

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

# Beaded Wheels

No. 332 February/March 2015

\$6.95



Charting the development of  
**SLEEVE VALVES**

**WAIPORI TO NELSON**  
on a 1914 Humber



Behind the Wheel  
**1938 TRIUMPH DOLOMITE**





Sunland delivery fleet, 1936.

Rod Davies has supplied these photographs, he writes:  
 "the photo of the Sunland Bakeries van fleet was taken in Fitzgerald Ave, Christchurch in 1936. As a lad in the mid '40s I used to give my father a hand in the school holidays delivering bread. In those days it was by horse and van introduced as a war measure to save fuel. I was not aware until recently that the Bakeries had a car fleet prior to the war and had assumed that delivery had always been by horse and van.

Apart from the vehicle on the left (which was a battery powered van), I think the remainder are Chevrolets in the main photo. My father, Jim Davies, is second on the left.



Back to the horses, 1941. Henry Sunderland (part owner of the bakeries with his brother Hector) with his horse and van.

**PHOTOGRAPHS REQUIRED**

Submissions of suitable prints and information (where available) are welcome. Please send original photographs of historical interest with any available information to: Beaded Wheels, PO Box 13140, Christchurch 8141.

Laserprints/photocopies are not suitable. Photos returned as soon as practicable.

**management committee**

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

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

**MANAGEMENT COMMITTEE**  
 Please note this information changes annually - these details are valid until October 2015.

**PRESIDENT**  
 John Coomber  
 03 310 7056 president@vcc.org.nz

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

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

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

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

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

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

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

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

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

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

**branches**

A full list of branch addresses and contact details can also be found on the VCCNZ website at [www.vcc.org.nz](http://www.vcc.org.nz)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**WAITEMATA**  
 C/- 9 Marlborough Ave, Glenfield  
 Auckland 0629  
 waitemata@vcc.org.nz

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

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

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

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

## Beaded Wheels

### Publisher

THE VINTAGE CAR CLUB OF NZ (INC.)  
The Historic Vehicle Authority of New Zealand  
ISSN 0113-7506 Vol LXIV No. 332

### Editorial Committee

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

### Material for Publication

Reports of restorations, events, road tests,  
historical and technical articles etc should be  
forwarded to PO Box 13140, Christchurch 8141,  
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).

### Email

beadedwheels@vcc.org.nz

### Advertising Address

Classified and Display Advertising to:  
PO Box 13140, Christchurch 8141.  
Phone 64 3 332 3531, Fax 64 3 366 0273  
Rate schedule available on request.

### Back Issues

Available on request to PO Box 13140,  
Christchurch 8141.

### Correspondence & Editorial Contributions

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

### Subscriptions

*Beaded Wheels* subscribers change of address to  
PO Box 2546, Christchurch 8140.  
Phone 03 366 4461, Fax 03 366 0273  
Annual subscription (6 issues) \$39\* inc GST  
Australian subscription (6 issues) NZ\$70\*  
Other countries (6 issues) NZ\$100\*.  
\*Payment by credit card will incur additional bank fee  
processing charge of 3%

### Production

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

### Closing Date for April/May Issue

Editorial Copy 27 February 2015  
Advertisements 10 March 2015

## The Vintage Car Club of New Zealand (Inc.)

### National Office

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

### Postal Address

PO Box 2546, Christchurch 8140, New Zealand.

### Address

12 Aberdeen St, Christchurch, New Zealand.

### Website

www.vcc.org.nz

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

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

### Copyright Information

The contents are copyright. Articles may be  
reproduced complete or in part provided that  
acknowledgement is made to "*Beaded Wheels*,  
the magazine of The Vintage Car Club of New  
Zealand (Inc)" as the source. *Beaded Wheels*  
reserves the right to digitally store all published  
material for archival purposes.

# Beaded Wheels

Issue 332 February/March 2015



Ashley Blair astride the 1914 Humber on  
Lammerlaw Road, Waipori contemplating  
his trip ahead. Photo Stephen Jaquiere,  
*Otago Daily Times*, Otago Images, see  
page 14.



Seen at Chelsea 2014, Terry Roycroft has  
changed the Type 35A back to Jaguar  
engine configuration, in which form his  
father Ron campaigned for years. (photo  
Ralph Starck), see page 30.



Your opportunity to own a 1926 Ford  
Model T, see marketplace page 45.



## FEATURES

- 13 And they're off...
- 14 Waipori to Nelson  
on a hundred year old motor cycle
- 20 Spinning to Oblivion
- 22 Sleeve Valves
- 26 Behind the Wheel of a 1938 Triumph Dolomite
- 30 Average birdsong  
2014 Chelsea Hill Climb
- 34 Rally Snippets  
Auckland –Gymnic  
Southland – 48th Arrowtown Run  
Nelson – Inaugural Veteran & Motorcycle Rally  
Waikato – Boxing Day at the Races  
South Otago – Clutha Rally  
Auckland – 75th Anniversary HMNZS Achilles Parade  
King Country – Journey Through Time

## COLUMNS

- 4 President's Message
- 4 As We See It
- 5 VCC Events
- 6 National Office News
- 7 Mailbag
- 9 Timelines
- 10 Soapbox
- 12 Vero International Festival of Historic Motoring 2016
- 29 50 Year Awards
- 33 Book Review
- 38 Two Wheels and Other Things
- 40 Brass Notes
- 42 Marketplace
- 49 Swap Meets & Rallies
- 53 Idle Torque
- 62 Passing Lane

## COVER

Athol Garth's 1938 Triumph Dolomite.  
Photo Kevin Clarkson, see Behind the Wheel page 26.





## president's message

At the time of going to print John Coomber was overseas and asked Diane Quarrie, Deputy Chairman of the Management Committee to write this issue's column

Over the holiday break I had a chance to catch up on some reading, particularly motoring magazines. As motoring enthusiast clubs we are all very similar and face mainly the same issues. In fact many of the columns have a recurring theme – attracting new members.

We hear all the time that our own membership is declining which isn't true. At the moment it is remaining steady. But we also know from the National Member Survey last year that 41% of our members are over 70, so sadly as time progresses we will lose more members through death than we could hope to attract at the younger end. The survey also identified that 80% of our members do not have any family (children or grandchildren) who are members of the VCC.

If we could only find a way to encourage our own family members to join the Vintage Car Club then we could go some way to stemming that decline in membership.

Those of you who are grandparents will know that more often than not there is a special relationship between grandchildren and their grandparents. It seems to me that sometimes we forget the great resource we have in our young people. We also forget that these children are our future.

I often ask members about whether their children are interested in Vintage cars and being members of the Vintage Car Club. It is common for them to reply something along the lines of "They have spent 15 years in the back seat of Vintage cars – they aren't interested." Maybe therein lies the root of the problem, too much time in the back seat and not enough time having the opportunity to drive the vehicles or maybe help with the restoration and repair.

While we have probably missed the boat with regard to our own children, maybe it's not too late for our grandchildren. We now have a junior membership and getting them involved may also get their parents involved again.

Teach your grandchildren to drive your cars and hold back your fear and trepidation. Even if they are under legal driving age, take them to a park or paddock and under safe conditions let them have a drive. Have you thought about giving them one of your vehicles with you as the custodian until they are ready to take on the responsibility? Our cars were not originally driven by older people, in the main they were driven by spirited young people. You have it within your power and making an effort and taking the time to pass on your knowledge while giving them practical experience will reap huge rewards (both for you and the Vintage Car Club).

One of the interesting articles I read was that the Federation of British Historic Vehicle Clubs (FBHVC) has initiated an apprenticeship in historic vehicle restoration. In conjunction with the University of Brighton they conducted a survey which showed that there were some 3,800 businesses in the UK serving the historic vehicle movement which generate a whopping £4.3 billion a year. Out of the 22,000 people earning some or all of their living from the industry, a large number of the workforce will be retiring in the next 20 years.

From this survey the FBHVC identified that the industry in the UK needs nearly 1000 new apprentices over the next five years and so to help meet the skills shortage, initiated the apprenticeship scheme in historic vehicle restoration which involves both college and workplace activity.

Under the new framework any UK college with the necessary facilities and teaching staff can provide government funded apprenticeships. The first level gives a general training in all aspects of vehicle restoration skills and will take two years to achieve. Students then elect to specialise in specific aspects of vehicle restoration and this will take a further 18 months.

In New Zealand we have a world-wide reputation for our innovation and for the quality of our work but we are facing the same problem as is happening in the UK with no educational process in place for people to learn the necessary skills and knowledge to undertake repairs and restorations in the future.

We need to monitor how successful this scheme is and while I realise that this would be a momentous task, maybe the Vintage Car Club (in conjunction with a technical institute) should be considering initiating a similar scheme.

Safe motoring.

Diane Quarrie  
Management Committee



## as we see it

2014 was an interesting year for *Beaded Wheels*.

From time to time during the year the prospect of a name change for *Beaded Wheels* was spoken about but there seems no particular appetite for this, or indeed a change to the Club's name, at present.

In the last couple of issues there has been debate over the quality and length of the Idle Torque contributions sparked by Bill Cochram's Soap Box on the subject. It is timely to highlight the sterling job our branch reporters do of keeping us up to speed with what is happening in their branch. Our magazine would be the poorer without this section so why don't you take the time to thank your local branch reporter in person.

There has also been much lively debate in the mailbag column and around our editorial committee table throughout the year. This is all a good sign that readers and writers are taking an interest in issues that affect our club, our hobby and *Beaded Wheels*. If there is a subject you are feeling passionate about why not put pen to paper and send us a Soap Box contribution.

Of the six issues last year four were the normal length of 64 pages and two, October and December issues, were expanded to 68 pages. This reflects the number of contributions we receive but I have to emphasise more are always needed. In particular we need some technical articles and more Behind the Wheel type articles. We have the people within the membership who can write them so sharpen up those pencils and surprise us with a contribution!

Kevin Clarkson  
Chairman, *Beaded Wheels*



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

# VCC Events

## VCC National Events

20-22 February 2015 National Motorcycle Rally  
13-20 March 2015 SI Club Captain's Tour  
27-30 March NI (*Weekend Before*) Easter Rally

### FEBRUARY

13-15 Banks Peninsula Enzed Race Meeting Levels  
14 Auckland Annual Veteran Rally  
14 Waimate Wallaby Rally  
14-15 Canterbury Annual Rally  
14-15 Gisborne Three Rivers Rally  
15 Marlborough Day trip to Kaiuma Bay  
15 Nelson Alan Moss Memorial Run  
15 Rotorua Club Captain's Run  
15 Taranaki Waitara Mini-Vin Tour  
15 Taupo Progressive morning tea, lunch  
15 Waikato Open Day at Clubrooms  
20-22 Hawke's Bay Art Deco Event 2015  
20-22 Central Otago National Motorcycle Rally  
21 Ashburton Club Captain's Night Run - BBQ to start  
21 Canterbury Back Country Run  
21 Nelson Swap Meet  
21 Nth Otago All British Day  
22 Sth Cant Chairman's Rally  
22 Northland Sand & Sea  
28 Gore Festival Rally  
28 Wellsford/Warkworth Annual Swapmeet

### MARCH

1 Canterbury Rear Wheel Brake Rally  
1 Gisborne Branch Run  
1 Sth Cant Mystery Run  
1 Waikato Vintage Venture  
6-13 Sth Canty 1965 Haast Rally Reunion and Salute to '65 Tour  
6-8 Taupo Taupo Rally  
7 Canterbury Commercial Rally  
7 Canterbury Moped Run  
7 Northland Branch Birthday Party  
7 Sth Cant Mid Island Rally

7 Southland Veteran Rally  
7 Sth Otago Motorcycle Rally  
7 Wellsford/Warkworth Mike Brown Memorial Trophy Run  
8 Gore Frank Robson and Clearwater Capers Runs  
8 Marlborough Hospice Vehicle Display, Waterlea Racecourse  
8 North Otago Jack Crump/Ladies Run  
8 Taranaki Vintage and Classic Motor Show, Stratford  
13-15 Sth Otago Weekender to Cromwell  
13-20 National Event South Island Club Captain's Tour  
14 Taupo Lake Taupo Rally  
14/15 Waitemata Roycroft Trophy  
14/15 Canterbury Jim Toohey Motorcycle Run  
14/15 Wellsford/Warkworth Commercial Campout  
15 Auckland Annual Vintage Muster  
15 Nelson Club Run  
15 Rotorua Chairman's Run  
21 Taranaki Branch AGM  
21-22 Taranaki Maunga-Moana 50th Jubilee Rally  
21-23 Nth Otago Hands for Haiti Rally  
22 Banks Peninsula Veteran Rally  
22 Northland High Tea  
22 Wellington Gymkhana and Family Picnic  
27-30 Wellsford/Warkworth North Island National Easter Rally  
29 Canterbury Annual P Group Rally  
29 Gisborne Branch Run

### APRIL

3-6 Ashburton Easter Rally  
5 Manawatu Commercial Rally  
11 Far North Brian Parker Memorial Trophy  
11 Waikato Mooloo Meander  
11-12 Sth Otago Combined Rally Southland, Central Otago and Sth Otago  
12 Gore Swap Meet  
12 Hawke's Bay Club Run  
12 Nelson John White restoration of the Year/John Stinchey Memorial Gymkhana  
12 North Otago Ngaparua-Coal Pit Hills Climb

12 Rotorua Night Run  
12 Wairarapa Club Captain's Run  
18 North Otago Gerald Lynche-Blosse Memorial Run  
18 Wanganui Castrol Motorcycle Rally  
18-19 Canterbury Autumn Run  
18-19 Waikato Commercial Event  
19 Taupo Blind Run  
26 Gisborne Branch Run  
26 Northland Combined Swapmeet  
26 North Shore Northern Raid Rally

### MAY

2 Ashburton Swap Meet  
2 Manawatu Post Vintage Rally  
3 Canterbury Rural Run  
9 Southland Waimea Motorcycle Rally  
9-10 Wairarapa Motorcycle Reliability Trial  
12 Far North AGM  
13 Taupo AGM  
16 Gore Night Trial  
16 Southland PWV / P60V / P80V Rally  
16-17 Northland Motorcycle Rally  
17 Marlborough AGM  
17 Nelson Club Run  
17 Rotorua Shed View and Rural Wander  
17 Sth Cant PV / PWV / P60V / P80V Rally  
17 Taupo Navigators Run  
21 Taranaki AGM  
30-1 Canterbury Irishman Rally  
30-31 Waikato Double 50 Rally  
31 Sth Cant All British Day  
31 Gisborne Branch Run  
31 Wanganui Annual Rally

### JUNE

10 Hawke's Bay AGM  
10 Nth Otago AGM  
14 Gore End of Season Run  
14 Nelson AGM  
14 Otago AGM  
14 Wairarapa Winter Wander  
14 West Coast Rosco Trials  
17 Gisborne Branch Run

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.

