Top to bottom: John Cutten, 1909 Hupmobile. Next: Norm and Sam Sisson, 1913 James. Next: Time for a catch-up during the public display. Next: A dapper John Parrot joins two elegantly dressed contestants ready for the prize giving. Next: Murray Murdoch took out the Mens Best Dressed award.

Below: Myra Saunders presenting books to members.



FROM THE OVERALL RALLY WINNERS

Words Royce & Jan Baker

How lucky we were to have had such great weather to allow us to participate in our branch's 50th Anniversary Rally. It was an extremely well organised event by Lyndsey and Myra Saunders and Graeme Sword who were ably assisted by a wonderful team of willing club members who went out of their way to make sure the whole event ran smoothly. The obvious hours of planning, co-ordinating and dedication that went into the three days of events were truly outstanding. Thank you all very much for your huge contribution to the Club.

The theme of dressing up in the style and era of your vehicle was well received and many people participated, showing amazing flair in dress design and plenty of imagination.

Two field tests were participated in on the Oval at Cutler Park at the beginning and end of the Rally which proved to be not only a test of throwing skills but an ability to keep the car moving at all times during the process and in one case stopping on a piece of rope at an angle. It certainly held everyone's concentrated attention, both passengers and drivers.

The four rally routes on Saturday with varying mileages were all very interesting and at times challenging. Questions along the way kept everyone busy and the extra challenge sheet on vehicle names really tested everyone's ability to think outside the square for an answer.

From reports received the Old Time Dance was a huge success on Saturday night and the music outstanding. Well-dressed men and women in beautiful gowns glided around the dance floor and thoroughly enjoyed the evening.

The final dinner and prize giving at the Addington Raceway was also a grand occasion continuing to carry out the theme colour of gold, which was the dominant colour throughout the weekend. The glass drink coasters on the tables were a great idea as a lasting memory of this Golden celebration. Food and drinks were plentiful, interspersed with humorous well-received speeches, prize giving and the light entertainment presented by Grant Hitchings and Royce Baker was well received. A wonderful finish to an amazing happy fun filled weekend.



Whatever happened to...

Tony Becker took the opportunity to chat with one of Canterbury Branch's early keen members - Ses England

Sesyll England rolled up and took the oldest vehicle prize at the Canterbury 50th Anniversary Rally. His sweet little 1898 Vis-à-Vis model De Dion Bouton, of French origin, was designed more than 108 years ago!

Ses had an early introduction to the VCC. In 1959 his plumber/cousin, Norm King, drove onto Ses's new concrete drive, christening it with a large oil stain and said; "Look at the old Dodge 4 I just bought. I've joined the Vintage Car Club. Wanna be my navigator?" Many rallies and night trials followed. Sesyll's uncle's former joinery workshop in Colwyn Ave became Canterbury Branch's first clubrooms. He recalls club nights as "long and late with the low ceiling holding a fog of thick blue tobacco smoke. Beer spillage often covered tabletops and floor!" Cousin Norm soon became Club Captain. He had quirky ideas, like when you arrive at a Night Trial checkpoint at 10pm, making you extract a red hot sparkplug, run around the car tossing it from hand to hand then refit it to carry on – as well as deducting points for the time you took!

"By 1962 I had 'the bug' found a 1922 Dodge and became a member. A highlight of 1965 was being Marshall for the Haast Rally. I was later to join the committee then became Treasurer. This was a fun time for me! By 1970 the 1972 Nelson Rally took me there to assist planning and I acquired a 501 Fiat that I sold to Bruce Pidgeon about 1980. Early in 1970 Ashburton formed a new branch. After the Nelson Rally, VCC of NZ hit severe financial problems. The club rented an office from Ron Hasell, in the Insurance building, Hereford Street. Amidst all this Pat Cutler came up with the option at McLeans Island.

Full of stones, scrub and gorse 20ft high! What vision! It split the Club. Eager workers cleared the ground. Marvellous bonfires, sausage sizzles and cracker Guy Fawkes nights!" says England.

"Along came donated sheds and building materials – even a shipping container that's still there. Rubbish seed donated by the truckload got the grass established.

By this time I had progressed to Harley Davidson and Alldays & Onions



Sesyll England with grandson drive the 1898 De Dion Bouton Vis-a-vis, on the 50th Anniversary Rally.

motorcycles plus a Rover 14 car. An opportunity to become Branch Chairman opportunity was forfeited for the job of VCC of NZ Registrar. I was to do this for some years with a panel of old, experienced members with a wealth of knowledge, vetting cars and new members.

In 1979 the branch was ready to build clubrooms and so I researched the position and drew up plans. Tenders were called so I asked to be included. I was successful and the job was let to me for \$18,000. As the job progressed groups within tackled the kitchen and toilet block. And so the clubroom was built and duly opened.

Since then other facilities have been added, but prior to the clubroom 'The Barn' had been built by working bees and served as a marvellous start to the club. It has always been the base for workers and the early runs from the island. By the time the Clubroom was opened the branch renamed the area "Cutler Park" in recognition of all the work and planning by Pat Cutler. He, like many of the workers, just about lived there most weekends. All this had its downside for there was a group who did not want to be involved. They broke away to form the Banks Peninsula Branch."

Sesyll England had bought a Sunbeam 20.9 hp and 1956 Mercedes 180 by 1980. In mid-1986 Ses left to take on a Picton business, transferring to the Marlborough Branch but had little time for his hobby.

Ses continues; "In 1988 I purchased the 1898 De Dion Vis-à-vis which was not running. After a year or so we attended a few rallies with it. My interest has matured with the great experience of the old members and Veteran Cars.

A steep learning curve for rally organisers came with the introduction of 1960+ classes. In the 1970 – 1980s I attended the Annual Rally. I was the only Veteran in that class. I am pleased to say times have changed; things are more exciting for the Veteran owner now!" says Ses.

"My move from Picton to Nelson in 1990 saw me on committee then as Chairman there."

Ses was thrilled to sit in the replica of the first South Island car, which ran from Christchurch to Oamaru. Constructed by M R Dennison, it is believed to reside in the VCC Oamaru Clubrooms.

He adds; "The fifty years of Canterbury Branch is a monumental achievement for members and their vehicles. A special thanks to all involved and please remember all those good members of Canterbury Branch who have through retirement, work or other reason moved to other branches as I did. They helped make Canterbury the branch it is and had heaps of fun doing it too.

Finally, it was most gratifying for Canterbury Branch to receive an acknowledgement of their achievement from Banks Peninsula Branch on the occasion of its 50th Anniversary. We are all members of history and preserving the motorcar heritage. The wonderful thing for Canterbury Branch though is Cutler Park and the Clubrooms, the Spare parts, plus the bonus of such great touring country as Canterbury. I have over recent years joined the Veteran and P.V. Rallies and always attend the Swapmeet, which is the catalyst for NZ members to meet and trade," says Ses.

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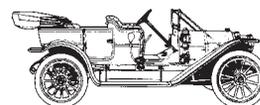
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Payment must accompany your advert. Cheques should be made payable to Beaded Wheels. Post payment & advertisement to Marketplace, PO Box 13-140, Christchurch. VCCNZ members must be financial and state their branch to receive discount rate. Deadline for receipt of advertisements and payment for February/March issue 10 January 2007.

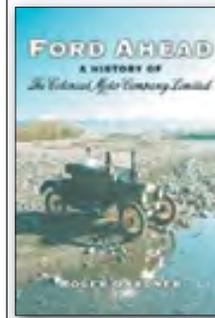


1928 DODGE STANDARD 6. Complete, original, in sound condition. Very reliable with loads of spares. 7 owners from new. Present owner 10 years. Current reg and WOF. Good history. Personalised plates. \$12,000 ono. Phone 03 358 2008. Mem.

MEM



1934 AUSTIN 10/4 RESTORED 1990s. Excellent upholstery, new muffler, luggage rack 12v electrics. \$4,950 with spare engine block and cylinder head. Phone 06 374 8146.