## Total engine overhauls

MOTOR RECONDITONERS 2002 Ltd



- Bearing Remetaling Specialists
- All Workmanship Fully Guaranteed

Full Mechanical Servicing



motor  
**RECON**

Contact Jared Hanson  
8 Hills Road, Christchurch 8148  
PO Box 26 033

Phone (03) 366-0914  
Fax (03) 366-0912  
Mobile 027 3081 292

Email [motorrecon@paradise.net.nz](mailto:motorrecon@paradise.net.nz)

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



**Julie Cairns**  
National Office Manager

VCCNZ Inc  
National Office,  
PO Box 2546,  
Christchurch 8140  
ph 03 366 4461 fax 03 366 0273  
email [admin@vcc.org.nz](mailto:admin@vcc.org.nz)  
[www.vcc.org.nz](http://www.vcc.org.nz)



## national office news

### Subscription Time Again

The annual subscription for VCC membership will be forwarded to all current financial members within days of this issue of *Beaded Wheels*. To receive the discount of \$11.50, payment must be received by the National Office *no later than 20 March 2015*. If you don't receive your invoice then please let your branch secretary know before the end of February so they can advise the national office. You don't want to miss out on the discount because the postman has lost your invoice!

Members who have not paid by 1 April 2015 will show as unfinancial.

Membership cards are forwarded to financial members in April.

Please advise National Office if you have changed your address or sold/purchased any vehicles.

The option is given for payment direct into the Club's bank account. Please remember, you must put your membership number as the reference for the payment.

### Credit Card Payments to National Office

We accept Visa/Mastercard. Please note that all credit card payments incur a bank fee of 3%.

Any payment made direct in to our bank account (which is available to all existing members and existing *Beaded Wheels* subscribers) is free. Just remember to use your subscription number as the reference. This is important as it clearly advises us who the payment is from.

### Historic Race Licence

Members who hold a VCC Historic Race Licence are responsible for making sure it has not expired. To renew your licence, forward \$23, along with your VCC HRL number or old HRL card, to the National Office and it will be updated.

### Discounts on Interislander and Bluebridge Ferry Crossings

All financial members of the VCC of NZ (Inc.) can obtain a discount with Interislander and Blue Bridge. You must show your membership card. The codes are:

INTERISLANDER – WH5465  
BLUE BRIDGE – ANTIQUECAR

### VCC ID Card Renewals

The national office will automatically send out a renewal form three months in advance for any financial member holding a VCC ID Card. Please remember that these must be signed by your branch before they are forwarded to the national office and must be accompanied by photos of your or expired VIC.

### Executive Meeting

The next executive Meeting will be held on 7 March in Christchurch. Should you have any item you wish to be discussed by the executive, please advise your branch chairman or delegate.

### Transferring your membership between branches?

The relevant forms must be completed. These can be obtained through your branch secretary. Branch levies do vary between branches so the fee may vary from the annual subscription notice forwarded in February if you transfer after this time.

## FIVA 2015 events

### FIVA World Rally 2015

Each year FIVA assigns to one of their members the FIVA World Rally. In 2015 this event will take place in Switzerland,

The FIVA World Rally 2015 runs from Saturday 27 June 2015 until Saturday 4 July and is an ideal opportunity to tour Switzerland and all its grandeur in a Vintage car.

The famous Swiss passes will play an important role and the itinerary will allow us to traverse these attractive passes without time pressure.

Generous sponsorship has meant the cost for the participants provide good value for money.

Members of the organising committee are happy to answer any questions, they can be contacted through our website.

More information is available at:  
[www.fiva2015.ch/en/contact](http://www.fiva2015.ch/en/contact)

### Invitation to Top City Classic Rally China

We are honored to invite you to join our event of Top City Classic Rally!

Top City Classic Rally is organised by the famous German magazine *auto motor und sport* and the automobile industry of China. The debut rally was held in September 2014 in Beijing and Shanghai. For 2015 the rally will tour to two or more cities in China. The 2014 event was strongly supported by the local government and warmly welcomed by the people. Take this opportunity in 2015 to get to know a lot of entrants from China and other countries. Through the platform of Top City Classic Rally you would also get in-depth understanding of the Chinese classic car market.

We sincerely welcome you to join our Rally.

If you have any questions, please do not hesitate to contact me.

Organiser of Top City Classic Rally  
Contact: [quxiaochen@connect.com.cn](mailto:quxiaochen@connect.com.cn)

## Are You Interested in joining the Vintage Car Club?



Visit [www.vcc.org.nz](http://www.vcc.org.nz) to download membership application forms or contact your local branch directly for application forms and details.

*See page 2 for branch contacts.*



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

## Post & Telegraph Department vehicles

I have nearly finished rebuilding a 1930 Austin 12/4 Post & Telegraph Dept van that was used for the postal service in Palmerston North. It had been cut down into a farm truck in 1943, and used until about 1957 when the clutch began slipping badly. It was left where it stopped under a macrocarpa tree and was given to me, along with the original ownership papers, in February 2000 when the farm was sold. Research had failed to turn up any photographs of these Post Office vans, and so a van body has been built from patterns of what was left.

Recently some original photographs of these Austin vans have turned up with help from NZ Post who have access to a very good photographic archive. NZ Post have shown some interest in my project, but also asked if there were any more old Post & Telegraph vehicles around. I would be interested to hear from anyone who has any of these vehicles.

Dennis Milne  
Ph 06 3293830  
milne@xtra.co.nz  
63 Sutherland Rd  
RD9  
Palmerston North 4479

## Petrol Box Dilemma

Perhaps a VCC member can enlighten me on the following. Petrol boxes with various logos such as Shell or Plume Motor Spirit held two x four gallon cans of petrol. I have never seen the four gallon cans as I believe they had too many uses after the petrol was tipped out and they would have rusted easily but the boxes occasionally surface.

Then there were the two gallon petrol cans with the brass screw-on bung that held petrol with brands such as Big Tree and Shell Motor Spirit stamped into them. I presume these were never sold in boxes because I have never seen one that they would fit into.

Were these two forms of petrol containers sold at the same time or were the boxes, say 1920s or earlier and the two gallon tins in the 1930s? Has anyone a

definitive answer? I am only guessing the dates.

Trevor Lightfoot  
Canterbury VCC Branch



## Help with identification

Could you help me in the make and model of these cars in the photo?

Would be keen to do the photo again with the cars.

Tony Tyson  
tikokinocountryhotel@gmail.com  
Central Hawke's Bay  
06 856 5446

## Beyond the Budget

Paul Elwell-Sutton misses the point that younger members joining today buy vehicles of the 1950s and 1960s which are indeed 'cheap as chips'. You can buy one for \$3,000–\$6,000. Such vehicles can keep up with modern traffic speeds and are fuel efficient. Cars of the 1920s and even much of the 1930s have lost appeal to buyers as they are too slow and too thirsty, comparatively speaking. I have, however, no intention of selling my 1925 vehicle.

Michael Gaffaney

## Stimulating Soapbox

It was gratifying to read the responses stimulated by my two recent Soapbox articles. Suggestions need to be widely debated, not privately bottled up and I look forward to reading other members' provocative and creative thoughts on issues related to *Beaded Wheels* and the club in general. That is after all why Soapbox was created.

To those who good-naturedly accuse me of stirring, I'm delighted to accept the taunt. But stirring to me carries a connotation of mischief-making for its own sake, which is certainly not my position. I genuinely believe the proper place for almost all the content the committee receives for *Idle Torque* is in the branch magazines.

To Rodney Clague I would say the first rule of journalism is be sure of your facts. Kevin Clarkson may chair *Beaded Wheels*, but he and I are perfectly capable of

independent thought and we are certainly not "in cahoots." Brevity is a praiseworthy second rule.

To the several people who wrote supporting my views on *Idle Torque* but did not wish their letters published in *Beaded Wheels*, I would also like to say many thanks. Your support is no less appreciated for being confidential.

Bill Cockram.

## A Raw Nerve

Your editorial piece has touched a nerve and raises an issue with me to challenge both the national office and all branches as to what they are doing to embrace technology for the good of managing club affairs. At our peril do we assume that because of an older demographic membership that members do not use the latest technology to go about their lives. Love it or hate it, it is not going away.

One of the challenges we have embraced in Nelson is to get the email address of members. This is something that should also be captured by National Office and event organisers as it presents an efficient and free way to communicate with members. Common uses are cancelled or last minute changes to events, urgent news to members.

I would suggest that one of the greatest expenses each club will have is postage and stationery. The single biggest contributor to this is mailing of newsletters. As the editor of the local branch newsletter I have implemented a new choice by sending the monthly newsletter by email using a delivery service called Mailchimp ([www.mailchimp.com](http://www.mailchimp.com)). It is free and very easy to use. We have a growing number of members who now elect to get this electronic version only hence saving the club printing and postage costs. Other benefits are that it is in colour, easily saved for future reference, can be shared with others without giving away your copy and can include links to other websites. It also avoids the annoyance of newsletters that are emailed as very large files (greater than 2mb) being sent.

Those that do not use email still get the paper copy so no-one is being forced to change!

As a very rough rule of thumb it is likely that branch levys will be consumed with newsletter costs. Surely there are better things to spend our money on.

Given it is free I would like to offer all readers the opportunity to subscribe to the Nelson Branch Newsletter *The Crankcase*. Either to keep up with the happenings in our region but also to see how it is done.

Also more than happy to share the “how to” with other clubs.

Contact me by email to subscribe: farmall@xtra.co.nz

Stephen Caunter.  
Nelson

### Road Toll Experience

I read with interest Norman Dewhurst’s Soap Box article about tolls.

Jen and I have been retired for some time so this year we decided to do our big OE motoring around Europe, mainly Italy, and although a friend of mine said we should keep clear of the Autostrada motorways which are toll roads (average speed 135kmh). They turned out to be the safest roads to be on as there does not seem to be any road rules on the ordinary roads.

The toll gates took all cards and cash, but certainly no cheques. The first toll gate we encountered had ten gates, all automatic but even then everyone of them had cars lining up behind it. Italian drivers are not very forgiving so at the first tollgate we took a ticket and went. Where you come off the Autostrada you insert your ticket and pay (one euro per 10ks) but the machine would not take our ticket so we drove on. I think we were panicking a wee bit, but we managed quite well after that by paying with MasterCard, very quick just insert it, punch in your pin, and the machine took out the amount required.

Later on into the holiday we received an email ticket via our smart phone about not paying the first toll. We had five days to pay or would incur a 150 euro fine. The toll amount was five euros, luckily we were able to pay the fine on time by internet banking as they would not accept a cheque.

My wife and I love New Zealand (been here 35 years) but sometimes it amazes me that the authorities don’t think things through enough. A little research into toll gates from Europe would have been a good idea.

Clive Blunden

### Soul Searching

The question of the ageing membership of the VCC has caused much soul-searching recently and a number of reasons have been proposed. The name of the club is one that I, and many others, have put forward as a stumbling block, as it implies that the club only caters for very old cars. However, there is another that I consider to be of at least equal importance. It is the attitude of some (older?) club members towards VCC-eligible “new”

cars, i.e. those from the late 1970s and the early 1980s. Paul Elwell-Sutton’s letter (published in *Beaded Wheels* 331), illustrates this perfectly. He starts by saying that “VCC-eligible vehicles are for the most part, priced beyond the budget of nearly all the younger people” he knows of, and then goes on to add “only those of us who have accumulated a bit of extra dosh in our later years can afford to buy and run such vehicles, unless we acquired them decades ago, when they were cheap as chips, and perhaps only 30 or 40 years old” (my emphasis).

Potential younger members, for whom these are “Vintage” cars, are easily put off by this sort of attitude when they turn up in their VCC-eligible 1970/80s cars and get a very “sniffy” reception. I even saw one branch newsletter recently that included the VCC-eligible age groups, but omitted P80V entirely. I just hope that was a mistake and not deliberate! This attitude is not, unfortunately, confined to the VCC. Past correspondence and editorial comment in *New Zealand Classic Car* has given impression that, for some individuals, no Japanese cars will ever be “classics”. I also think that many potential members can be put off when they see VCC cars on display all looking absolutely pristine and unblemished. They may well gain the impression that this is the standard expected when in fact many members have cars that are, and look, well-used.

As for the question of affordability, the latest *Beaded Wheels* carries advertisements for five cars and two motorcycles, all VCC-eligible, all on the road and in working order and all under \$10,000, while the latest issue of *New Zealand Classic Car* magazine carries advertisements for 15 VCC-eligible cars for \$10,000 or less.

In my opinion, addressing the “attitude” problem and changing the name of the Club would go a very long way towards solving the problem of attracting “younger” members.

David North

### MOTAT Memories

I enjoyed the article on the history of MOTAT in the recent issue as I have spent many happy days there – mainly in the aircraft section as I have been a private pilot for some 40 years. I noticed that the TEAL flying boat pictured was described as a Sunderland. ZK-AMO is, in fact, a MK 4 Solent. These replaced the Empire, Sandringham and Sunderland boats originally operated by TEAL.

John Newsham

### Setting The Record Straight

The article in *Beaded Wheels* December 2014/January 2015 in the article relating to the formation of the museum of transport contains a dating error which irked me some.

The Lancaster flew into Whenuapai in April of 1964, not January of 1963 as stated. I was on base as it landed and subsequently was able to “inspect” the aircraft inside looking for our flight sergeant, who was not in there. This started my love affair with the sound of Merlin engines, one of the most glorious of all engines.

This date of 1964 is easily verified on MOTAT’s own site. As BW is so often quoted as an authoritative source I believe it important to have valid information

Rhys Nolan

### re Neil Rooney pics in Issue 330



The car on the bridge might be a 1925/26 Model E Hupmobile. The straight sided headlights, the sloping radiator top with central badge, what looks like 21” wheels are all the same as a Hupp. The front bumper and mudguards are the same though these items could be generic to a number of makes.