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A few remaining copies of Ford Ahead are available and can be purchased at \$59.95 incl post/pack in NZ. Contact Roger Gardner, PO Box 118, Masterton. Email roger.gardner@xtra.co.nz



1947 CITROEN LIGHT 15 small boot saloon type 11CL6. An elegant stylish classic car finished in black with grey interior. Restored over recent years and in excellent condition. Manuals, spares, registered and WOF. \$15,000. Phone 03 545 2521, Nelson.



1952 DAIMLER DB18 SPECIAL SPORTS Drophead body by Barker. 2½ litre six cylinder, twin SUs, overdrive preselect gearbox, giving superb open road cruising. Leather and mahogany interior. A high quality and rare car. \$55,000. Phone 06 844 0464 or 027 446 1986.



1952 DESOTO DIPLOMAT. In original condition paint & upholstery. Motor has been reconditioned. This car is a pleasure to drive. It is stored in Hokonui Pioneer Park Museum at Gore. \$16,500. Phone 03 208 7546 or 0274 858 000 after 6pm.

MEM



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



1970 TRIUMPH SPITFIRE by tender. Extensive restoration and complete repaint. Reg & WOF hard top and soft top. Can be inspected during normal working hours. Inders Marineland, Hokonui Drive, Gore. Address tenders to the above closing 31 January 2007.

MEM.



STUTZ DUAL COWL TOURER SV16 straight 8 OHC. 6 wire wheels. Older restoration. Genuine enquiries large spares inventory if required. Phone 09 817 8313. Email patcourtney@xtra.co.nz



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TRIUMPH 2500S 1978. Old English white, one owner. Interior immaculate, mileage 26,176 genuine. Automatic, needs minor repair work to body and new paint. Current WOF, registration. Fifteen months will be club eligible. Contact Ed at 06 348 4547 or 027 249 4686. Hugh at 06 348 4914.

MEM

WHITEWALLS 16" FLAPPERS, top quality, low price only \$159.99 inc per set. Delta 4WD parts, 179 Ferry Rd, Chch. Phone 03 377 0029, all major credit cards accepted

FRONT END BEARINGS: Bought for early 20s Stude. May fit other make & models. Two each Timken 3660, 2330, 3620, 2382, 3331, 3381. Replacement cost over \$2,000. Sell \$500. Phone Garth 021 922 242.

Tenders are invited for the purchase of a
**MODEL A FORD MOTOR CAR
(SEDAN)**

believed to be 1929, colour black, Registration Plate AI1001.

Particulars and conditions of Sale and the form of Tender document are available from the Vendor's Solicitors: Walker MacGeorge & Co., 68 Queen Street, Waimate.

Telephone: 03 689 8139 Fax: 03 689 8475. Highest or any tender not necessarily accepted. Tenders close 31 January 2007 and the signed Tender documents including the Particulars and Condition of Sale should be forwarded in a sealed envelope marked on the outside "KM Cahalan Estate Tender" to Walker MacGeorge & Co., solicitors, 68 Queen Street, Waimate in accordance with the Conditions of sale.

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

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Phone/fax Barry Emms 03 342 5677 MEM email: barry@qualityrebuilds.com
www: qualityrebuilds.com

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

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

1930 NASH LIGHT SIX MOTOR with front mounted water pump Phone 528 4411 or 021 925 299.

4 CYL ALLDAYS PARTS 1906-11 20 horse power 4 beaded edge rims 815x105 dia 24.12" inside 2.46" and 3.22" where tyre fits to sides. Separate hand and gear lever not connected together. Clutch control arms and clutch pedal or to get patterns off. Write Russell Wallace, 6 Tutchen St, Tauranga or phone evenings 021 0245 7984

AJS 1928 500CC Frame, forks, rear brake plate, brake pedal, wanted. Phone Tony 03 217 3238. Email aylingfamily@xtra.co.nz MEM

BEADED WHEELS DECEMBER 1956 WANTED. Last one to complete my set. What can I bribe you with? Paul Hicks 09 425 7015 or email hicks.family@xtra.co.nz MEM

CHEV COUPE WANTED, prefer motorable condition. Ph 03 322 8493 or 027 224 7571 MEM

CHEVROLET 1929 TOURER body panels, guards in particular. Phone Andy 03 540 2546 Email andy_brown@xtra.co.nz

CHRYSLER IMPERIAL 80 1927 wire spoke wheel wanted. Please phone Phil 021 749 148. MEM

DIFF HEAD EX 1960s WOLSELEY 6/110 AUTO. 11/39 teeth (3.54:1 ratio). Phone 03 577 7839.

MID THIRTIES CHRYSLER, DODGE, Chev or Plymouth, fully restored, older restoration acceptable and other makes considered. Phone 03 217 6243 email stuville@xtra.co.nz MEM

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

MORRIS COWLEY 1925-30 OCCASIONAL 4. Would prefer complete car. Anything considered: information, body panels, 3-stud wheels, etc. Ph 03 688 4803 or email aries2@xtra.co.nz MEM

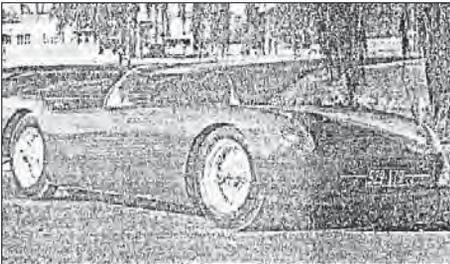
RUDGE WHITWORTH 70 SPOKE, 19" well based wheel. Phone Paul Hicks 09 425 7015 or email hicks.family@xtra.co.nz MEM

RUNNING BOARD BRACKETS for 1934 Austin 12/6 wanted to buy. Any condition. Phone 06 355 3124, Palmerston North MEM



Don't forget to notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our February/March issue closes 10 January 2006.

WANTED TO BUY



HRG/SINGER SPECIAL – INFORMATION WANTED Rebodyed by Barry Walker, this car was broken up in the Gisborne area (mid to late 1960s). If you remember the car or can help with missing parts please contact me. Any information welcomed. Phone 03 3578215 or email owen.davies@wmk.govt.nz **MEM**

TWO ALLOY KICKPLATES (valance mounted) with 'NZ' and fern leaf design. Size approx 12x6". Phone Wayne 03 382 3228 or email ltomlins@xtra.co.nz

AMERICAN VINTAGE ROADSTER 1928-31 can be older restoration needing tidy-up but must have rego or be on hold. Phone Ron 03 313 4465 **MEM**

Beaded Wheels

Advertising for our February/March issue closes 10 January 2006.
Editorial copy for the February/March issue should be post marked no later than 2 January 2007.



CAN ANYONE IDENTIFY THIS BALLJOINT. We are trying to restore a 1940s speedway midget and need to replace these items, what are they? Has anyone got any? Also looking for 40-50s 4-6cyl pref LIP or EIP Vauxhall running engine for same car. Phone Dave on 09 233 6532, 0274 419 692 **MEM**



SWAP MEETS & RALLIES



Horowhenua Branch of VCCNZ Inc

SWAPMEET & COLLECTABLES DAY

Saturday 24 March 2007

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

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

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

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

ANNIVERSARY WEEKEND RALLY

27-28 January 2007
Bay of Plenty Vintage Car Club Inc

The Rally venue is once again at Sapphire Springs – onsite accommodation, hot springs, bush walks.
There are also motels and homestay accommodation in Katikati.

Saturday
Rally Packs, meet up with old friends etc,
Sunday
Competitive Run, first car away 9.30am

Enquiries to Rally Secretary: Graeme Blackstock & Christine Mahon, 40 Woodlands Rd, Katikati phone 07 549 2152.

PROUDLY SUPPORTED BY SOUTHERN CROSS



ATTENTION!!!
MOTORCYCLE ENTHUSIASTS

Time is running out for you to enter the

The VINTAGE CAR CLUB OF NEW ZEALAND (Inc.)
20th National Motorcycle Rally

Christchurch

16-18 February 2007

Contact: The Rally Secretary.
PO Box 8510 Riccarton, Christchurch

LATE Entries accepted until January 10, 2007.