Michael Gaffaney

### Another Classic Morris Marina

Mr Metcalfe’s comments on Morris Marinas in issue 331 somewhat interested me. I owned an orange 1800c manual push rod BMC B series engine one between 1982 and 1987. I purchased the car on the advice of a friend who had a green 1300cc one. Both of us were on 40 miles round trip commutes to work in central Auckland, he was on seal all the way, I had a little stretch of lime-stabilised metal. In both instances our Marina’s performed



well for their jobs. Both were capable of a reasonable cruising speed, I never went over 120kph at the time. Road holding was no better or worse than any other family saloon offering of the time. I was regularly driving Holdens and Falcons as part of my job. Maintenance was for the most part plugs and points. I should point out that if you fitted non-standard Repco Lorimer points the engine ran faultlessly. Fitting the proper points manufactured by the prince of darkness, resulted in mysterious but easily cured shorts into the distributor base. The plastic trim was no nastier than anyone else's plastic trim. The car had a capacious and useful boot, seated four adults in comfort and had one of the best heaters I've ever had in a car. It did have a gearbox issue once, I was able to limp home without the clutch and limp into work the next day. The bill was \$138. Yes it eventually got some moth in the lower doors and I sold it after about 120,000 km of use, before the moth got structural.

My friend's 1300cc did far greater mileage and went with him when he shifted from a small block in Waimauku to a full scale farm in Bikerstaffe out of Maungatoroto. This meant more metal and after about 300,000 km the Marina became unwarrantable and was reduced to farm hack status where it finally died having given my friend a decade or so of faithful service.

I've never had any regrets about owning a Marina and I'm sure there would be many former pushrod engine Marina owners who would agree. The overhead cam ones might be a different story.

John Stokes

**Omaka Air Show – Vehicles Required**

At Easter 2015 we are holding our Bi annual Air Show at Omaka in Blenheim. The theme is ANZAC and our car display will be Australian and New Zealand built vehicles. In return for the display of your vehicle we give two – three day tickets to the show and expect the cars to be on display for at least two days. You will need to register on email p.pascoe@xtra.co.nz to get tickets.

Patrick Pascoe

p.pascoe@xtra.co.nz

**1969 MV Agusta**



I am a long-standing member of the VMCC and found your details in the Club magazine. I have raced bikes for over 40 years, in the TT Races, and have restored several bikes and cars.

A couple of years ago I opened up a small museum with my collection next to my cottage and workshop in England, and I have started to restore a 1969 MV Agusta 250B twin, but I have no engine.

I was hoping you might be able to help me locate a suitable engine, as the 250B was sold in New Zealand. Alternatively some of your readers might know of something – any condition will do; engine or full bike.

I would greatly appreciate any help readers could pass on. I can be contacted on +44 (0) 1228 67 51 17.

Mike Barry

The Cottage, Chapel Lane, Scalebyhill Carlisle, Cumbria CA6 4LY, United Kingdom

mikebarrymotorcycles@hotmail.com



**VCCNZ Members**

Your should receive your 2015 VCCNZ Subscription invoice before 28 February 2015.

Payment is due by 20 March 2015.

admin@vcc.org.nz • www.vcc.org.nz

historical snippets of motoring interest from years gone by  
Graeme Rice

**timelines**

**100 YEARS AGO**

Feb/March 1915 – Intrepid trailblazer, Francis Birtles left Adelaide on 15 March for the last stage of his solo drive from Sydney to Port Darwin in a Ford Model T accompanied only by Wowser, his bulldog. The spartan Model T body was replaced by containers housing cinematographic equipment, spare parts, fuel, water, oil and food. Having reached Port Darwin after two months he drove down to Melbourne, arriving on 30 September having covered 7,000 miles (11,200 km).



**75 YEARS AGO**

Feb/March 1940 – Chrysler's 1940 Special, De Luxe and Royal models featured a new safety signal speedo which showed a green band up to 30mph, an amber band from 30 to 50mph and a red band at speeds over 50mph. Their streamlined front ends were liked and their long tapering tails were described as more elegant than bulging trunks. Powered by the 86bhp, six cylinder side valve, 23.44hp motor, all models had coil i.f.s, a remote gear control and dual power transmission.



**50 YEARS AGO**

Feb/March 1965 – Fiat's 1500 Crusader was dubbed New Zealand's fastest four cylinder production car by *The Dominion*. Its 1481cc, 80bhp engine would get it to 93mph and from zero to 60mph in 13.6 seconds. It was respected for maintaining a steady 60mph average in the Wills Six Hour race and beating every six cylinder car entered. Priced at £1,325 it offered separate front seats, a four speed all synchromesh gearbox, front power disc brakes and pedal operated windscreen washers.



**30 YEARS AGO**

Feb/March 1984 – Rover's 3500SE was the sole survivor, the Last of the Mohicans, according to AA's *Motor World*. The silent Super Snipes, woody Wolseleys and captivating Jaguars had almost disappeared. Rover's 3528cc, 158bhp, V8 engined hatch struggled to adapt to the Japanese challenge by fitting all sorts of luxury items and electronic gizmos, but oddly using real wood trim on the V8. All very promising, but Rover were playing catch up. Especially as at \$44,138, it cost twice as much similarly equipped Japanese luxury saloons.

# soapbox

Contributed by David Gardiner

Most of my adult life I have used old vehicles as my main transport. Life, accordingly, has often involved panic and expense when the blasted things break. I have never, ever bought magazines except in very small numbers, preferring to save my money for these crisis moments. I need to keep my own antediluvian vehicles running, not read about how someone I don't know from Adam painted theirs up to factory spec. Perhaps, too, I get enough hands-on time to not need the experience vicariously.

Every two months a provoking publication arrives. Yes, *Beaded Wheels*. I can see it is a well crafted magazine, but I don't do American cars and bikes, or rallies, or even ordinary cars much, now I think about it, so it has little of any great interest to me. I get it regardless because I have paid for it in my subs. (I don't do mascots either but enjoyed the recent series on them enough to take this opportunity to say so.) When you have resisted buying glossy magazines for economy reasons for most of your life it is galling to be forced to pay for one you wouldn't want to buy anyway. However there is a more fundamental reason for the rise in my blood pressure every time it arrives. It seems that this is the nearest I will get to something of value from the national club. The subs to the local branch I have no argument with. But nationally I feel I get a very poor return.

I don't want to travel to rallies. I positively disapprove of the 'concours' concept as applied to antique vehicles, I socialise with the local branch boys. I find little of interest in *Beaded Wheels*.

This leaves the national body with one very important thing to do for me. Vital, I would say. Lobbying, protecting my interests from encroaching bureaucrats who simply don't understand why anyone would aspire to drive anything other than a spanking new shiny limo. Land Transport is awful. There is not much of a service and damn-all civility in the way these civil servants act. The VCC should be using the membership numbers it represents to influence them better.

Here's a few irksome things I have noticed. Add your own...

- The way diesel vehicles are administered. Complex and inconvenient.
- The punitive (a carefully chosen word there) rego on big motorcycles; yes, including plenty that are club eligible.
- Only doing registration and lay-ups in 3 month minimum periods. Would monthly be so hard?
- The huge payment to re-register a vehicle where the paperwork hasn't been continuous, even when it is in the system.
- VICs. Your car was perfectly legal, but...
- The money grabbing way speed limits are enforced.
- Headlights on for all motorcycles except club eligible ones.
- Drilling holes in structural parts of aged motorcycle frames to fix a VIN plate. What was wrong with the old chassis number? That's what the rest of the world uses.
- Insisting structural work is welded only. (People don't get certificates to braze so the paperwork isn't as tidy.)
- Keeping the WOF at six months for older cars when they extend it to annual for the majority. Did you hear that they have just removed a requirement to test older vehicles altogether in Britain? Someone over there must have realised what a joke the whole business was.

What of the recent soapbox story of the Vintage Rolls owner bullied by the policeman because his registration plates, correct in every way, weren't NZ made? LT rules?

Land transport imposed the 'give way to the right turning vehicle' rule and kept it for 40 (ish) years while the rest of the world gave up on it as a bad job.

Now they have finally acknowledged that it didn't work very well they still don't do it properly. If you are turning right onto the major road you must wait for the chap on the opposite side turning to go the same way to go first. It is just 'giving way to the left turning' carried to the end. The rest of the world says "That chap turning right? Well he is driving on the major road by the time he reaches the left turner so he has right of way." The LT system introduces hesitance and doubt where two people are joining a main route. Not a good place for uncertainty. Of course if it creates a few minor accidents then LT look less foolish for sticking to their previous system for so long because the numbers even up a bit. Sorry, I have this cynical streak.

Go on, add a few of your own. I bet you can...

You see what I mean. We are supposed to live in a democracy and they are supposed to be providing us with a service, but it is a pretty poor one.

You have to ask what successive ministers have done to keep their department up to the mark, and I'm left with the strong impression that they just drew their salaries and left them to get on with it. There are probably older staff in LT still awaiting instructions from Whitehall! When we, the VCC, have trouble with LT it should be of concern to the minister, because he is the boss. We go to the press if he lets us down, and particularly to the press if he tries to say it is not his problem. Then we ask the papers why he deserves his salary.

As someone who still thinks of himself as a motorcyclist I remain appalled at the recent ruling that all motorcycles must have their headlights on. This came about because the traffic police were collecting an embarrassing number of motorcycles in their side doors when they did a U turn on a fast road to serve a speeding ticket. U turns are dangerous manoeuvres even for an expert and for LT to claim that it is worth it in the 'fight' against speeding is cynical. (I am amazed the police's own association allows their members to do it.) The VCC won an exemption for older bikes. Great. When I am lying in hospital groaning, my bike is a tangled mess and Granny is saying 'But I didn't see him, he didn't have his lights on.' A man from Land Transport will tell everyone that it is all OK, I had an exemption. Comforting, that will be. Or they could have just told their traffic police that serving tickets in this way was more dangerous than the deed they were penalising and to stop forthwith. But that would cost...

VICs. 'Land Transport would have imposed them anyway' I am told. Well that doesn't mean the club has to rush to help. It certainly doesn't mean you have to make the possession of a VIC a requirement for entering a rally. We had road legal vehicles and suddenly we were supposed to get one of these. The VCC falls over itself to enforce their use and now seems to be the only body interested in them.

Land Transport is poor because no one ever says 'Boo!' to it. They get their way every time, reasonable or not. The VCC must start fighting its corner better or suffer the consequences.



# Buyer Beware

Bill Cockram was scanning an ancient copy of *The Press* and found the following imaginative advertisement in the Saturday motoring classifieds of 5 May 1956.

Motor Trader and Valuator as Alan McGillivray styled himself at the time, clearly had an amusing line in sales patter and literary pretensions, and a desire to project an honesty not normally thought a requirement of the used car trade.

## For The Young And Intrepid – '34 Morris Minor.

This is the worst conditioned car I have to offer in stock. The wooden door pillars are so badly rotted they will not hold screws for hinges, consequently the doors fly open when turning corners except when they sag so badly they jamb on what is left of the running boards. The upholstery does not bear mentioning as there is so little left. The coachwork is good in the parts where rust has not eaten it away, but all the windows are intact or should I say tacked in. However, every cloud has a silver lining and this relic is not to be outdone, for strangely enough it is endowed with a sound engine and four new tyres, and this just may induce the unwary to make me an offer. I forgot to mention that instead of the common ignition key this "Hesperus" has a nice household electric wall switch. It takes up most of the room on the splintered dashboard but serves a dual purpose of holding this section together,

I did state the engine is sound and goes like a humming bird with emphasis on the humming, not the bird. I have not tried the transmission out as yet, but the person who owned it assures me it is all there.

It is my policy to tell everything I know to be wrong with a car before it is sold, but to do so here would cost more for the advertisement than I will get for the car, consequently by reversing my policy the purpose will be served by stating that there is nothing much right with the car. I was a nitwit to trade this car and hope for another to buy it from me.

Whatever figure you are foolish enough to think of offering, cut it in half and then go home and forget it, but should you insist in tempting me, just remember a very reasonable offer will be considered and might even be rushed.

When you started reading this you thought I was complaining about *Beaded Wheels*, didn't you? But no. What I am really saying is that I would like to be able to join the local branch without the national extra sub because I have no hope of getting something of value back. *Beaded Wheels'* only crime is to remind me of this regularly.

I will say that this supine attitude is not unique to the VCC. I am also a member of the AA and they, a group that was actually formed by Vintage motorists who felt they were being victimised by unfair speeding policies, (did you know that? Gospel truth!) seem to be just as complacent. Perhaps, given their origins, they have even more to be ashamed of. I will be writing to them too, I promise.

If the special interest vehicle groups in New Zealand got together would we have enough voting power to have our own MP under PR? I bet we would. Party vote 'Vehicle Enthusiasts' anyone?

Contributions are very welcome to soapbox.  
Email [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

## Robinson Instruments

Automotive & Marine Instrument Specialists



Repairers and Restorers of Vintage and Classic Instruments  
Speedo Cables repaired or made new to order

SMITHS  
GAUGES



Ph.09 636-5836 | 3/31 Princess Street, Onehunga, Auckland | [sales@robinsoninstruments.co.nz](mailto:sales@robinsoninstruments.co.nz) | [www.robinsoninstruments.co.nz](http://www.robinsoninstruments.co.nz)

# VETERAN CAR RIMS

101 Harman St  
PO Box 9164  
Christchurch 8149  
New Zealand  
Phone 03 338 4307  
email [office@veterancarrims.co.nz](mailto:office@veterancarrims.co.nz)



Lock ring Heavy  
and light  
Now available



Beaded edge  
Wide range  
30x3 to 895x135  
Split Rims  
Motor cycle rims



Well base Rolled edge.  
All sizes



Nicola Wilkinson  
Rally Director 2016

## 2016 rally update

Happy New Year – we hope that you were able to find time for some Vintage motoring and/or work on those projects that you want to be completed in time for the rally.

### Registrations

While these officially open on 2 February we are already starting to receive some early bird forms, in fact the first three were all received within 2-3 days of the December issue of *Beaded Wheels* being delivered. Remember the two ways that you can register are either online at [www.historicmotoring.co.nz](http://www.historicmotoring.co.nz) or by filling in the registration form. We encourage you to register online as it is much easier for us to track and keep in contact with you. We tested the online registration form over the New Year period and this is a very easy process to follow. You will receive an automated reply that your registration has been received and depending on payment method selected if your entry has been confirmed or conditional pending full payment.

### Payment of Fees

As you will note from the registration form you have the option to pay either in full or via instalments. If you choose the instalment method – please send us an email via [admin@historicmotoring.co.nz](mailto:admin@historicmotoring.co.nz) with your details so we can receipt the payment against your entry.