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PUKEKOHE SWAP MEET**
Feb 24-25 2007

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General Admission \$ 8 per day
Gates open at 2 pm Friday.Bar & Showers on site
Live Entertainment Sat Nite & Sunday at the Car Show
Sites are marked out. Specific areas for
Auto / Engineering etc. I.e Blokes Stuff & Related

SUNDAY CAR SHOW
Cars in by 11.00 am
Not out before prize giving
(approx 2.00 pm)

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SORRY NO DOGS ON A & P GROUNDS

For more info
Car Show Rob 0274 956 567
Site Info Bill 021 902 602
www.chevroletclub.co.nz/events.htm

 **RALLY UPDATE**

**NATIONAL SOUTH ISLAND
EASTER RALLY**

April 6 - 9 2007
Hosted by
OTAGO BRANCH
VINTAGE CAR CLUB OF NEW ZEALAND



- Entrants will be responsible for arranging own accommodation. We suggest that this is not left to the last minute.
- Expression of interest can be forwarded to listed contacts.
- Entry forms have now been posted to all South Island Branch secretaries and those who requested copies.
- A newsletter and receipt of payment for entry will be forwarded to all entrants from mid-October.
- Prize Giving Dinner and Rally routes will start and finish on outskirts of Mosgiel. All other activities centred in Dunedin.

RALLY HEADQUARTERS Forbury Park Raceway, Victoria Road, Dunedin

REGISTRAR Denis Johnson Phone 03 476 2923 Fax 03 476 3923 Email denis.johnson@clear.net.nz	RALLY SECRETARY Marion McConachie PO Box 5352, Dunedin Phone/Fax 03 453 0404 Email bmmcconachie@xtra.co.nz
---------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------

 ROTARY CLUB OF AVONHEAD
P O Box 31051, Ilam, Christchurch

**TWIN RIVERS
CLASSIC CAR PARADE**
~ CHRISTCHURCH ~

Sunday 18 February 2007
All proceeds to a local charity

Assemble from 12 noon and have lunch
before setting out at 2:00pm.

Starting and finishing in North Hagley Park
Take a journey in the Garden City on the classic route along
the Heathcote and Avon rivers.
There are many short-cuts available for those cars and
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**Enquiries to Steve Foster,
Phone 354 0536 • Fax 354 0537**

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9AM TO 5PM



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- Veteran Cars
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- Vintage Aircraft
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Further information: Phone (09) 235-8924 (Waiuku i-site) or rosscrook@ihug.co.nz or www.railfan.org.nz

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National Veteran Rally

6th - 11th February 2007

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



This Hub Type Rally follows on from the Parliamentary Tour of the North re-enactment. It is centred around the Pukekohe area where you will enjoy motoring over the quiet roads of rural South Auckland.

For information and Entry Form contact:-

Rally Secretary
Shaaran Price
17 Birdwood Road
SWANSON
West Auckland

Ph/fax 09 833 8575
Email asprice@xtra.co.nz



Hosted by

Auckland Veteran & Vintage Car Club

ENTRIES CLOSE 30 NOVEMBER 2006

OVERSEAS EVENTS

A small selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. Readers are urged to check the date of any event with organisers before making plans to attend.

A much more extensive list is available by country and period from Rob Knight, 48 Fairview Avenue, Feilding. Tel 06 323 3104 or fax 06 323 3102.

2007

- Jan 25 - Feb 4 Melbourne Federation Tour, all historic vehicles.
pbgabe@netspace.net.au. Peter Gabe phone 0061 3 9558 318
- Feb 11 French Car Festival, Como North, Victoria. All French cars welcome.
- Feb 23-24 AACA Winter National, Punta Gorda, Florida.
- March 5-9 Third down Under International Steam Fair, Echuca, Murray River, Victoria. Susan May at psmay@optusnet.com.au or 8 Roberts St, Essendon, Victoria 3040.
- March 26-30 National Veteran Rally, Busselton, West Australia.
- April 20-22 Creepy Crawly Veteran Run, Mid East England, Stephen Curry, 020 8574 5880.
- May 30th Boulogne Bicycle Rally, www.theoldbicycle.co.uk
- May 10-12 AACA Spring National, Newbern, North Carolina.
- May 18-20 The Brighton of the North, Hull to Scarborough Veteran Car Run.
Email: veterancars@orange.net
- Summer Techno Classic - Essen Germany
- June Centenary Meeting Brooklands, Tony Hutchings,
Tel 01 344 844 287 www.brooklands.org.uk
- June 2-7 AACA Founders Tour, Vermont/New York
- June 2-10 30th Anniversary Riley Club of Holland Tour, NZ
Contact Ramon Farmer 03 339 6048
- June 10 - 31 July Peking to Paris, A re-enactment of the original 1907 event for Veterans, daniel.ward@threadneedle.co.uk
- June 24-29 New England Brass & Gas Tour, Warwick, Rhode Island, Horseless Carriage Club, Skip Carpenter, 265 Boylston St, Shrewsbury, MA01545

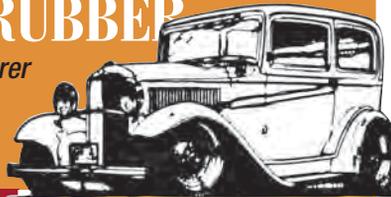
- June/July Peking to Paris, special news for Austing 7 Chummy owners,
kipcarwaistell@hotmail.com
mail@endurorally.com., www.pekingparis.com
- June/July Veteran Tour to the Outback, Queensland. Contact John Stewart,
0061 3359 8841 or j.stewart@aospl.com.au
- June 24-29 New England Brass & Gas Tour, Warwick, Rhode Island,
Horseless Carriage Club, Skip Carpenter, 265 Boylston St,
Shrewsbury MA 01545
- Aug 31-Sept 2 Snail Trail, veteran run South West England,
Bob Smith 01803 292 775
- October Riley Rendezvous - South Africa, Mike Jones, 14 Chelmsford Ave,
Essexville 6070, Port Elizabeth, South Africa
- October 10-13 Hershey Swap Meet, Pennsylvania
- October 12-22 RALLY WEST 2007. Veteran Car Club of WA National Rally
www.veterancarclubofwa.asn.au Open to pre December 31, 1930
vehicles. Contact John McLean 08 9448 2120
- November 2-4 London to Brighton Weekend 01 462 742 818
- November 17-18 Bendigo Swap Meet, Victoria

2008

- TBA National Tour to Celebrate 100 years Ford T, Model T Ford Club,
Echuca, Victoria, Australia
- TBA FIVA World Rally, Portugal, Madeira
- 2010**
- Summer AACA 75th Anniversary Celebration, Joseph Gagliano,
PO Box 634, Zoar, OH 446697, gaglio@aol.com

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 Ph 03 980-2061
 Mobile 027 435-3400
jroland@clear.net.nz

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

Deadline for February/March issue 10 January 2007



Ashburton

Les Bennett

Our motoring season began on 17 September with the Opening run, organised by Lindsay Olsen and Ian Harrison, and held in conjunction with the South Canterbury Branch. 36 vehicles left the clubrooms and made their way to the Carew school to be joined by an equal number of vehicles from South Canterbury Branch. From there the route took contestants to a lunch stop and field tests at the Rangitata Huts at the mouth of the Rangitata river. From there to the home of Bryan and Mavis Wilkins for afternoon tea and to view the collection of cars, Bryan has mostly Chryslers.

Our Spring Rally held on 15 October attracted 52 entries, including several visitors, and consisted of a run to the Ashburton Mouth at Hakatere, followed by a run back to Ashburton to visit Trotts Gardens in Racecourse Road. The Veteran section was won by Rob and Diane Ross in the 1915 Dodge. Commercial was won by Ian and Doreen Nichol森 with a 1929 Ford A roadster Pickup and motorcycle by Paul Dyas on a 1971 Laverda. Post Vintage was won by Ron Galletly with his 1935 Chrysler Convertible and Vintage by Cynthia Young in her 1929 Chevrolet sedan. Post war was taken by Trevor McKeown with a 1959 Morris Minor. Colin Wolfreys won the Post 60s section with a 1972 MGB.

Spotted Trevor Love the other day driving a recently purchased 1956 Ford F100 pickup, very nice it looked too.

Rob Ross has reached the painting stage with his 1925 Dodge five window Coupe, he calls it Grandma Duck because of its appearance!

David Oakley has almost finished the restoration of a Triumph 2.5 PI, which in past years he did his best to wear out! I bet he looks after it better this time!

Auckland

John Stokes

Motorcycles: We extend condolences to Colin Tomkins' family, Colin was a staunch motorcycle section supporter for many years. Colin's favourite mounts were a 1929 7/9 Harley and chair and a 1938 Harley Servicar. A Model A Ford was also in the picture in recent years. Colin will be best remembered as an instigator of the very popular New Year's Day run. Our condolences also go to Bruce Oldham's family upon his passing. Bruce was known for his 1938 Triumph 3H Deluxe. Monty Wray has finished a 1963 AJS 650cc model 31 P. The P stands for police and the machine is ex the Cumbria police force. Monty had some fun compliancing the bike as police models had different frame numbers to the standard production bikes. This machine pulls a sidecar. Bob Masters has got permanent loan of a mint, and this includes the original tool kit, 1930 one owner Sunbeam Model 9 twin port. The original owner is aged 101 and no longer rides. Ninety-year-old Hugh Batty who raced motorcycles from 1936 to 1953 spoke at our September meeting. New motorcycle members are Paul Downie with a 1935 Panther M100 and a 1950 Matchless G80, and Rex Leech with 1958 and '60 BSA Bantams. John Caulfield has knowledge of an FN inline motorcycle engine. Vintage: Mike McGinley has his 1928 14/28 Flatnose Morris roadster on wheels. Good to see very long term member Ed Moffit out in his 1928 Essex on our Mid Week Tourers run. This car made it acceptable to own a sedan in the 1960s Auckland club. PV PWV P60V: Russell McAlpine is tidying some of the panels on his 1962 Austin Healey Sprite. New PV PW people are Malcolm and Sherryl Kennedy with a 1936 Austin Seven saloon. Ted Spain with a 1934 Ford Roadster, '35 Ford Coupe a '60 VW Beetle and a '65 Jaguar Mk 2. Rob Webster has a collection of Chevrolets ranging from 1923 to 1965, so he fits the Vintage section as well. In addition there are two Canadian Military Pattern 1943 C8 AX Utilities and a 1950 Austin A40 Devon and a '71 MG Midget. Barry and Nicola Birchall

have bought a 1952 Daimler Consort ex Te Puke Auto Barn while Alan Woolf has bought a 1950 XK 120 Jaguar, ex the late Geoff Manning. John Poole has had a new floor pan pressed for his 1936 Chev coupe. Nelson Taylor has bought a 1933 Packard Victoria coupe ex Australia. This car got extensive publicity in another magazine. This years Hunua 100 rally attracted some 66 entrants comprising one Veteran, twenty-eight Vintage, seventeen PV, twelve PWV and eight P60V, The four motorcycles were mainly PWV. Top marks to Barry Birchall, 1912 Cadillac and Berni Engleback, 1925 Rugby, the only rear wheel brakers entered. The run left Massey High School and traversed North West Auckland through Swanson, Bethells, Muriwai and it's gannet colony, Kumeu, and Waimauku to lunch at Helensville and then back through Kumeu and Taupaki to finish at the High School. Overall winners were Shirley and Rob Bovis in the 1928 Model A Ford. General: We note with regret the death of former branch member Des Chapman. Des was going to navigate for George Mihaljevich on the Hunua. Des had been Northland and Hawke's Bay resident in recent times but was one of Auckland Branch's characters from the mid sixties to the early nineties. Des had a long-standing involvement with the Renault Charabanc and was a frequent attender at working bees and the Hunua lunch cook crew in the seventies and eighties. Our sympathy to his family.

Bay of Plenty Jack Hoven

It took 48 years for our branch to make the big decision to finally purchase our own clubrooms. One of the reasons for this delay probably was the fact that we were able to use the Tauranga Bowling Cub rooms at very reasonable terms.

Thanks mainly to Bruce Hutchinson and his team, an excellent proposition came to light in the form of the ex-Tauranga Women's Bowling clubrooms. After inspection by members all agreed everything was right, excellent amenities, location, parking and price.

Our branch also decided to purchase the extensive collection of car books from the Te Puke Autobarn to add to our existing library. Dave Ryan volunteered to put up shelving and Nola Jobin volunteered her services as an experienced librarian. So this branch is really going places!

On a less exciting note, a large contingent of our members attended our last visit to the Auto Barn. As most of us know the Auto Barn closed its doors on the 31 October. After running it for 17 years Ray Singleton wants to have a well-deserved rest. He put the barn up for sale but there were no takers and he is closing down. By the time you read this the big two-day auction will be history.

On behalf of our branch our thanks to Ray for making his facilities available to our members for starting and finishing runs and many memorable Christmas celebrations. Fortunately we can now move into our own clubrooms, as the saying goes "when one door closes another door opens" except with my Studebaker, if I close one door – three doors open!

Canterbury Tony Becker

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

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

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

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

A novel event that deserved better support, was the "Drive-in Movie Nite",



well organised by John Ackeroyd. About 25 cars lined up. Good old fashioned laughter. Maybe a cuddle or two?

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

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

Picture; p1210184 - Veteran Ralliests try their hand at claybird shooting. PB111231-Colin Hey and son. PB111244-buzzzzzz! PB111251- cobbbers take a spell. PB111254-Guv Bay Break. PB111258-the intriguing Briggs/Honda overpowered its Pica ladies Sportcycle.

Central Otago John Loudon

Not a great deal going on in Central Otago it seems lately, apart from our Annual Blossom Festival Rally it has been quiet.

This year's rally attracted 38 entries and once again some different vehicles and faces plus our usual ones out for the day's events. As I was volunteered to help set out the route we were non-competitive but gave the Chev a run anyway.

Sometime before the run finished we returned to the clubrooms and opened up the parts shed as the first cars were arriving there.

Our Chairman, Robert Duncan of Packard fame, required better wheels for one of his Packards and decided to make new ones himself.

They were machined from solid steel and took around 30 hours each with much head scratching to stop the chatter but this was overcome with the end result very smooth.

In addition, tools had to be made to put the dimple in for the spokes, all at the right angle as well, so quite a masterpiece when you see the complete chromed wheel.

Murray Pryde's 150 Jaguar is well on the way to completion with all major work done and almost ready for the first crank-up. Lionel Day at Earnsclough has been doing the bodywork with lots of problems getting things to fit and lineup. He has done a beautiful job and it looks as good as a showroom car. Being a fussy man for finish I am sure Murray will be very pleased with the end result.

Another of our members, Rodger Healy, has a good knowledge of Ford 10 cars going right back to the early ones and how they were improved along the way. Rodger owns one of only two known to exist of an overhead valve conversion head made for Ford 10 in the early 1930s, so very rare indeed. It is inlet over exhaust and a very neat casting. At some stage someone started to do a conversion to fit twin carbs on but this could be all removed and put back to its original state.

He couldn't give much on final performance figures but must have made quite a difference over a standard engine in these days even if it wasn't a total success as suggested. Thanks for an interesting item and history Rodger. Cheers until next time.

Eastern Bay of Plenty Elaine Proffitt

Eleven vehicles ventured out for the August club run which included some straight-line navigation practice taking us to Manawahe. Very high up, we were treated to magnificent views taking in Whale Island to the Coromandel. From here we travelled a short distance to Herepuru Road and the home of Cliff and Ann Cairns where we viewed their extensive collection of Landrovers and took a walk around the garden. An unexpected treat was an afternoon tea of tea/coffee, scones and cake provided by Ann. Four cars travelled to Rotorua for their rally and while no placings came our way, the run and dinner were enjoyed by all.

At August club night Walter and Alison McFarland gave us a very interesting talk on their recent holiday in China and showed us several items they had brought back. September started off with a run to Opotiki for the silent film festival which has become very popular. Members had a picnic lunch and then went to the film "Tarzan of the Apes". The following weekend it was our club's turn to visit Gisborne for the annual inter-club social exchange. Eight cars made the trip and a great weekend was had by all. Gisborne took the trophy but, that's OK Gisborne – there is always next year! Earlier in October, the Lions Club enlisted the help of members and their cars to pick up about 50 elderly people from their homes and take

them to the Intermediate School where they were shown around the school, given afternoon tea and listened to a musical item by students and then taken home again. Thoroughly enjoyed by the visitors. Several members also displayed their cars at the recent A & P Show.