### Request for vehicles

The following requests have been received from overseas entrants looking for vehicles and/or travel as passengers.

#### Victor Pace

Email: [vicpac@dodo.com.au](mailto:vicpac@dodo.com.au)

Cars owned: variety of British, American and European cars. Member of Classic & Historic Automobile Club of Australia  
Preference: British or European car in good condition from 1960s or 1970s. Victor has a great passion for classic cars and always take good care of them.

#### Andrew Winter

Email: [alisonandandrew@bigpond.com](mailto:alisonandandrew@bigpond.com)

Cars owned: 1911 Minerva, 1911 Hupmobile and 1928 Model A Ford plus drive a 1910 Star for the Coffs Harbour Museum.

Member of Coffs Harbour Veteran & Vintage Club

Preference: First preference Veteran car pre 1918 while second preference is Vintage car pre 1930.

#### Dennis Lingane

Email: [dennis@linganemedia.com](mailto:dennis@linganemedia.com)

Cars owned: 3 litre Bentley, A40 Sports, 1928 Dennis Fire Engine, Bullnose Morris, Vintage Standard SL04. Mark IV Bentley, Bentley Continental R, Land Rover  
Member of Veteran Car Club of WA, Bentley Drivers Club, Jensen Car Club.  
Preference: Anything with four wheels

#### Paul & Jose Dickson

Email: [pdickson@inet.net.au](mailto:pdickson@inet.net.au)

Cars owned: 1929 Buick, 1946 Buick. Member of Veteran Car Club of WA, Buick Club of WA.

Preference: No preference

#### Michael Coe

Email: [coefront@shaw.ca](mailto:coefront@shaw.ca)

Cars owned: 1956 MG Magnette, 1982 Triumph TR8, previously owned Riley 1.5, Jaguar Mk11, Jensen Healey, TR3s, Volvos. Member of Calgary MG Club (president) Vintage Sports Car Club Calgary.

Preference: would love a car however has also owned motorcycles

#### Warwick Hord

Email: [warwickh@skymesh.com.au](mailto:warwickh@skymesh.com.au)

Cars owned: 1929 Vauxhall, 1929 Singer Junior, 1935 Singer LeMans. 1964 Singer Vogue. Member of Singer C.C.A., Tamworth & District C.C.

Preference: Would prefer to travel with someone (two of us) as in 2016 I will be close to 80. Happy to share any expenses. Would prefer English Vehicle.

#### Engel Bouwmeester

Email: [cruiser6@telus.net](mailto:cruiser6@telus.net)

Cars owned: 1927 and 1924 Studebaker plus currently restoring a 1934 Studebaker  
Member of Antique Studebaker Club and Studebaker Drivers Club

Preference: No preference

#### Terry and Regie Lewia

Email: [terrylewisoz@skymesh.com.au](mailto:terrylewisoz@skymesh.com.au)

Cars owned: 1912 Waverley, 1966 Jaguar E type, 1968 Morgan 4/4. Member of Veteran Car Club of Australia, Bundaberg Vintage Vehicle Club.

Preference: We would be delighted to drive or be passengers.

#### David Boyd

Email: [davidandgail@sctelco.net.au](mailto:davidandgail@sctelco.net.au)

Previous cars owned: 1925 Chev tourer, 1929 Chev roadster, 1929 Dodge sedan, 1930 Plymouth sedan, 1926 T Model Ford. Member of The T Ford, Dodge Bros & Vintage Drivers Clubs

Preference: Prefer any 1920s vehicle however would be happy with any pre-war vehicle.



# the wheels are coming!

15 – 24 JANUARY 2016  
DUNEDIN  
NEW ZEALAND



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

### Second Requests for loan Vehicles:

The following requests were advertised in previous issues and these entrants are still on the lookout for a suitable vehicle. If you are able to help – can you also please let us know at [admin@historicmotoring.co.nz](mailto:admin@historicmotoring.co.nz) so we can update our database.

#### Alex & Linda Kirkwood

Email: [lindakirkwood@iprimus.com.au](mailto:lindakirkwood@iprimus.com.au)

Preference: prefer 1930s – 1950s

#### David & Sue Reid

Email: [ryr46@inet.net.au](mailto:ryr46@inet.net.au)

Preference: any reliable vehicle

#### Ian & Margaret Baxter

Email: [ianhbaxter@gmail.com](mailto:ianhbaxter@gmail.com)

Preference: late 1930s vehicle

#### Kevin & Sue Cochrane

Email: [suekay@iprimus.co.au](mailto:suekay@iprimus.co.au)

Preference: prefer 1930s – 1960s

#### Philip & Aileen Stockdale

Email: [papastockdale@inet.net.au](mailto:papastockdale@inet.net.au)

Preference: Vintage or Post Vintage

#### Terry & Angie Duke

Email: [taduke@westnet.com.au](mailto:taduke@westnet.com.au)

Preference: 1950s-1970s Aust/Brit/US car.

#### Murray & Teresa Lizatovich

Email: [tlizatov@bigpond.net.au](mailto:tlizatov@bigpond.net.au)

Preference: anything

#### Ian & Sharon Stratton

Email: [ian\\_stratton@yahoo.com](mailto:ian_stratton@yahoo.com)

Preference: four seater if available

#### John De Groot

Email: [ldegroot@bigpond.com.au](mailto:ldegroot@bigpond.com.au)

Preference: 1950-1960 Classic Car





# And they're off...

By Rhys Nolan

Are you and your Vintage car looking for an opportunity for a little strenuous exercise?

As the Roycroft Trophy meeting approaches again we would love to add more saloon cars to the mix. The focus is intended for the owners of their pre 1961 cars to have an "enthusiastic thrash" for a few laps, on a few starts, then at the end of the day put the picnic basket, spare wheel and tools back in the boot and go home with a huge grin on their faces.

Obviously there will be some who see this as a chance to build more of a racing version of the A35, but the real intent is as above.

So what is needed in terms of vehicle preparation? It must be in WOF condition, the new regulations require that catch bottles be fitted to oil breathers and radiator overflows. There are some exceptions to this, just ask. The sump plug must also be safety wired. All these are simple and very inexpensive to do, and if you find this overly difficult seek some help.

Tyres, as per the VCC branch manual, shall be of greater than 65 profile with a tread pattern appropriate to the period of the car, what we don't want is semi race tyres of the current Targa type.

Lights need to be taped to minimise the risk of broken glass, bumpers and all standard trim should be in place, and other than that not a lot else to say.

Yes, you are allowed to modify the car if you want, but it needs to fit with the VCC requirements which are that the engine must also be from the pre 31 Dec 1960 date and an unwritten rule is that modifications should only be those which could have been done in the period, so such things as wide wheels and turbochargers don't fit the pattern.

What vehicles? Well the greater variety the better. We currently have a Mk 2 Zephyr, a couple of Jaguars, Mk 7 and an early Mk 2, an A30 with genuine Speedwell modifications, a Singer Gazelle,

a Renault 750/4cv, a Standard 10, and maybe a 107e Prefect. This time around the hopes are high for a V8 Coupe that has been used in speed events by the same owner for well over 30 years. Personally I would love to see a Jowett Javelin, a Vanguard or two, a Peugeot 203 and 403, a couple of varieties of Wolseley, MG Magnette, Morris Minor, the list is endless. How about a couple of varieties of Citroen?

In the good old days there was variety, just look at that well known picture from Ardmore, or was it Ohakea! In amongst those there is a Hillman Husky, a Riley RM and an early VW.

The obvious questions relating to the driver include What documentation do I need? In this case it is a VIC (Vehicle Identity Card), logbook and a minimum of VCC Historic Racing Licence along with VCC membership and a valid driver's licence.

Personal equipment is multi-layers of protection with wrist and ankle openings not loose, helmet to an approved standard and gloves suggested.

It is not intended to be a highly competitive event, there are no prizes, rubbing is NOT racing here and any signs of potential aggression will be dealt with very strongly. Actual aggression would have the instigator on their way home very quickly!

Why don't you come along and play in our sandpit? It is a heap of fun and you will be with a group of like-minded folks who enjoy their days out.

The Roycroft is a great weekend of celebration of the way it used to be. More information is available at:

[www.waitemata.org/roycroft](http://www.waitemata.org/roycroft) or by email [pre61saloonregister@gmail.com](mailto:pre61saloonregister@gmail.com)

BW

## subscribe today & save

- Please send a subscription for
- 6 Issues - New Zealand \$39\* (inc p&tp)
  - 6 Issues - Australia NZ\$70\*
  - 6 Issues - Elsewhere NZ\$100\*

Payment by  Cheque or  Credit Card

Expiry Date: \_\_ / \_\_ / \_\_

Name on Card:

Cardholder Signature:

## Beaded Wheels subscription form

Subscribers Name:

Telephone:

Email:

Address:

Postcode

Card Number

|                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|

Post to: FREEPOST 1757, Beaded Wheels, PO Box 13140, Christchurch 8141



Photo Emma Allen, Fairfax Media Marlborough Express

## WAIPORI TO NELSON

# on a Hundred Year Old Motor Cycle

Words and photos Ashley Blair

Ten years ago my Uncle Jack Knight sent me the photo of my grandfather Eric Knight and Frank Russell on identical 1912 Humber motor cycles at Waipori. This photo gave me the idea of recreating my grandfather's journey as related in *An Early New Zealand Motor Cycle Journey: Waipori to Nelson and Back in 1914* and started an obsession that lasted ten years. In April 2005 I bought a 1927 Model L BSA to restore and to ride from Waipori to Nelson following Eric's 1914 ride.

The Levin Swapmeet on 25 March 2006 turned out to be a significant date in this story. I was looking for parts for the BSA and while talking to Peter Thomson of Thomson's Motorcycle Museum I mentioned that I would like to re-visit his museum to have a close look at his Humbers and to take photographs. When he asked why I was particularly interested in Humbers, I told him about my grandfather and his journey. Peter beckoned me to the front of his van. I thought he had some photographs to show me but he said, "I know where there is a 1914 Humber for sale". I believe that it wasn't a case of me finding the Humber but the Humber finding me.

The next day I rang the owner Vern Russell who said that he had found the motor cycle in 1950 on the Wood's farm at Centre Bush in Southland. He said, "It was in a terrible state", before he restored it in 1952. He was only selling because there were too many cars on the road and they were too fast. If he was still in Southland he insisted he would still be riding the Humber. The last time he had ridden it was four years earlier when he went to the Paeroa Street Races. He was 77 then. I arranged with Vern to go up to Waihi and see the machine.

Vern, a former president of the Southland Motorcycle Club and a "notable motor cycling identity" according to George Begg, author of *Burt Munro, Indian Legend of Speed*, was the co-owner of Vernon Russell Motorcycles in Invercargill. He competed in all the Southland motorcycling events in the 1940s and 1950s and had a lot to do with Burt Munro.

A few days after visiting Vern I made him an offer which was accepted. When I arrived with a friend to collect the Humber it was a still, cloudless day. We wheeled the Humber into the sun and took a series of photographs. Vern sat on it

for the last time and said, "Give us a push". Next thing he was pattering away down the road. When it was my turn the photos show me with a very large grin on my face.

While we had a cup of tea Vern entertained us with some of his memories of Burt Munro. One day Burt came in to the motor cycle shop and badgered Vern's partner for money. He reluctantly handed over £20 but said it was from them both. Undaunted, Burt then went around the back and accosted Vern who was unaware of the previous transaction. Vern in turn handed over £5. "You only meet a character like Burt Munro once in your life," said Vern. He also told us the story of Burt's disastrous attempt to use a paddle fan dynamometer to test the Indian's horsepower. "The rev counter he used is still in the shed here somewhere."

Vern rallied the humber extensively in Southland in the '60s and '70s. His longest trips were the Southland Branch's Arrowtown Runs. He said that the brake, a wooden block acting in a V rim, was very good in the dry, providing there was nothing in front of you, but not a lot of use in the wet. He also said a good pair of stout boots was part of the braking system and it helped to put them both on the





Vern Russell rides the Humber, 2006.



Waipori in the rain just before starting off, 14 March 2014.



Jack Knight, left and Ashley Blair at the Waipori cemetery. Photo Stephen Jaquier, Otago Daily Times.



Rusty Knight hands over a gold nugget. Photo Peter Simpson.



Oamaru, Day 2. From left Trevor Barnes, Greg Campbell, Ashley Blair, Peter Simpson.

ground together. His other piece of advice when riding was to take a sharp knife and a screwdriver. When the belt starts to slip, unscrew the connector, cut off an inch or so of the rubber V-belt and screw the connector back on.

The Humber was now the machine I would use for the tribute ride to my grandfather. The year chosen was 2014 as the Humber would be 100 years old; it was the hundredth anniversary of Eric's ride and also 100 years since he enlisted as trooper 9/373 with the Otago Mounted Rifles and embarked for Egypt.

When planning the distance I would cover each day I was mindful of Margaret's insistence that it should be fun and that there should not be any undue pressure on either the rider or the Humber, neither of us in the first flush of youth. I planned an average speed of 30kph, well within the machine's capability, and to cover an average of 150 kilometres daily over the six days. After the ride I received an account of Jim Shipman's 1989 charity ride from the Bluff to Cape Reinga on his 1914 Model K BSA. I was fascinated to find out that he had planned to ride at an average of 32kph and to cover an average of 160 kilometres each day. Planning the

route took some time. Should I ride the old roads where they still existed, even though they were often longer and less well maintained, or go on main roads and motorways? These are better maintained, have wide verges where I could pull over to let traffic pass, but they have heavier traffic travelling much faster than the old roads. The final choice included both old and new roads.

The first morning was without doubt the worst part of the journey; 14 March 2014 at Waipori was a cold, showery, windy morning with the wet increasing the likelihood of the belt slipping while I negotiated the sloping track up to the gravel road. I was very tense with all the emotion of starting off on a venture that had been planned for years. There was also the worry about whether a hundred year old motor cycle would make it. Would the magneto fail in the rain? Would the forks stand up to the rougher roads? What about metal fatigue? Travelling with me was Tour Manager Margaret Blair, VCC members Peter Simpson and Trevor Barnes as well as Alistair Blair and Greg Campbell. I started in front of the monument that my grandfather built in memory of his brother who was killed at

Gallipoli. I was also acutely conscious that I was the descendant of, and related to, family in the adjacent Waipori cemetery. To see me set off there was Uncle Jack, cousins Denis and John, Eric's cousin's grandson Rusty Knight who lives in Wanaka and the Warburtons who have a crib at Waipori. Just as I was about to leave Rusty slipped a small gold nugget into my hand to take on the ride and remind me of why the Knights had come to Waipori in 1863. By now I was so emotional I did not push the gear lever fully into first and as I moved off there was a rasping noise from the Sturmey Archer gearbox until I was able to let go one hand and push the gear lever fully forward in the quadrant.