Hawke's Bay Rod McKenzie

Hawke's Bay is a busy place for those of us lucky enough to have a Veteran or Vintage car to use, and several of our new members, have recently begun to use their new acquisitions. It was reported that seven new members were welcomed to the branch in November with vehicles varying in size from the diminutive 1929 Austin Seven to a 1946 Dodge half-ton truck, and in age from the 1926 Ford T Coupe to a 1964 MGB.

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

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

the veteran owners visited seven churches showing a huge variety of architecture, and were joined on the Sunday by nearly 100 other member's cars. It was observed that many of us will be "on side" now for some considerable time!

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

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

Horowhenua Peter N

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

Ivan Horn kept us all amused with an account of his trip to the USA and the Hershey swap meet. Got some goodies as well. Sunday runs carry on, but the great news is the building progress of the new clubrooms. Now ready for the floor pour on 6 January. Looks just great and a fine effort *Far North Branch members on their Kaikohe Kalling run.*



by all those involved. Power, water and phone connected and all the trusses and roof structure ready to collect and put in place. I did overhear Ivan say next club night on site so bring your own chair and biscuit! Members paid a visit to the Wellington branch on a Friday night and received the royal treatment and the chance to get spares from a well-organised spares department. Restorations are still making great progress, but will save this till next time. Christmas dinner was held in Otaki this year.

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

Far North

Dave Duirs

This sure has been a busy time!

Rosco's Rocky Road run, which had pre-warnings of a challenge, certainly proved to be just that as a small fleet tackled the sand, mud, undergrowth and brain teasing navigation in the Aupouri Forest where some of us became waylaid and disorientated before lunch, followed by further negotiation of forest tracks, ending up at our hosts Rosco and Raewyn Pennell's for afternoon tea. After a tally up, one car was announced missing! An hour or so later it was found stuck in the sand with a crew which had almost resigned to sleeping in it! Mike Courtney and the Rough Riders in a 1955 Landrover (loaded to the teeth with everything from tow rope to chainsaw) were the winners this day.

The mid week tourers met at the Landing café next to the Keri Keri stone store for a relaxing chat and meal and this month's noggin'n'natter took us to the Whangaroa Big Game Fishing Club for dinner, as the car club rooms were still unavailable because of renovations which have seen Dave Hills and his mighty team of workers give the place a tidy up to be proud of.

The Stevenson's Kaikohe Kalling met at the historic Ohaeawai pub with a large line up of all classes of club vehicles which rallied cross country back to Kaikohe and up to the memorial where a local identity gave us a most informative run down on local history. The lunch stop was at the Kaikohe Pioneer Museum to browse amongst some great memorabilia and heavy machinery from early days. The group then toured back to our hosts for afternoon tea and to catch up on John's Chev restoration progress.

Matthews Vintage Collection open day over Labour weekend had a team of club members feeding the "masses". This is always a great opportunity for members to interact with the public, have a few laughs, burn a sausage or two, make a few dollars and then enjoy a meal with our hosts at the end of a busy day. As part of our site we assemble

three canvas gazebo shelters. Every time these are used we vow to mark each piece to simplify the process which always seems to have a fitting problem somewhere. That is never done so when the construction team (names withheld for privacy and other reasons!) of the Honourable Chairman, his dutiful Secretary and one visitor from Thames began the job. The first two went up quite well with some debate and skinned knuckles. For what ever reason the inevitable happened on the last one and the team ALL agreed there were several pieces missing. The leader scoured the county for the bits while the lackies conceded we would probably have to cut back by one bay and fold over the surplus canvas. Horror of horrors, an hour later, Winston Matthews who was already overworked getting his exhibits prepared, walked past and calmly informed the team that nothing was missing as we were trying to create an extra bay the thing has never had before!! With tails between their legs the lads quietly completed the erection process!! The cooking team did a great job on the day, paying for the new BBQ with a few dollars left over...all great fun with a fair bit of ribbing for the builders.....did anybody mark all the pieces?

Ruth Reid has very kindly taken on the job of updating the Branch phone book and by ringing members is also including our e-mails so that we can set up a quick reminder-contact system for club activities. This has been a huge undertaking and will be much appreciated.

The working bee to prepare for the Far North Tour achieved its goals of checking all the catering gear, preparing the menu and tidying the parts shed. This last chore always manages to have the blokes rummaging and discovering treasures before the visitors come along.....its always hard to throw anything out!

Some members attended the Christchurch swap meet and as a result, some more vehicles are coming north. Our member and vehicle numbers are growing rapidly and there is also the added interest of a new Classic Car sales enterprise in Kerikeri.

The weeks ahead are fully booked culminating in the Autospectacular on January 6.

Gore

Raewyn Dodds

The year has come to an end already and the summer season is well under way. 2007 here we come!

A large contingent made the pilgrimage to the Christchurch Swapmeet again this year and were thrilled to be able to take some sunny Southland weather up with them. And, no doubt bring home that extra special bargain or make someones day with some treasure from down south. The following weekend had us joining with Southland and South Otago for a combined

run and overnight stay at Pounewea, in the Catlins area. Thirty cars and their minders enjoyed a beautiful sunny day on Saturday to amble down there. Branch members were mixed up for a fun quiz after tea enabling everyone to get to know someone new. A final Field Test on Sunday morning before the rain set in. Gore is the proud recipient of the 'Trophy' again. A very successful weekend, not because we won but because we all got to mix and mingle with lots of different cars other than those on our normal club runs (well that was one of the comments I heard and if bonnet lifting is any indication...)

The last weekend in October was our 'Opening Run' to the Wyndham area to visit a place of amazing memorabilia. Places like that make our 'vintage' homes look empty. Everyone has completed their winter restorations, albeit any ongoing tinkering, of course, and are revving up nicely for a summer of motoring.

By the time *Beaded Wheels* comes out our Inaugural Hillclimb will be over. More about that next magazine. December will be our Annual Run out with the RSA members. In between those dates we will make the most of our position and join in with any Southland and South Otago runs that take our fancy.

We wish everyone a very Merry Christmas and lots of Happy Motoring.

Hawke's Bay

Rod McKenzie

The membership of the Hawke's Bay Branch continues to grow with now something over 300 members, due in no small part to the huge influence of Art Deco in the district. It is noticeable that those new people for the most part have grey hairs, so it is not the younger set that is finding the fascination of Vintage motoring to their liking yet. Perhaps they still have to discover what enjoyment can be had from elderly cars.

Lots of fun was had by entrants from all over the country when for two successive days in September the branch was involved in hill climbs at Te Onepu and Pukeora. A total of 90 cars were involved, so Ron and Jenny Day as organisers, were kept on their toes. It is a shared event with the local car club, who really appreciate the Vintage fraternity turning out to do the marshalling jobs for them. Among the drivers are a number of younger folk and they got a thrill seeing such cars as Ann Thomson's 1906 Darracq scamper up the hill each day. Perhaps it is from those ranks we will see more interest in some of the aspects of Vintage motoring. One of our people marshalling got a huge fright when a miscreant Toyota MR2 went awry and spun up right at their marshalling point taking off its nose in a willow tree and rearranging

the blackberries on the side of the road. It was spectacular, and a bit close for comfort.

The monthly mid-week runs are still receiving lots of support from our retired members, with interesting places being found for them to visit each time.

Glynn Clements has stirred up the motorcyclists among us and has arranged an annual run for them the past couple of years. He has been getting some good support from the keen two-wheeler guys. For some years the motor-cyclists have not been very active, or not well catered for, so it is good to see someone take ownership of this section of our branch activity. To keep the enthusiasm alive for Art Deco in the Bay it doesn't take much, mind you, thirty-five Vintage cars assembled for a weekend in June for Deco Decanted. Rides were arranged whereby the public could have a short ride around the streets of Napier for a gold coin donations, and over \$600 was raised for child cancer. The same organisation will benefit again in November when our people join with the Central Hawke's Bay Aero Club for a day giving rides to the kids and their families.

A restoration run during the winter at the sheds of Wayne and Shona Richards saw a turnout of about 60 people to view the work being done on his 1913 Ford T tourer and Gavin Harris' 1918 Ford T pick-up

truck. If the weather had been kinder, some of the owners of Ford Ts would have been there to show off completed vehicles and perhaps have given some driving lessons. It is always huge fun showing someone the ropes for the first time with a Model T, so if you haven't had a try yet, do it some time when you get the opportunity. Everyone else will enjoy your discomfort.

One of our founder members, Charlie Black, celebrated his 90th birthday recently with a good turn-out from the club to wish him well. Charlie's knowledge of the Vintage motoring scene in Hawke's Bay is legendary. He still drives his 1930 Ford A on local runs, and is occasionally to be seen in his Veteran Wolseley which he has not long finished restoring.

Mark Jenkinson and family put on a twilight run to Ocean Beach in early November, but only about eight club eligible cars arrived. The barbeque at the surf clubrooms was great with lots of good food, and those attending went home very satisfied. There may well be some huge changes to the area if the developments promised proceed, so it was nice to be able to see the beach in its present natural state.

Events for our membership to look forward to are the Veteran run in November followed by the homestead run the next day, and the Art Deco run in February which



Dale Conlon and Pat Kennedy motoring on the 1910 BRUSH during the Garage Raid held September 2006), Nelson Branch.

even at this early date has accumulated over 160 entries.

Manawatu

Robyn Corpe

September 6th, a Saturday Saunter to Pahiatua. Alastair Howard's run started with a visit to the Railcar reconstruction and then a visit to the Middleton Model Railway and Farmhouse Cheeses at Eketahuna. The model railway is one of the largest layouts in New Zealand. A very interesting outing.

At August's Club night Mike Marshall took us on a Austin tour of UK. This was









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in conjunction with the 100 years of Austin celebrations.

September's club night was a movie *The World's Fastest Indian*. A must see movie complete with Allan Hardacre's popcorn!

The Vintage Rally on 17 September attracted 25 cars. The route was Mt Biggs then to Hunterville for lunch. This run included silent checks, questions and some straight-line navigation.

Results were 1st Barry and Dorothy Thoms, Marton-1930 Model A, 2nd= Rob and Pat Knight, Feilding-1924 Buick 4 Tourer and Doug, Diane and Peter Wilton, PN -1930 Ford Model A Tudor, 4th Derek and Becky Haycock, PN - 1929 Chev. AC, 5th Stan and Bruce Corlett, PN - 1929 Erskine. Hard Luck went to Nigel and Michele Frazer, Opunake - 1923 Chev Tourer and John Stokes from Auckland in his 1930 Whippet 96A won the Furthest Travelled prize.

The Annual Swap meet on 30 September was once again a great success. Trev Hardy and Dave Livingston were grateful for all the help from members to make this day interesting and profitable. There was a great display of Vintage and classic cars for the public to admire and Sandy Hardy and her ladies in the cafe made a great contribution.

New members - A warm welcome to Barry and Janice Robson of Ashhurst - 1954 Citroen Big 15, Clive and Donna Bardell, PN - 1939 Chrysler Coupe, 1937 Plymouth Coupe AND a 1938 Austin Big 7, Craig and Christine Hocken, Colyton - 1947 Fargo truck, Anthony and Stephanie Scott, Colyton - 1926 Chev truck and a 1926 Dodge truck and finally David Yorke on transfer from BOP branch - Morris 8.

Congratulations to Doctor Karl and Andrea Gilchrist on the arrival of an addition to the family, a 1930 Ford A Coupe.

A full programme ahead—keep the *Tourer* open for details!

Nelson

Pat Kennedy

Support for Club events and nights has remained good, this in turn makes all the effort well worth while and appreciated, by those organising the various outings and evenings.

September club night was a presentation by David Topliss on his recent trip with Bill Irwin to Europe and travelling up into the Arctic Circle (North Cape) on motorcycles. A great selection of slides of places visited including private motorcycle museums. It was after this evening that our club committee decided to buy a new data projector screen and DVD player to replace the 25 year old TV – a great move forward and thoroughly appreciated by those who attended the October club night to view the Mt Cook Rally and the making of

Burt Munro's DVD's. "Just like going to the pictures" most commented.

The Garage Raid held in September was a great success, with a good turnout of people being able to view the many restorations, repairs and projects underway, and at one stop, and with a little bit of persuasion, Dale Conlon fired up his 1910 Brush and took it up and down the road to check out its performance.

October's run took us through some of Nelson's beautiful valleys and through the Wairoa Gorge to finish at our Club Captain's property for a barbeque lunch. George and Janet Richardson made us most welcome, and we had a most enjoyable day, along with some deep and meaningful discussions which ensued.

John Stickney and John Barker both seem to have a permanent grin on their faces – might have something to do with the arrival of two Gordon England Cup Model Austin Seven sports bodies from the UK – these will soon be fitted to the respective chassis.

Planning is underway and progressing nicely towards the 2008 National Veteran Rally that will be held in Motueka/Golden Bay area in February 2008.

North Otago

Tony Aker

Our opening run for this year took place on 17 September with 12 vehicles and crews leaving the clubrooms and heading north of Weston before travelling back to the east through the Weston Village towards Kakanui. Several of the entrants including one or two who had lived in North Otago for most of their lives, missed a turnoff and enjoyed a tour of Kakanui and surrounding before realising the error of their ways and rejoining the prescribed route through Kia Ora and Ardgowan ending at the Landon Creek Bird Sanctuary. Here we viewed a wide variety of birds, some quite talkative and the recently opened aquarium block housed many species of tropical fish and lizards. A huge afternoon tea featuring sandwiches, creamed scones and laming-tons was provided and this called for a gutsy performance to do it justice, this was duly achieved.

Recently members were invited to put forward their ideas for refurbishment of the Clubrooms kitchen and library facilities both of which are a bit sub-standard for size. Several submissions were received and at our last committee meeting a plan was approved in principle (with costings to come) which makes optimum use of available space without extension to the building. A dedicated small crew of members has also been working on the parts shed and a substantial area of decayed weatherboard has been replaced and a downstairs lean-to completed. What has been accomplished is a credit to those involved.

Our first venture into auto-wrecking since relocating to our present site has been completed with the dismantling of a Wolseley 6/99 which had been damaged in an accident many years ago and had sat under a tree ever since.

Sunday 15 October saw our Homestead run with nine participating vehicles starting off in fine conditions which deteriorated somewhat later in the afternoon. The route led through Ardgowan and Airedale and emerged onto SH83 at Horse Gully then onto Tilverstowe Homestead, the home of Leigh and Raewyn Hamilton between Island Cliff and Georgetown. The homestead was built about 1912 and when Leigh and Raewyn took over the property five years ago, it was derelict having been unoccupied for seven years. It was a toss-up whether to demolish or restore. Fortunately the builder's inspection indicated that the building was worth saving and the brave decision was made to proceed. As it stands today the homestead reflects great credit on all those involved in the fine restoration. An enormous amount of work has also gone into the gardens and grounds but unfortunately as the cars arrived so did the rain, and we were not able to fully appreciate this by walking around.

Southland

Paul Rodmell

With the warmer spring weather rallying feels much nicer. The Combined Rally was a very successful event. The Southland contingent departed Invercargill and met up with the Winton group at Hedgehope, travelling together to join with members from the Gore and South Otago branches for lunch in the Gore VCC clubrooms. Motoring after lunch was through some spectacular scenery via back roads, meeting up with the Old Coach Road, then detouring off to Owaka and on to Pounaweia. Accommodation was at the old Convention Centre that provided excellent facilities for a real VCC get together. A delicious tea of roast pork with apple sauce and vegetables followed by the dessert was provided by a local group.

A quiz evening was held after tea. Each group had a selection of members from the three participating branches and all were able to contribute to answering the quiz questions. The final result saw Group Three win by a point, with chocolate bars for all concerned.