That morning three halts were required. The first was when the engine stopped suddenly. Various thoughts raced through my mind: journey over first morning; the magneto has died and the *Otago Daily Times* photographer will have a long wait further up the road. Not a good start but it was soon sorted as I had forgotten to change the travelling petrol cap, made up with a solid cork seal designed not to spill petrol while in the trailer, with the correct one. As soon as I changed the caps we were away again. The



Timaru, Day 3. From left Greg Campbell, Alistair Blair, Ashley Blair, Margaret Blair, Peter Simpson, Trevor Barnes.



Rakaia Day 3. From left Dennis Knight, Peter Simpson, Trevor Barnes, Marie Knight, Greg Campbell, Alistair Blair, Margaret Blair.



Riding the Inland Route to Kaikoura on Day 4.



Ashley Bell with 1952 Daimler Consort and Ashley Blair, Inland Kaikoura Road.



Curious travellers at Kaikoura on Day 4.



Coming down Dashwood Pass Day 5. Peter Simpson.

second halt was to clean the spark plug which had sooted up while idling. Later in the morning, when I was off the gravel of Mahinerangi Road and onto Highway 67 on the way to Outram, there were a couple of severe hills where supporters travelling behind were puzzled when I needed to paddle my feet on the ground to reach the top. The belt had begun to slip. It was a routine matter to wind the belt off with the help of a piece of 250mm by 50mm wood carried for the purpose, unscrew the connector, cut off 30mm of belt with a knife, screw up the connectors and wind the belt back on to the belt wheel. It was the only time I needed to tighten the belt on the whole journey although later it became quite slack in the 33 degree heat near Culverden. As the road was relatively flat there, it was not a problem and did not hold us up.

I rode into Dunedin via the main road and motorway from Highway 67. The original plan had been to go via Three Mile Hill, Taieri Road, Stuart Street and left into London Road, avoiding the Octagon and then on into North Road. When I followed this route using Street View on Google Maps it seemed quite reasonable but the reality was entirely different as we found out when driving along the proposed route in the car. Stuart Street was far too steep for a Veteran motor cycle, especially with the traffic lights at the turn into London Street and

then again at George Street. The hastily revised plan was to use the motorway, skirt the Octagon via Cumberland and on to George Street near the University. However, a miscommunication meant that I rode straight down Princes Street, through the Octagon, through ten sets of traffic lights, on a Friday lunch time with students massing ready for Orientation Week. Riders of Veteran motor cycles usually avoid devices like traffic lights which may require a sudden stop because they need time to make appropriate preparations such as changing the throttle and air lever settings, changing gear, retarding the spark and applying the brake. Going through those ten sets of traffic lights was at the extreme end of character building, although I did only stall twice that I recall. However, there was a plus side when I was told later that many of the watching pedestrians were smiling at the sight of the Humber chuffing along in the midday traffic.

The afternoon of the first day was far, far more relaxing. The sun was shining and I was finally on the journey. There was the gentle climb and the views up Mount Cargill, the scenic coastal route around Warrington and then on into Waikouaiti passing St John's church where Eric and Marguerite are buried and where my parents were married in 1943.

On day two I took the old coast road into Oamaru and rode around the

Victorian precinct twice with a video camera running giving the rider's view. The support crew, when they saw the video, realised just how busy a Veteran motor cycle rider is adjusting air, throttle and magneto levers, changing gear, pumping oil, checking the rate of drip in the sight glass and checking the GPS carried on a lanyard and used to record speed and distance. In turn I was amazed to see on the video that I changed gear with either my right or my left hand, depending on what the other hand was doing. The first long bridge, crossing the Waitaki River, was much easier than I had anticipated, helped by the sign on the back of the trailer which read "100 Year Old Motor Cycle Ahead. Be gentle."

The daily maintenance routine took about fifteen minutes each evening. Apart from the usual checking of petrol and oil levels, the tyre pressures were checked as beaded edge tyres are held on by air pressure alone and low pressure is not good. All eight holes in the girder fork linkage received a few drops of oil, as did the front hub and the valve stems. The Sturmey Archer manual recommends sperm whale oil for the hub gears but that is hard to come by these days and automatic transmission fluid is used instead. Belt tension was checked and all wheel and fork nuts checked for tightness. The spark plug was cleaned every second day.





North of Kaikoura, Day 5. Photo Peter Simpson.

The flat, straight roads on day three from Timaru to Christchurch were just right for Veteran motor cycling. The constantly changing scenery was a delight. Trucks passed well clear of me, many cars tooted and most motorcyclists waved. I especially appreciated the waves from the German-helmeted motorcyclists with large club badges on the back of their jackets.

Operating the Humber controls and keeping an eye out for traffic, used up most of my concentration and left little for navigation. While coming into Christchurch I was watching the Hornby traffic lights so carefully, willing them to stay green, I failed to make the left turn to follow SH1 and sailed right on through the lights along the old Main South Road towards the city centre. This happened in spite of rehearsing the turn beforehand using Google Maps and Street View. In the confusion I stalled. The usual, unhurried way to start the Humber is to have it on the stand and go through the starting check list:

1. Set half compression lever to full right
2. Set the magneto lever to slightly right of the handlebars
3. Set the air lever to full right
4. Set the throttle lever to slightly right of the handlebars
5. Engage 3rd gear
6. Lock the foot clutch down
7. Push the oil pump knob fully down and adjust the oil feed rate

8. Turn the petrol lever on
9. Prime the carburettor
10. Compression lever in
11. Kick start

Usually only one or two kicks are needed. When the engine is warm, the lever settings are slightly different. This unhurried routine is often not possible when stalled, especially in heavy traffic or at lights. The second way of starting is the running mount. Controls are set, second gear is selected, the clutch pedal released and the decompression lever held in while running alongside the machine. When the decompression lever is released and the engine fires, the right foot goes on the right footboard, the left leg goes over the saddle and on to the left footboard and you are away. This starting sequence can be quite alarming, both to the participant and to bystanders, and is only used when the way ahead is clear and there is little traffic. The third way of starting is to set the levers in the appropriate positions and get a push from a bystander or, in this case, from Peter. It took about 15 minutes to get us all stopped, oriented, and back onto SH1. It was a relief to get to North South Holiday Park where we farewelled Greg who was leaving us and Alistair who would leave us the next day.

It was a dream run out of Christchurch on day four with the sun shining, almost no traffic going north and great views of the nose to tail traffic edging south

into Christchurch. We travelled the inland route and stopped for morning tea at the Hurunui Hotel which was there when Eric rode by in 1914. We had a picnic lunch at Waiau and Alistair delivered a pair of summer-weight gloves for me to cope with the warm temperatures, found after spending the morning scouring motorcycle shops in Christchurch. Further along the inland route, while I was changing a camera battery, a black 1952 Daimler Consort stopped and the driver, in shorts and bowler hat, asked if everything was all right. It was Ashley Bell from Invercargill who not only knew Vern Russell but remembered the Humber when Vern owned it. Meetings like this are one of the delights of touring with old vehicles. This day was the longest ride of the journey and the petrol tank needed topping up just before we reached SH1.

Our cabin at Kaikoura was next to the office and there was a constant stream of visitors wanting to know about the motorcycle and what we were doing. Fortunately by this time both Trevor and Peter knew all about the Humber and my grandfather and his ride and were able to give me a break by talking to people and answering questions.

On day five we had a late start as I wanted to catch on video the Coastal Pacific train as it passed the Humber heading north. The place chosen was Old Beach Road which would have been



Coast Road north of Kaikoura, Day 5.



Coming down from Rai Saddle, Day 6.



By the steps of Nelson Cathedral. From left Peter Simpson, Trevor Barnes, Ashley Blair, Margaret Blair.

the main road north in Eric's time. It was parallel and close to the railway with almost no traffic. We knew that the train left Kaikoura at 9:54 am but to make sure we had the timing right Trevor stood beside the track with binoculars; Margaret was ready to signal me to move off on the Humber and Peter was further along the road ready to ride behind me with video rolling. Idling for nearly 10 minutes sooted up the spark plug and when the signal came the Humber had a spluttering start but we managed to catch the train on video. Further along Hapuku Road it was just as it had been in 1914: gravel road with bush on either side and, if there were clear skies and it hadn't been raining, views of the Seaward Kaikouras. A car came up behind me and I pulled over to let it pass as Peter was not far ahead waiting with cameras. I got into loose gravel, stalled and then fouled the starter chain on the brake dummy belt rim while trying to start. I decided that this was a good time to change the plug but Peter was left wondering what had happened. Much of day five we were on the edge of a weather front and it was very frustrating to see the sun shining on the road that I had ridden on a short time before in rain.

The Dashwood Pass was the first really long climb and, to prevent complications on the steep section where starting would have been problematic, I stopped on the flat to spray on Belt Grip. A sheep farmer on his quad bike came over to ask if we had a problem and was intrigued with the Humber and Belt Grip application on the belt. He gave us an accurate weather forecast to Havelock.

It was an unreal feeling at the final evening meal at Havelock knowing that the next day was to be the last on the road and that the adventure was nearly over. The run from Havelock to Nelson was the second day of the whole journey to have fine weather. Nelson roads had very little verge and it was much harder finding a suitable place to pull over to let trucks pass. Margaret, towing the trailer, had an even more difficult time. The Rai Saddle was not quite as long or as steep as I had expected and the Humber made it up in fine style without even needing to go into second. While waiting for the engine to cool I mounted a camera on the handle bars. We had found previously that a camera mounted on the Humber suffered too much vibration from the engine for reasonable video. I coasted down the saddle with the engine off and video running. Exhilarating! The climb up the Whangamoas was relatively short, even in second. To make sure that we had captured the final climb both on video and with still photos, I turned round when the road was clear, went back down, waited till the cameras were set up, and rode up again. There was another, even faster, coast down the Whangamoas with the engine off.

I had long imagined what it would be like as I approached Nelson. Early on that last day as I was riding through the bush before Pelorus Bridge I had an overwhelming surge of elation that maybe, just maybe, I was going to make it. As I rode down the Gentle Annie and wound round towards Nelson I could smell the salt flats of Nelson Haven. The feeling was not so much elation but satisfaction.

After plotting, planning and scheming for almost ten years I had reached Nelson one hundred years after my grandfather and on a very similar machine. I wondered how Eric had felt when he rode alongside the Haven with Nelson in the distance all those years ago.

The total ride was 910 kilometres and the average speed was 36kph. The only mechanical mishap to the Humber was caused by rider error when I was putting it on the trailer for the very last time in Nelson. I used too much force with my foot while putting the stand down and a weld came away. Somewhere along the way I lost two kilograms, most of it I suspect on the first morning and, after six days riding a rigid frame motorcycle with only seat springs for suspension, I lost a tooth filling. During my ride I gained even more respect for my grandfather and all the motor cyclists who roamed New Zealand's unsealed roads, who crossed watercourses and rivers, often without maps or directions, before the First World War.

Day one Waipori to Waikouaiti: 105km, average speed 36kph, fastest speed 55kph.

Day two Waikouaiti to Timaru: 161km, average speed 38kph, fastest speed 51kph.

Day three Timaru to Christchurch: 189km, average speed 39kph, fastest speed 51kph.

Day four Christchurch to Kaikoura: 202km, average speed 38kph, fastest speed 53kph.

Day five Kaikoura to Havelock: 179 km, average speed 32kph, fastest speed 56kph.

Day six Havelock to Nelson: 74km, average speed 33kph, fastest speed 60kph.

Special thanks to Tour Manager Margaret Blair and to Peter Simpson, Trevor Barnes, Alistair Blair, and Greg Campbell for their support.



Specialists | Modet T & Model A 1907-1931

# Veteran AND Vintage

Spares and Repairs Ltd

## Restoration Supplies Tyres & Body Panels

16" Tyres black and white wall



Errol & Linda McAlpine



P: 09 832 9818 M: 0274 543 983 F: 09 832 3578 E: vet.vin@xtra.co.nz  
1127 Scenic Drive | Swanson, Waitakere | Auckland  
www.veteranvintagecars.co.nz



Nestled in the heart of Dunedin near bars, cafés, restaurants, theatres, art gallery, settlers museum, brewery, casino, chinese Garden, Cadbury World and shopping area. Easy walk to Forsyth Barr stadium.

200m from Railway station which is the Pick-up/drop-off point for tours. Facilities: bar, lounge, laundry, internet, luggage storage, off-street parking, 24hr check-in. Free WiFi internet. Ample off street parking suitable for large vehicles.

For further information & bookings please contact  
Leviathan Heritage Hotel ♦ 27 Queens Gardens, PO Box 112 Dunedin, New Zealand  
Telephone: 03 477 3160, Fax: 03 477 2385 Email: leviathan@xtra.co.nz

**FREEPHONE 0800 773 773**  
www.dunedinhotel.co.nz

DUNEDIN

NEW ZEALAND



At Woodlands our spacious family and group friendly motels and apartments will make your stay in Dunedin enjoyable.

Centrally located adjacent to the Otago University and dunedin Hospital, close to the city's retail shops, restaurants and cafés.

Easy walking distance to Forsyth Barr Stadium.

Self-contained 1 and 2-bedroom units (1 to 8 persons). Full kitchen, on-site laundry, free internet. Private off-street parking. Adjacent to KFC, McDonald's pizza outlets and supermarkets. Guest BBQ & playground.