On Sunday morning four members from each club tried their luck at the field test. The driver was blindfolded, then, directed by his navigator, had to drive around a bucket then park the driver's front wheel on a metal plate on the ground. Some were more able than others. The Gore Team won and now hold the trophy for a second term.

A small informal gathering of 11 mopeds exercised their steeds, legs and lungs

recently. This was a fine run, enjoyed by all participants.

A Garage Raid was held in September when about 25 people visited Elaine and Bill Skegg's sheds where there was a wonderful morning tea. After viewing his Willys Knight and Riley with just about everything else a visit followed to Tom McDonald's shed, with its three mopeds, a BSA car, a Jowett Javelin and an Austin Seven Sports. A BBQ lunch was held at the Clubrooms, followed by a visit to Jim Taylor's shed to look at his collection of Nashes and Mertz.

Roger Dixon's shed was visited next to view the three cars under restoration – two Dodges and a Model T. Some members then went to Ray McCulloch's to look at some motors he is rebuilding, ending a very enjoyable day.

The mid-week runs continue to attract a dedicated following of some 30 to 40 people with some enjoyable runs to Tokanui, Winton, and Browns Taverns for satisfying meals and good companionship.

Work is well in hand for the Arrowtown 40th Anniversary Run. The route has been mapped out, and this time there will be separate route for Veteran bikes from Frankton to Arrowtown. The supporter's bus is filling up fast. Velocettes are being restored by Ashley Bell, Bill Gough and Barney Graham, and many other makes of bikes are being prepared.

The annual Auction Night raised about \$1400, and a new chiller has been installed in the Clubrooms. This has made life easier for the social committee members and is an extremely useful asset.

Taranaki

Colin Johnston.

Another very successful Taranaki "Rubber Duckie Motor Cycle Rally" was held in September and was again organized by a dedicated team under the guidance of Bruce Davidson. This year sixty-four entries were received and the rally route took us up through the Egmont National Park to pass the world renowned Puketi rhododendron Gardens. The scenery and road is fantastic through this part of Mt Taranaki ranges for rallies such as these and we had a stop at the Williams wool shed museum where

an early logging and farming display was inspected and a welcome morning tea stop was enjoyed. There were also the bonuses of great views down the coast and untimed sections where entrants could have a good old blat if they wanted. A visit to the local Possum skin factory was well patronised. Excellent accommodation at the Top Ten Holiday Park and the night prize giving function was really enjoyed by the entrants. Another Rubber Duckie that organizers will be very well pleased with. First equal overall was won by Jim Watson Taranaki and Robert and Lorraine Young Whangarei.

Joe Fraser was presented with his 35 year badge recently. He has been involved with the positions of Club Captain, parts coordinator and grounds caretaker.

Our branch extends its deepest sympathy to Barbara Aldridge and family in the recent sad loss of member Murray Aldridge who will be remembered for his determination to live life to the full in his sporty little Austin 7, his motor bikes and Vintage cars.

A very interesting talk by Murray Herbert at a recent club night was well attended. Murray talked on his experiences as an English teacher in mainland China. Some of the figures spoken of were real mind boggling with examples of 400 million cell phones, 23 million cars, 700 million bikes and millions of people everywhere. Shows we are very lucky here in New Zealand.

Taupo

Jack Hindess

In 1998 we had a major extension and reorganisation of the clubrooms and we recently voted unanimously to extend the library and to upgrade the kitchen facilities. We are now looking at the costs and Council requirements prior to initiating the work.

We have had a couple of Mystery Tours over the last two months. The first was a visit to the local museum in tandem with a trip on the lake aboard the steamboat *Alice*. Our museum holds a tremendous amount of information and we were obliged to ferret out the answers to a quiz set by Marilyn and Bill Dawson. While this was going on the rest of us enjoyed a trip to Acacia Bay aboard the *Alice*. This is a restored 1870s vessel powered by a purpose built

steam engine, which has been worked on by a small group of enthusiasts over the past nine years.

The second town was a straight-line journey of about 45km organised by David Grayson and Ray Perry, that took us to Geotherm's greenhouses just of out town in the Tukairangi Valley. Here they grow orchids utilising surplus heat from adjacent geothermal bores. We saw the several stages of growth up to fully flowering plants with blooms ready for export. Further up the valley we inspected Geotherm's huge drilling rig that has recently drilled a very deep bore for the supply of steam and geothermal fluids for a new power station to be constructed nearby. The day finished with afternoon tea on the edge of the artificial lake on the property.

At our August meeting we had Barry Shepherd telling us how the Search and Rescue unit works. He illustrated this with a display of the equipment used and gave us an insight into the state of preparedness that needs to be maintained.

In September it was a fish and chip night followed by Michael Drake telling us about early transport in the Taupo region. Michael was one of the group who restored the *Alice* and he has a fund of knowledge on the region's history.

Waikato

Jeremy Brook

Despite the cold weather we are having in the Waikato we have had a full calendar of events in the last two months.

The Ladies Rally was a great success with Judy Forster and Jackie Larsen taking first prize and best crew of Gertrude, Doris, Esther and Mavis livening up proceedings. Thanks to Murray Brown and Bryan Cossey for organising this event.

The Hill Climb was another successful day with 20 entries including some very exotic machinery lined up. The day was a warm fine spring day which suited the open vehicles and the event was enjoyed by all. Thanks to Joe Bruntlett for all the work done in organising this event.

The Post Vintage Rally was run from Taupiri and resulted in Brian and Gwen Weightman being the winners. Again thanks to Joe Bruntlett as organiser.

Manawatu Branch Veteran Rally, 27 cars at the Woodlands Homestead made an impressive sight. Photo Fay Chamberlain.



On 4th October the Club held a successful Auction Night raising over \$300.00 thanks to good work by our Auctioneer Colin Storey.

Coming events are Ron Tuck's Halloween Rally for witches, goblins and ghouls on 28 October as well as the Annual Swap Meet taking place in November at Cambridge.

Welcome to new members Paul Nolan owner of a 1913 Model T and Dave Ford with his Cortina.

Waitemata Keith Humphreys

Once again the scene has been a little quiet on the home front, but that doesn't mean members haven't been active. Dismal weather didn't put off a hardy crew from starting on Hon. Sec/Treas. Graeme Banks' Breakfast Run which took us by a devious though interesting route to the Salty Dog at Snell's Beach for a much appreciate cooked breakfast. The speed freaks have since had their chances, but it's involved quite a bit of travelling. First their was the Kairangi Hillclimb organised by the Waikato Branch, and in fine weather for a change. Two Bucklers from our Branch, Steve Sharp and Mike Woods had a ding dong battle, both with Ardun converted OHV Ford 10 engines with Steve only pipping Mike on the last run (36.53 Mike at 37.46) Steve's dad, Don, in Steve's recently finished Austin 7 Special got down to a competitive 49.69. Ivan Cranch in the MG A engined Lotus Mark VI wasn't far behind the Bucklers at 38.44, and Friend of Branch, David Adams in his 1932 20.9 Sunbeam was on the pace at 47.56 secs.

Amazingly, Anne Thomson in the aero engined 1924 Sunbeam Maori was right up there with the relatively modern Buckler sports racers with a time of 38.31. Another Friend of the Branch, Danny Ryan in the 1919 Lancia Kappa was right there too with a best time of 46.10. To put things in perspective, FTD went to Frank Renwick with a time of 35.97 in his Lotus 23B. Only a week later it was the two Hawke's Bay hillclimbs at Te Onepu and Pukeora. Once again an enthusiastic Waitemata contingent enjoyed great weather and excellent motorsport. This time Peter Bruin in the Jaguar XK120C

joined Steve Sharp (Buckler 90) Ivan Cranch (Lotus Mk VI) and Anne Thomson, this time with the 1906 GP Darracq recently returned from a very successful European foray where Anne, Wallace McNair and the car were feted around Europe as it coincided with 100 years from the first Grand Prix.