594 Great King Street, PO Box 112 Dunedin, NZ  
Tel: 03 477 0270, Fax: 03 477 0282 Email: woodlandsvillage@xtra.co.nz

**FREEPHONE 0508 594 594**  
www.motel594.co.nz

# CLASSIC TYRES

importing major brands:

Established in New Zealand in 1991

DUNLOP, AVON, WAYMASTER, ENSIGN, VREDESTEIN, EXCELSIOR, FIRESTONE, BF GOODRICH, US ROYAL, UNIVERSAL, MICHELIN, COKER, AMERICAN CLASSIC, HERCULES, etc, including DUNLOP, AVON, & EXCELSIOR Competition and Race tyres.

|                         |               |                 |                 |                       |                 |                 |                 |
|-------------------------|---------------|-----------------|-----------------|-----------------------|-----------------|-----------------|-----------------|
| <p><b>EXCELSIOR</b></p> |               |                 |                 |                       |                 |                 |                 |
|                         | 30 x 3"       | 30 x 3-1/2"     | 4.00-17"        | 4.50-17"              | 4.50-19"        | 5.00-23"        | 5.00-24"        |
|                         |               |                 |                 |                       |                 |                 |                 |
| 4.75-5.00-19"           | 5.00/5.25-16" | Comp V (150mph) | Comp H (130mph) | beaded edge (8 sizes) | indent spl Grey | indent spl Grey | indent spl Grey |

The above photo-images are all typically from the best-selling Excelsior tyres – ask for more details and current price of your preferred size (over 60 options in the entire range)

Contact

**PETER WOODEND (proprietor)**

Ph 07 571 5525 . Fax 07 571 5526

Mobile 027 605 4040 P. O. Box 2245, Tauranga 3140

Email [ctyres@wave.co.nz](mailto:ctyres@wave.co.nz) Website [www.classic-tyres.co.nz](http://www.classic-tyres.co.nz)





Kevin Casey

# Spinning to Oblivion

Words Kevin Casey



A Casco spinner looks at home in the 1941 Cadillac.

A steering wheel spinner, that's what it's called although suicide knob is a common slang expression. In America they are also widely known as Brodie knob or necker knob while less common names are granny knob and hillbilly knob. So why suicide knob?

The answer to that is many accidents and deaths have been blamed on the spinner, so many that it could be construed as suicidal to use one, although they are not illegal in America (or NZ) as many seem to believe. Drivers can lose control when the steering wheel reacts violently to a rough surface jerking their hand from the knob or their clothing gets caught up. Drivers who used the spinner to turn, then let the wheel go for rapid self-centering often received a broken thumb or wrist for their negligence. Occasionally the pin sheared off on inferior types. Whatever the cause, the end result was a bad accident. Direct contact between knob and abdomen was a killer, frequently resulting in a ruptured spleen; an organ tucked up behind the lower left ribcage. Often the victim would show no sign of an obvious injury, go home, fall asleep and not wake up as the rupture permits a large amount of blood to leak into the abdominal cavity resulting in shock and death.

The most famous injury blamed on a suicide knob occurred when Sammy Davis Jr. lost an eye. This appears to be an urban myth as many sources blame the protruding conical steering wheel centre of his brand new black 1954 Cadillac Eldorado. Taking a fork on Route 66 late at night he drove straight into a vehicle backing up towards him after its elderly

female driver had taken the wrong road. His car caromed off hers across the road into a driveway entrance stone column resulting in serious injuries including his eye being forced from its socket.

The suicidal spinner became a Brodie knob by association. Steve Brodie (1863-1901) claimed to have leaped off the Brooklyn Bridge in 1886 – a leap equivalent in height to a 14 story building. The bridge was a sure thing for those unfortunates wanting to end it all so to survive was remarkable. The resulting publicity from this dubious stunt (Brodie was said to be in a bar drinking beer at the time) boosted his career as an actor and saloon owner with fame persisting even after his death. Slang terms “taking a Brodie” and “Brodie” entered the lexicon for “flamboyant or reckless, dangerous action” and “suicidal leap”. It pops up in films....”I did a big Brodie and it all went black” (Johnny in *The Wild One*) while *American Graffiti*, set in 1962, was littered with them. Frank Zappa even worked it into a song.

Necker knob refers to the rather unsafe but completely understandable practice of young Lothario driving with one arm around his girlfriend's neck while steering with the spinner. Most people are right-handed so the spinner is normally mounted between 2 and 4 o'clock, whether the car is LHD or RHD. American

'necker' would have to mount it on the left, awkward for most; perhaps leaning to suicidal. A woman who was young in the 1940s recalled the necker knob was essential to execute a “special” hard right turn, known among the young and restless as an SOS, or Slide Over Sweetie!

I have not been able to find out who invented the spinner but they seem to have originated in America and were certainly around in the 1920s as an aid to steering trucks. Most likely a trucker came up with the concept. Primitive heavy steering required a low ratio so the spinner would be handy if lock to lock was about ten turns. They still are popular with truck drivers for low speed manoeuvring while they are also widely used in boats, forklifts, mowers, disabled persons' vehicles and tractors (John Deere produce a large range). Prolific gadget inventor, John Sinko, took out ten patents for different styles between 1938 and 1955. One in 1939 to Sinko MFG & Tool Co. was for a “steering wheel turning device” that clamped on the spokes of the sprung (“banjo”) steering wheel. Winfield Jones received a patent in 1932 for a fold down handle about 130mm long. A number of patents for “lay flat” knobs were registered including one to the popular Santay brand in 1951. Press a small pin and the knob could be lowered inside the wheel rim when not required. Most dealers offered the spinner as an accessory in the 1940s, '50s and '60s while retailers sold them in their millions, particularly in California.

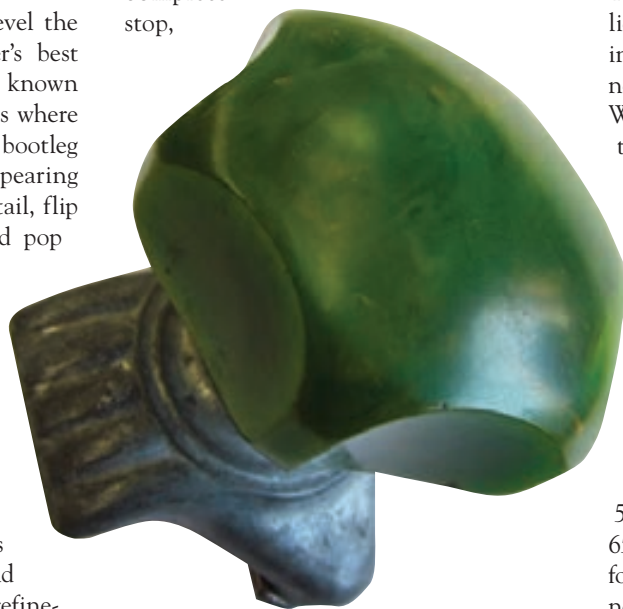
For many Americans 17 January 1920 was a black day indeed, prohibition started and was not repealed until



5 December 1933. Prohibition saw the rise of moonshine runners, also called revenue or rum runners but commonly known as bootleggers, a term derived from selling moonshine secreted in the boot. Those who chased them were revenueurs, treasury agents or G-men (Government men). Moonshiners (from their habit of working by moonlight) were an inventive lot when it came to the chase. Tail lights and brake lights could be switched off independently, usually on a dangerous corner, while rear-facing spotlights could be suddenly switched on. Fake number plates were used and some runners obtained the complete package, sirens, lights and uniforms. The cops shot out tyres and came up with a hook on an arm which could be dropped onto the shiner's rear bumper, soon counteracted by wiring the bumper on with coat hangers! The advent of two-way radio helped level the playing field. One of the runner's best tricks was the "bootleg turn" also known as the Pittsburgh Brodie and this is where the Brodie knob came into play. A bootleg turn is the manoeuvre of disappearing over a hill with the cops on your tail, flip the car around through 180° and pop back over the hill while the law flashed by, sirens wailing. The method was to jam the tranny into second while quickly turning the wheel, entering a controlled 180° skid into the opposite lane and a momentary halt before accelerating away. A variation was to set up a front brake to grab, hammer the brakes while flooring the accelerator and spinning the wheel rapidly. A refinement called the Scandinavian Flick, a flick of the steering wheel the wrong way before turning the right way, increases load transfer to the outer wheels. Another variation is the handbrake turn, achieved by yanking on the handbrake to lock the rear wheels while spinning that Brodie knob; much simpler than using power alone. Moonshiners were more desperate than the fuzz and tended to drive straight at them after this directional change in a deadly game of chicken. It was no game though and some were killed.

Bootlegging was not confined to the prohibition era but was actually in full swing right on through the '50s and '60s, even into the '80s. Distilling is not illegal but the minefield of expensive Federal regulations means avoiding liquor tax by moonshining is lucrative and still goes on. Popular lore has it the bootlegger's turn was invented by famous NASCAR racer, Junior Johnson, who was just 14 when he

started running moonshine. He was one of the more accomplished revenue runners, many of whom turned to NASCAR racing when it kicked off in 1948. It is claimed that NASCAR racing originated from "off-duty" moonshine runners racing each other to show off their prowess. Lee Petty perfected his skills running 'shine. Johnson was born in 1931 and started his racing career in 1955; interrupted by spending 1956 in jail after being caught at the still. It's hard to believe that no one else had perfected the bootleg turn before the '50s. Did it arise from a bad case of oversteer? Johnson was known to use a 'doctored' front brake that enabled him to turn in the same lane. The moonshiner's turn (or J-turn) is a different animal from the bootlegger's turn and comes into play at a road block. Hit the brakes coming to a complete stop,



*Sinko spinner with marbled effect was designed to mount on a steering wheel spoke.*

immediately reverse straight back (need 25 mph to avoid a rollover) counting off five seconds then do several things simultaneously. Push in the clutch, hit the brakes hard while spinning the wheel, start to straighten at 90°, into second gear and lift the clutch when facing in the right direction. This can be done with the handbrake alone. Slower than a bootleg turn but easier to master according to the experts.

The most popular moonshiner car in the '40s was the 1939-40 Ford business coupe as it had no back seat so the boot was capacious. Often a bored and stroked supercharged Cadillac V8 was stuffed in while springs were upgraded to take a 1,000lb load; a typical load of 100 to 180

gallons of 'shine could weigh 800 lbs. An ex-bootlegger named Willie Clay Call has twenty 1940 Fords among his collection of modified cars used in the "business". Others include a '66 Dodge Coronet with 426 Hemi (the Chrysler Hemi was the car of choice after 1957) and a '61 Chrysler New Yorker which has clocked 300,000 moonshining miles. Willie claimed the modified 500hp Chrysler was good for over 180mph. Police used the same cars though unmodified.

The 1950s and '60s saw the full flowering of hot-rodding in the US, particularly on the west coast. A favourite game was Brodie knob 180's, known as "lay a Brodie" or "slob the knob", usually a 180° with lots of revs and furious winding of the Brodie knob but sometimes a series of fishtailing lefts and rights. Today's boy racers use power steering in lieu of the knob but they are gaining in popularity again. There are plenty of new cheap knobs on the internet. J C Whitney Company's range runs from \$5 to a \$30 onyx version, 97% of their sales being to men. Collectors seek the '50s and '60s models with marbled effect such as the Sinko knob pictured here, or sporting a risqué picture, the most popular, then and now, being Marilyn Monroe. Old-timer, Phil Dickson, of Ohio Auto Supply bought them in one gross (144) lots and "never had any trouble selling them". A 1955 Western Auto advertisement offered spinners ranging from 55c to \$1.29. The "Glamour Girl" style at 65c was the biggest seller. It is not unusual for that 65c knob to fetch \$150 to \$300 now as oldies pine for their lost youth. A striking aubergine NOS Santay knob sold recently for an astonishing US\$620. The best known brands were Santay (Chicago) and Casco (Bridgeport). Sinko, Sunlay, Fulton Co, Newton, Snow Craggs and Hollywood were a few more.

Are they safe to use or a diabolical, even suicidal, device that should be banned? I have used a spinner on some of the Yankee cars that passed through my hands. These cars tended to have thin plastic steering wheels which could get slippery from moist palms so the spinner was quite useful. Just don't let it go and avoid the tendency to oversteer. Our present ride, a 1941 Cadillac, has one of those skinny slippery wheels, and a spinner, but the cloth upholstery prevents a successful SOS. My wife snuggles in close, just in case I try!

Mission accomplished.

**BW**



# Sleeve Valves

Words and photos John Stokes

CY Knight in front passenger seat of a 1912 Stearns Knight.

Roger White's article on the 1912 Minerva in BW 331 and Bruce Hutchinson's article on the restoration of his 1911 Daimler in BW 328 give some indication of the success of the Charles Yale Knight double sleeve valve engine during the 1909-1929 period.

One of the major factors in this success was the proven fact that the Knight engine actually gained power with use, at a time when most poppet valve engines suffered rapid valve deterioration within a couple of thousand miles. Knight had considerable trouble and failures when he first approached Daimler and sleeve seizure was not uncommon. Much the same applied to Panhard Levassor who were also having difficulties with Knight's engine and it wasn't until about 1908 or 1909 that the seizure problems were overcome. Knight had desperately sought diamond grinding machines to finish the sleeves satisfactorily.

The automotive world was highly sceptical of Knight's engine and well established figures such as the Lanchester brothers wouldn't have a bar of it, I

don't think that Henry Royce was very impressed either. Eventually Daimler decided to get two motors independently tested by the Royal Automobile Club in 1909. Two motors with RAC horsepower ratings of 38.4 and 22.85 respectively were subjected to a 132 hour bench test by the RAC. The engines were then mounted in two cars and then subjected to almost 2,000 miles track use at Brooklands with a couple of hundred road miles thrown in as well. Both engines exceeded the minimum brake horsepower allowed by the RAC officials and Daimler was awarded the RAC's prestigious Dewar Trophy for the

most outstanding technical performance of the year.

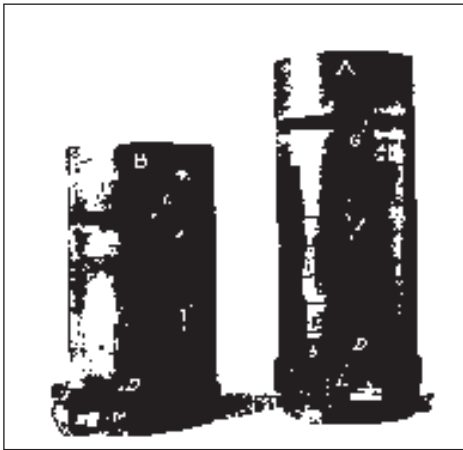
Knight sold four or five licences to America and Canada in the early nineteen teens. Manufacturers included Columbia, Russell, Moline, Stearns and Edwards. The Edwards company was brought by John North Willys as a way of buying a Knight licence without paying Knight for an extra licence. He still had to pay the Knight royalties. Because of the scepticism in the USA Moline embarked on a motor test that was in many respects more stringent than the Daimler test. A four cylinder Moline Knight engine was subject to a 337 hour bench test in December 1913. The test was conducted under the auspices of the Automobile Club of America and the Moline Knight engine passed with flying colours. The engine exceeded its rated horsepower and as with Daimler there was no measurable wear of the working parts. The only surviving Moline Knight in this country is a long term project owned by Andrew Sim of Methven, the original owner was a Canterbury politician, Sir Heaton Rhodes.

Much was made of the oil consumption of the Knight engine but the tests showed that the oil consumption in the

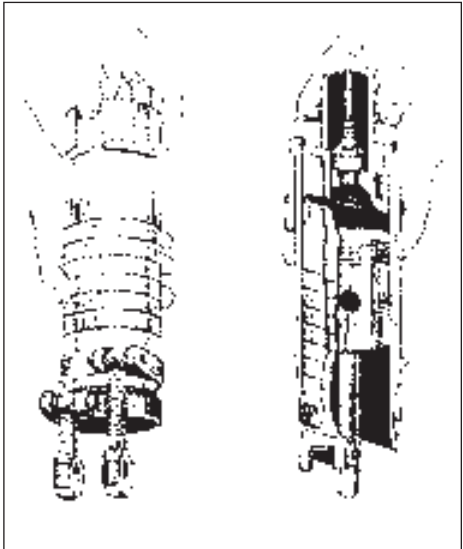
| Engine No. | Rated H.P. | Test H.P. | Oil Consumption (lb./hr.) | Notes           |
|------------|------------|-----------|---------------------------|-----------------|
| 1          | 38.4       | 42.5      | 1.2                       | Exceeded rating |
| 2          | 22.85      | 25.5      | 0.8                       | Exceeded rating |
| 3          | 38.4       | 40.0      | 1.1                       | Exceeded rating |
| 4          | 22.85      | 24.0      | 0.7                       | Exceeded rating |

Results of RAC tests on two Daimler Knight engines

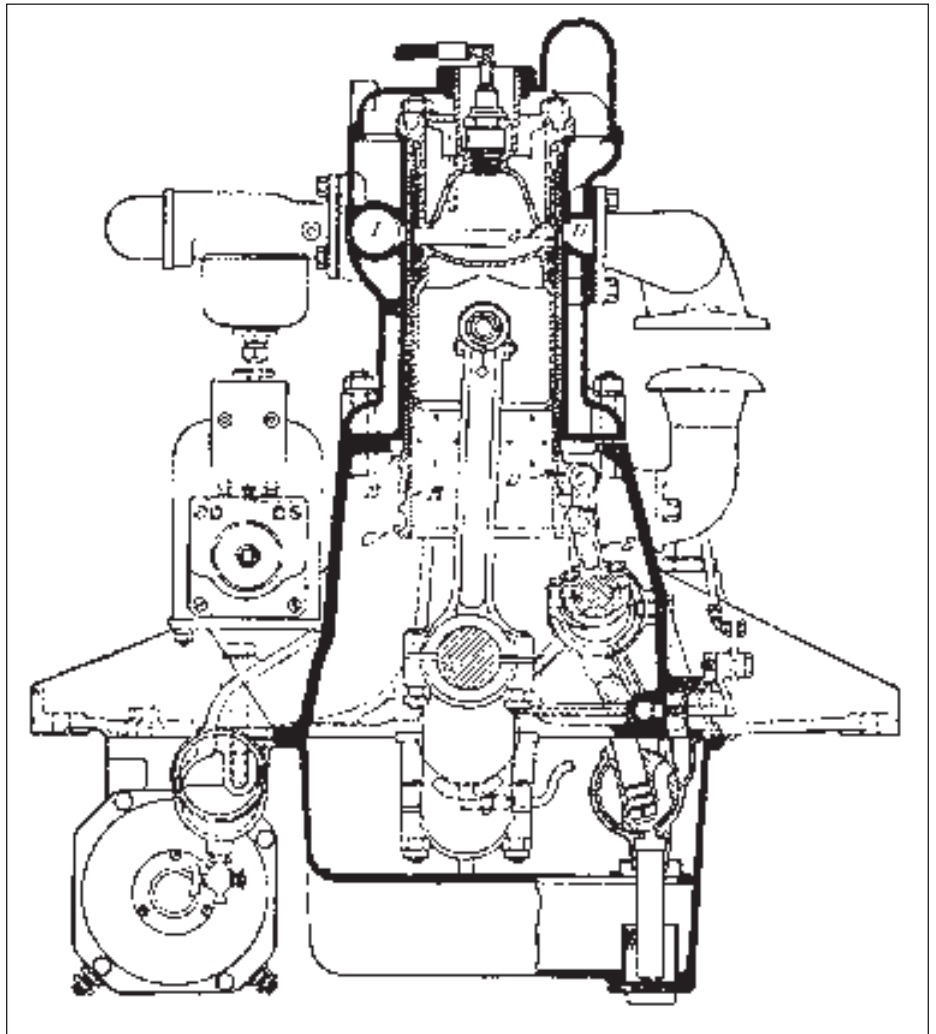




Sleeves from one of the Daimler Knight engines



Falcon Knight Sleeves



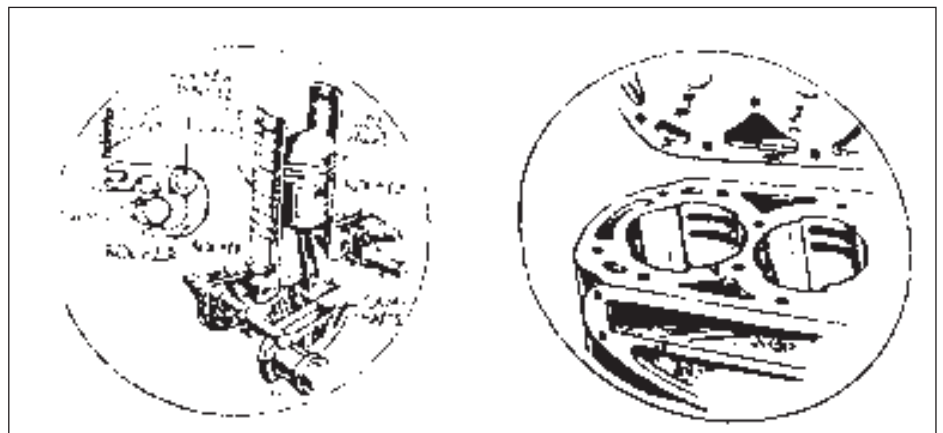
Willys Knight engine

early stages was no worse than that of many poppet valve cars many of which didn't have oil control rings as we know them. Some makes including Cadillac were reliant on total loss systems, so smoky exhausts were regarded as normal. As the mid '20s approached something had to be done about the particulate emissions and a device known as "The Skinner Oil Rectifier" was developed to deal with this. It could be described as cracking tower on the exhaust manifold of a Knight engine and possibly as an early form of positive crankcase ventilation; excess oil was sucked off the sleeve walls as was engine blow past. All this went into a chamber with a ball valve at the bottom. It was heated by the exhaust and the blow past and other light elements sucked into the intake system for re combustion, while the oil was returned to the sump when the check valve opened.

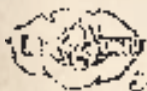
As Roger White points out the engines were expensive to manufacture and a visit to [www.wokt.org](http://www.wokt.org) will demonstrate why. If you visit the site, click on photo gallery and scroll to dealer films, click on this and scroll to "safeguarding quality the production of a sleeve 1927" you will see a slide show of the manufac-

ture of a sleeve from pouring the metal, through to final assembly in an engine. Developments in valve design and better valve steels in the 1920s probably helped the Knight to its grave. Laurence Pomeroy began to phase it out of Daimler when he became managing director in 1929, the Knight engine was gone by 1935. Willys Overland went broke in 1933 and that was the last Willys Knight. Charles Knight's basic patents expired that year but Willys would have made money out of the Knight engine for much of the '20s. Stearns

Knight had a varied career and during parts of it they did make money. John Willys assumed control in about 1925 but the doors closed just after the Wall Street crash of 1929. The other American knight engine/car makers such as R&V Knight, Sterling Knight and Handley Knight were pretty much ephemeral and were out of business by 1925. With the exception of Minerva, Panhard Levassor and Voisin the continental manufacturers had abandoned the Knight engine by the early '30s. Interestingly enough the Imperia firm



Imperia slide valve mechanism



"All the world  
loves a Winner!"

**O**N the eve of the New Year—1914—new world records were created which radiated from the Atlantic to the Pacific—from the Great Lakes on the North to the Gulf of Mexico on the South.

The entire automobile industry anticipated them.

World records of an original nature had been made—records that meant far more to the motor car buying public than anything of a similar nature ever attempted.

"It can't be done," said the scoffers.

But it was done and done with such a thoroughness that mechanical engineers, motor car buyers and makers of poppet-valve engines stood aghast.

Prize-money and things symbolic of power, speed and the world's regard for the \$10,000 challenges to equal them. They are based on the records of engineering achievements—and indelibly inscribed in the archives of motor car history.



Conducted by  
Disinterested Engineers

**T**HAT the guaranteed fifty horse-power of Moline-Knight is the undisputed holder of all world's records for power, endurance and economy, is vividly evidenced by its remarkable 337 hour non-stop run while on the testing block in the Laboratory of the Automobile Club of America, New York City.

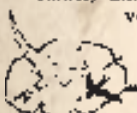
At no time in the history of the motor car industry has an automobile maker so clearly demonstrated faith in his product as did we when one of our Moline-Knight motors was turned over to the A. C. A. for public test and inspection.

So much has been said and written by motor car makers regarding power, endurance, economy and durability, through printed advertisements and salesmanship talk, without any tangible evidence to corroborate these statements, that President W. H. W. Devoe of the Moline Automobile Company, conceived the idea of conducting a public test which would demonstrate the merits of his product in such a convincing manner that it would set a new standard to be followed in the future.

Insisting that everything should be above board and that the "cards should be on the table"—that is, officials of the organization doubted that the test should be conducted by disinterested but competent men AND NOT BY OUR OWN ENGINEERS.

It was agreed and a contract was signed that when the Moline-Knight was placed on the testing block the entire supervision of the test should be under control of the A. C. A. technical committee. OFFICIALS OF THIS COMPANY HAD NOTHING WHATSOEVER TO DO WITH THE TEST.

After the motor had been placed on the testing block, attached to the electrical apparatus and lubricator adjusted, the motor was entirely enclosed in a screen cage to prevent any interference by others than A. C. A. engineers.



Records  
Are Smashed

**F**OR a month preceding the test we issued statements to newspapers and motor car trade journals in America and Europe ANNOUNC-

ING IN ADVANCE that the Moline-Knight would be started on its two weeks' grand and after completion of the test the motor would be dismantled and exhibited publicly.

Could anything be more fair?

That we accomplished our aim and kept faith with the public is demonstrated by the following brief response taken from the A. C. A. Official Report:

"The Moline-Knight motor ran without any stop whatever for 337 hours, with wide-open throttle and set spark, at an average speed of 1,117 revolutions per minute, giving an average brake horse-power of 38.1.

"The lowest brake power reading for any fifteen minute interval during the entire 337 hours was 36.4. At the end of this period, without stopping the motor, the speed was

increased, and the motor developed an average of 53 brake horse-power for a period of one hour, while averaging 1,678 revolutions per minute.

"Prior to and following the endurance run, a series of short tests were made, with wide-open throttle and spark set for maximum power, to determine the power, friction and fuel consumption of the motor at various speeds. The same carburetor setting employed during the endurance run was used in these runs. The maximum brake horse-power shown in these tests was 53.6 at 1,682 revolutions per minute.

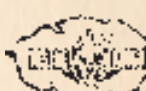
"There was a wide variation in atmospheric conditions during the test. The temperature of the air blowing over the motor varied from 37 to 71 degrees, with an average of 57 degrees, while the barometer varied from 28.95 inches to 30.19 inches of mercury, with an average of 29.83 inches. It was noted that the power of the motor increased and decreased as the barometer rose and fell.

"The carburetor was a one and a half inch Schebler, and no changes in the carburetor setting were made during the endurance run. The ignition was furnished by the Bosch Duplex magnets. Four Bosch plugs were put in at the start and none of these was taken out of the cylinders or otherwise disturbed until after the endurance test was completed.

"The motor was dismantled before and after the tests to permit careful inspection. At the end of the test the parts of the motor were, without exception, in excellent condition. There was no perceptible wear on the bearings, sleeves or other parts. The slight irregularities in the sleeves were built up with carbon, to form a disintegrating, glassy surface.

"The parts in the sleeves were not burned and there was only a very slight deposit of carbon on the port edges. The cylinder heads and the tops of the pistons showed only a very thin coating of carbon, and only small quantities of carbon were found elsewhere.

No shake could be felt in any bearing, and there was every indication of perfect lubrication.



"There was not a single ring in either piston or cylinder head which was not perfectly free at the end of the test. The running of the motor as regards noise and vibration was not appreciably different at the end of the test from that at the start and every hour."

(Write for the detailed Official Report)

What This Test Means

**N**ATURALLY, a motor car owner asks—"What does this test mean to me as a buyer of automobiles?" It means first, last and all the time that every claim made for the Knight sleeve-valve type of motor has been absolutely demonstrated and that it is superior in every way to the old poppet-valve engine.

It has been truthfully said that the motor is the heart of an automobile. This is beyond dispute for the motor car became a reality only when the internal combustion motor became a success.

Merch has the chief reason for the Moline-Knight being the greatest achievement

of the automobile industry. Its motor has absolutely demonstrated its supremacy—there is nothing which even approaches it in power for piston displacement—in quietness—in smoothness of operation—and most important of all in its ability to retain these qualities under the most severe conditions.

The 337-hour test demonstrated beyond any argument the absolute truth of these statements. It is a condition of fact which is admitted.

The Moline-Knight engine may truthfully be called the ultimate in motor design and in motor construction.

The problem now facing the industry is to design the other mechanical features and the structural features of the chassis so they may be on a par with the Moline-Knight engine.

The finest chassis design and construction available today in the motor



Moline Knight ACA test.

which was merged with Minerva produced one of the few examples of the slide valve engine, these engines had two partial slides or sleeves opposite one another and the ports in the slides controlled the valve actuation. This would have been a very expensive engine to make.