Te Onepu, Peter Bruin was on pped for FTD in his class by the sing

The Automobile

UK-based, **The Automobile** is the only put into a magazine devoted exclusively to rassing pre-1960 cars and motorcycles. her European competitive experience telling Every issue packed with articles by leading the motoring journalists and off-car experts. Peter Bruin and Steve Sharp pipped Roy Rowe in V8 600 single seater with Steve's time being 1:48.94. Ivan Cranch in the Lotus was pushing the first three at 1:51.41. Once again, Anne Thomson put up a very creditable time of 1:59.85, not that far behind Cranch in the month of 1906 car with rear wheel only brakes. All returned home highly amused. Our Chelsea Walsford Hillclimb looms and will probably have beer and gone by the time you read this. Ph/fax 09 575 4879

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lanaganui Fay Chamberlain

Many happenings in the branch lately, despite the inclusion of other times.

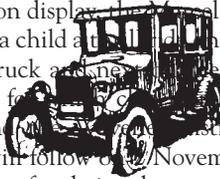
Goldies Garage

A scavenger hunt saw many folks at the beach, the airport, the CBD (without using any well known American fast food outlets names!), and just to add to the interest of the afternoon, a collection of food outlets opened up his workshop for inspection of the 1916 Maxwell he is doing the panelling on for Peter Nightingale, Levin. Sunday run to Patea. **25 Years Experience**

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OBITUARIES

Gordon Sharpe Otago Branch

It is with regret that I must record the passing of Gordon on 20 October in Dunedin.

Gordon will be remembered by many as one of the founding members of the Otago Branch of the Vintage Car Club in the 1950s.

Gordon's brother-in-law is Andrew Anderson, one of the founding fathers of our organisation.

Gordon held most, if not all of the executive posts in the Otago Branch and was an inspirational leader as Branch Secretary.

Although he had a variety of cars his crowning achievement was surely the magnificent 4.5 litre Bentley completed for the International rally in 1972. In his very individualistic style the car was finished in red with black guards rather than the traditional dark green.

In 1973, during the reign of another Labour administration, Gordon urged a large number of Otago Branch members to apply for Import Licences to bring in exotic cars. With the aid of a local MP who happened to be the Minister of Customs, this outlandish scheme worked. I can well-remember the morning with Gordon leading a team of us into the holds of a vessel at Dunedin wharves to view our newly arrived "toys" which included Astons, Bentleys, Ferraris, Jaguars, Rolls-Royce etc.

Perhaps though, Gordon will be best-remembered for his superb organisational abilities in initiating the Southern Festival of Speed in Dunedin and the Otago Province.

To organise road-closures on the city streets (State Highway one included!) and other main routes out of the city for motor racing speaks volumes for his abilities and the esteem in which he was held by local body officials.

Gordon truly thought outside of the square and was able to overcome most challenges. With his wife, Yvonne, his hospitality was legendary and he will be remembered fondly by all who had the privilege of meeting him.

To Yvonne and Scott we extend our sincere condolences.

Alan Kerr



Audrey Littin
Wellsford/Warkworth Branch



It was with sadness that the Wellsford/Warkworth Branch of the NZVCC heard of the passing of our founder member Audrey Littin. Audrey held the positions of Secretary and Editor on the Committee for many years and was involved in the initial organising of our annual Winter Woollies Rally which, even in the early days of the Branch, had a large attendance. When I first joined in the mid 80s there were often 50 vehicles taking part in this popular event. The Branch was also very successful at fundraising, with swap meets and selling firewood etc. I'm certain that Audrey was busy behind the scenes organising such things and the sound position that the Branch is currently in is largely due to her determination and ability in the early days of the Branch.

Audrey and Albie toured all over New Zealand in cars that they restored – the most notable being their 1927 Chrysler 70 Roadster. They took part in Rallies and Club Captain's Tours all over the country, helping to get our Branch known far and wide.

Audrey was very knowledgeable in the business of running the Branch and could always be called upon for advice in such matters. She was also instrumental in organising the Branch's 10th Birthday Celebrations.

The Branch has made periodic visits to Albie and Audrey's home, to view Albie's various restoration projects, and it was always a pleasure. Audrey had a welcome cuppa and scones, etc laid on. It was only recently that we visited to view the splendid Rolls-Royce project that Albie is building up.

Our condolences have been expressed to Albie, his sons, Steve, Paul and Rodger and their families for their loss.

James Lawrie
Chairman

Bill Piddington
South Canterbury Branch
27 September 1925-4 August 2006

Bill joined the SCVCC in 1959 after purchasing his 1913 AJS motorcycle from the wife of the original owner for £2. It had been lying in a shed in the property next door for years.

His maiden rally was the Easter Centennial (of Timaru) Rally which became the 2nd National Car Rally held at the A&P Showgrounds. From then his enthusiasm for rallying rapidly grew. Bill's next appearance was in the same year at the annual Labour Weekend Mt Cook rally run by the South Canterbury Branch, with the AJS jumping from boulder to boulder in clouds of dust and winning his first trophy, a cup donated by Don Oddie.

Bill's great love was motorcycling, however, after he became a family man he wanted a car so the family could share his hobby. His spare time was spent collecting bits from all over New Zealand to build his 1910 Regal under-slung.

In 1963 the car was underway. By 1964 the pressure was on to have the Regal ready for the 1965 Haast International Rally. Bill was also South Canterbury co-ordinator for this event. This rally has been nominated the best ever for its rugged motoring.

The summers were spent attending many rallies with Dunedin-Brighton always a highlight plus those held in North Otago, Canterbury, Banks Peninsula, Ashburton and occasionally further afield.

In 1972 Bill took the family and the Regal to Australia to spend two weeks at the Captain Cook Bi-Centennial Rally motoring from Sydney to Melbourne – a memorable trip.

A majestic occasion was being introduced to the Queen and Prince Phillip at Caroline Bay, Timaru where the SCVCC presented a display of vehicles as part of the entertainment for the Royals.

In 1984 Bill flew the AJS to Melbourne, then rode it over two days to the Barossa Valley in South Australia, (600 miles). There he had a week's rallying, winning the motorcycle section. He then rode back to Melbourne, in stormy conditions both ways. He said the big road trains were a hazard as they showed no mercy. Each time one passed it lifted him off the road and soaked him – it was a marathon effort.

Bill's last restoration was in the 1980s. His single cylinder Cadillac, a life-long dream fulfilled. Its maiden trip was as he had hoped on the annual Mt Cook rally with his daughter Sally sharing the driving.

A journey he also relished was taking the Caddy over the Dansey Pass to attend the Naseby Centennial. Naseby had been his mother's home town.

Another proud achievement was driving the Regal on the Bluff to Whangarei Commemorative Rally in 1985 with life long friend John Anstey navigating. After the rally finished they travelled on to Kaitaia, drove down Ninety Mile Beach for some miles, then motored home to Timaru with no mechanical troubles. Later that

year he had the thrill of being in England and seeing the start of the London to Brighton run that year.

Bill was a motoring man clocking up 38,394 miles in the Regal, 4,569 miles in the Cadillac and approximately 12,000 miles on the AJS motorcycle. Part of the pleasure was also the hundreds of hours spent in his garage bringing these Veterans back to life and keeping them going.

Being a member of the VCC, serving on the committee and as Chairman and rallying brought him in contact with many people in New Zealand, Australia, USA and England. He made life-long friends, as did his wife Shirley and his children Sally and Stuart. The VCC is a great fraternity.

Poor health brought Bill's motoring days to a premature end in the early nineties but the friendships lasted all his life.

The following is a quote sent to Bill's family from Ian Clarke, VCC biker.

"Thinking back to Mt Cook rallies and motorbike rallies too, of the Regal and AJS and their crews and all the fun we had – a very special memory of a bloke who at 9.30 one night (the night before a Mid-Island rally) came out to his garage in slippers and dressing gown to take the front wheel out of the AJS so we could put it on the Harley to do the rally the next day. We had blown the front tyre out coming back from the National Bike Rally in Christchurch that afternoon. That's what friends are all about isn't it?"

Shirley Piddington

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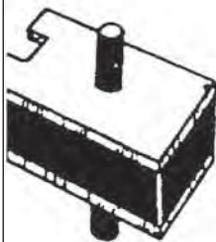
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