It's not easy to guess the number of Knight powered vehicles built. Willys built at least 466,000 and he supplied engines to other manufacturers such as Federal Knight trucks, Yellow Cab and possibly Owen Magnetic. Although Daimler were a carriage trade builder they did have a commercial arm and buses used Knight engines and some of the first tanks in the world were also Knight powered. It's



| ENGINE                  | W-K<br>Great Six | Carrverlet<br>"80" | Buick<br>"128" | Nash<br>"128" | Studeb.<br>"Pres." 8 | Hudson<br>"E" 8 | Packard<br>"6" | LaSalle<br>"125" 8 |
|-------------------------|------------------|--------------------|----------------|---------------|----------------------|-----------------|----------------|--------------------|
| Bore and stroke         | 3 3/8"x1 1/4"    | 3 3/8"x1 5/8"      | 3 1/4"x1 3/4"  | 3 1/8"x1 5/8" | 3 3/8"x1 3/4"        | 3"x1 3/4"       | 3 1/4"x1 5/8"  | 3 1/4"x1 3/16"     |
| Piston displacement     | 255 cu. in.      | 309.8 cu. in.      | 274.9 cu. in.  | 275.4 cu. in. | 313 cu. in.          | 268.0 cu. in.   | 283.6 cu. in.  | 303 cu. in.        |
| NACCC horsepower        | 27.31            | 33.12              | 29.4           | 28.3          | 30.4                 | 28.8            | 29.4           | 31.2               |
| Brake HP and RPM        | 70 @ 3200        | 112 @ 3000         | 77 @ 2800      | 70 @ 2400     | 100 @ 3000           | 67 @ 2900       | 82 @ 3200      | 80 @ 3000          |
| Number main bearings    | 7                | 7                  | 4              | 7             | 5                    | 5               | 7              | 3                  |
| Engine lubrication      | Pressure all.    | Pt. ex. PP.        | 1't. ck. en.   | Pressure all. | Pressure all.        | Pressure all.   | Pressure all.  | Pressure all.      |
| Crankshaft drive        | Chain            | Chain              | Gears          | Gears         | Gears                | Chain           | Chain          | Chain              |
| Engine cooling          | Pump             | Pump               | Pump           | Pump          | Pump                 | Pump            | Pump           | Pump               |
| Clutch                  | SP.              | SP.                | MD.            | SP.           | SP.                  | SP.             | SP.            | SP.                |
| Wheelbase               | 126"             | 130"               | 128"           | 121", 127"    | 131"                 | 120"            | 126"           | 126", 134"         |
| Brakes                  | 4-W M.           | 4-W H.             | 4-W M.         | Own M.        | 4-W M.               | 4-W H.          | 4-W M.         | 4-W M.             |
| Shipping weight, Sedan  | 3898             | 4165               | 4050           | 3650          | 4050                 | 3545            | 4000           | 4000               |
| Price, Five-pass. Sedan | \$1955           | \$2945             | \$1925         | \$1925        | \$1985               | \$2185          | \$2285         | \$2350             |

WK Great Six specs with poppet valve competition.

possible that at least half a million Knight powered vehicles were made. Knight always claimed his engines were more efficient than poppet valves, whether this was true by the late '20s is a matter of conjecture. It would be interesting for a mathematically minded person to compare the brake horse

power per cubic inch of the Willys Knight Model 66A with that of its competitors in the attached table.

The Knight double sleeve was the only effective alternative to the poppet valve in automotive use until the commercial development of the Wankel rotary engine in

the 1960s and '70s. The single sleeve Burt McCollum engine achieved its greatness in the air and was nowhere near as successful in automotive use. Charles Knight had many other patents to his name, sadly he died of dementia in 1940.

BW



# METAL RECLAIMING SPECIALISTS

*One Stop Vintage Repair Shop*



LATEST TECHNOLOGY NO HEAT DISTORTION

**GUARANTEED**

- Worn axleshafts
- Crankshafts back to standard
- Main tunnels in blocks
- Top of cylinder block

*The list is endless ...*

**WHITE METALLING  
of engine bearings**

**We are the most complete machine shop in new zealand**

**FRANKLIN ENGINEERING SERVICES LTD**

129 Manukau Rd Pukekohe Ph 09 238 4079  
Fax 09 238 4437 email enquiries@fesltd.co.nz

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



# A 4-Wheel Triumph

*Words and photos Kevin Clarkson*

Editorial committee Chairman Kevin Clarkson is a motorcycle man through and through - this issue we managed to unsaddle him as he gives that other type of Triumph a spin, a 1938 Triumph Dolomite owned by Athol and Charmaine Garth, Christchurch

## Triumph

S Bettmann and Company commenced business in the UK in the 1880s making cycles which were branded Bettmann. It wasn't long before they felt a more "British" name would better suit their causes so they chose Triumph as a brand, not least because it was a name recognisable in most European languages. Their success soon resulted in the company name becoming The Triumph Cycle Company and they eventually went on to produce motorcycles with the first offering to the public in 1902. From those beginnings Triumph grew to become one of Britain's most successful motorcycle manufacturers, albeit under new ownership and management from the mid '30s, and remained the only large capacity British machine

in quantity production right up to the late '70s. Under various different ownerships Triumph motorcycles are still very successful today.

Triumph presented their first car for sale, the 10/20, in 1923. While the 10/20 was a little too underpowered to succeed in competition, by the time the Super Seven came along in the late '20s Triumph were enjoying some competition success. Many manufacturers considered that sporting achievements were going to be important to sales and Triumph cars were involved in competition right up to the mid '50s and the TR2 and later TR models.

Apart from an earlier supercharged straight-eight Dolomite (of which only three were produced in 1934) the Dolomite as presented here was made from 1937 to 1939.

Up to 1939 Triumph produced relatively low numbers of each model. The Super Seven/Eight was an exception with 17,000 made and the various Gloria models with about 12,000 total. Most of the other models never achieved anything like that and estimated figures for all variations of the Dolomite two litre are 1,100 for the total three year production run. They are

now fairly rare in both the saloon and roadster versions.

Triumph's finances were in a woeful state by the 1930s, always with low cash reserves and this was not helped by the desire to move progressively upmarket with very well equipped cars. Facing near bankruptcy in 1936, Triumph responded by reorganising its finances and introducing a revitalised range of models, headed by the Dolomite. However, by the end of the '30s Triumph was both undercapitalized and heavily in debt. The top of the line Dolomites introduced in 1937 were not enough to save the company and by late 1939 only a few Triumph 12s were being assembled from parts and no serious plans existed for further new models to be developed. This was the end for '30s Triumph cars and the Dolomite range. The company was bought by Thos W Ward Ltd in September 1939. Early in WWII the British Government brought the Triumph factory to assist the war effort but unfortunately the factory was damaged by bombing. Car makers Standard ended up with the Triumph brand in November 1944 and this would lead to the successful range of Triumph cars of the '50s and '60s.





### The Test Car –

#### A 1938 2 Litre Triumph Dolomite

Athol purchased this car, or more correctly, this pile of parts, in 1986. During the restoration lots of parts needed to be found and much had to be made. He managed to purchase a grille from the UK which was fortunate as there can't be many of them around. The grille, nicknamed the waterfall grille, tended to polarise customers in 1937 and Triumph even produced some two litre Dolomites with the more traditional Gloria grille and called them Dolomite Continentals. There is only one known survivor of this model. By 1938 though they were all waterfall grille fitted. The waterfall grille departed from Triumph's usual practice of have the radiator visible with a chrome surround and instead had the radiator hidden by an exterior grille as was common with American cars of the day.

One of the hardest parts of the restoration was attempting to make the new wooden body to fit the existing aluminium body shell. Said body shell previously also having been cut in two lengthwise by somebody prior to Athol's purchase! In fact the only part of the restoration not done by Athol and Charmaine was the

fitting of the body to the frame, this being completed by professional restorers at an eye-watering cost that Charmaine says gave her much to contemplate! After some 27 years the Dolomite was finished, and to an extremely high standard.

The Dolomite could best be described as a sporting saloon of its day. Well equipped for driver and passengers alike with comfortable seating and other appointments. A good looking car with its long bonnet and flowing wings and of course that distinctive grille. Front-on it has an imposing presence with its large headlights, twin horns and twin driving lights. From the rear we can notice the split rear window and the spare wheel inset into the boot lid and covered by a moulded disc made of aluminium.

Inside there is a varnished wood dashboard and wood cappings on the doors. The seats are trimmed with tan leather to match the woodwork and the upholsterer has trimmed the door cards in tan to match the original patterns. Often cars such as this have all four doors hinged on the B pillar but in the Dolomite all the doors open from the front, presumably because they considered it made access easier. The dash is

well endowed with attractive dials and controls. The large dials are a clock on the left and chronometric speedometer on the right. The speedo reads to 100 mph but Athol tells me that the top speed is around 85 mph. There is also petrol, oil, ammeter and water temperature gauges. Should the front passenger wish to have somewhere to put their gloves then they will find a tray for such items under the dash. The four spoke steering wheel is quite large, and close to the dash. It's quite busy with the controls in the centre. There is the ignition control, trafficators switch, dip switch and a double duty horn button. Push one side marked soft and you get a suitable warning noise for around town. Push the other side marked loud and the subsequent noise gives plentiful warning of progress when out in the country. Mounted on the dash are map/dash lights for the driver and passenger. There is even a neat little pull-out Bakelite ashtray provided for the passenger. Under the dash are choke and throttle controls. The windscreen will open from the top hinge by deploying the wind-out handle provided in the dash at top centre. This is a very well appointed car falling into the luxury saloon class. Athol pointed





out the details of the front bumper bar. It is a leaf spring mounted affair with lead weights concealed in the curls at each end. There are snubber rubbers to take the strain should the car hit some object but otherwise these do not make contact. The object of all this sophistication is to assist with vibration dampening at the front end on rough roads. Apparently it works too.

### On The Road

Once seated, by sitting down first then swinging my legs in as is normal with a front opening door, I am faced with that large steering wheel and a great view down the long bonnet. The seating is comfortable as one would expect with a luxury saloon of the day and indeed all the fittings are well made and seem well placed. The dash is well endowed with instruments and gauges and all are easy to read. I have previously mentioned the many switches situated on the steering wheel hub and I decided not to let them intimidate me! While it is a four speed Athol advised that it would take off easily enough in second and this proved to be the case. The clutch allowed a smooth take off and gear changing was smooth and trouble free. Steering with that large wheel was easy as soon as the car was moving and gave no trouble at all when cruising. The car seems well set up with no wandering or steering pull and I doubt it would tire the driver on a long journey. We were able to cruise along at a good clip and it seemed comfortable at any speed up to the maximum that we took it of 60 mph. The hydraulic brakes had a firm pedal and required a degree of determination with the foot but they pulled the car up straight and show no vices at all. My short drive wasn't likely to show up any handling deficiencies and this proved to be so but I am sure a longer drive on a winding road would be enjoyed by the driver as long as he bore in mind the age of the car and engineering standards of the day. I am sure that in 1938 the first owner of the car was able to enjoy this car basking in the knowledge that he was in one of the better cars of the era.



### Specifications

|              |                                                                                    |                      |                                                                                                        |
|--------------|------------------------------------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------|
| Body:        | Aluminium body over a wooden frame, Four door, 5 seater with sliding sunshine roof | Overall gear ratios: | 5.00, 6.89, 10.89, 16.6. reverse 20.50:1                                                               |
| Engine:      | 6 cylinder overhead valve 2 litre engine<br>Twin SU carburettors.                  | Brakes               | Hydraulic, with tandem master cylinder providing separate systems for front and rear brakes. 12" drums |
| Output:      | 75 bhp @ 4500 rpm.                                                                 | Tyres                | 5.5x17                                                                                                 |
| Suspension   | Leaf spring suspension front and rear                                              | Wheelbase            | 116"                                                                                                   |
| Gearbox      | 4 speed with synchromesh on 2nd, 3rd and top.                                      | Track:               | 4' 4.5" front and rear                                                                                 |
| Transmission | Rear axle ratio 5.00:1                                                             | Length               | 15' 1.5", Width 5' 5", Height 5' 3.5"                                                                  |
|              |                                                                                    | Unladen weight       | 3304lb                                                                                                 |
|              |                                                                                    | Price                | £388 in 1938                                                                                           |





## 50 Year Awards

### **Robert Bruce**                      **Canterbury**

Bob joined the Canterbury Branch in 1964 and attended many rallies throughout the country. His first car was a 1928 Austin 16/6 which he rebuilt and following this he rallied a 1923 Essex 4. In later years he was active in the motorcycle section and was a regular entrant at motorcycle rallies. Noted for his sense of humour, he turned up to an Otago Branch Dunvegan rally on his Ariel with Dunvegan emblazoned on the tank. A local observer maintained that his father had one of those Dunvegans. Bob is a talented engineer and could often be spotted giving advice or helping to get a mid-rally breakdown back on the road. During the early days of Cutler Park at McLeans Island, he was one of the tireless team of helpers.

### **Terry Chappell**                      **Canterbury**

Terry Chappell joined the VCC in 1964. He had bought a 1926 Hupmobile the previous year and had already been crew on several early Mt Cook runs. He and Jennifer attended the 1965 International Rally in their newly restored Hupmobile. For the 1972 National Motorcycle Rally in Nelson, they travelled in their newly restored 1925 7/9 Harley-Davidson and side box outfit. His bikes have been mainly Harley-Davidsons, several with sidechairs, two Sunbeams and a 1926 Indian and sidechair. One of his two very distinctive original Bedford butter wagons was often seen on rallies. Over the years Terry has nominated about 30 new members to the Club. His diesel powered Humber Super Snipe continues to be his car of choice for VCC outings.

### **Kelvin Love**                      **South Canterbury**

Kelvin gained experience driving the family Ford T farm truck and for some years was part of the scene without actually joining the Club. During this time he acquired a 1923 Berliet and the 1905 Argyll Wagonette that had participated in the first club event in South Canterbury. He also had a 1925 Ford T. He joined the VCC to take part in the 1965 Haast International Rally which he and his wife, Janet, entered with Graeme Rae who had just completed his Fiat 501. In retirement he sold off the Argyll, Berliet, Ford T, and DeSoto and purchased a beautifully

restored 1910 Reo. He also has a lovely 1938 Nash, a Gordon Routledge-bodied Austin 7 sports, plus a relatively recent addition; a rare Austin A40 Somerset convertible.

### **John Wallis**                      **Canterbury**

In 1964 John bought a rather sad 1926 Austin 12/4. He got it running and with his wife, Margaret, moved from Christchurch to Greymouth. In 1968 they took part in the Canterbury Branch Alpine rally in the now restored Austin. Upon moving back to Christchurch he was on the branch committee for several years. He was one of three who organised all the routes for the 1972 International Rally. He was also Publicity Coordinator. After the rally he became the National Secretary until 1975. He was also a signatory to the original lease for Cutler Park. An interest in Veteran motoring culminated in the purchase in 1996 of a 1910 Darracq. Extensive motoring of this and the Austin continue still. In 1999 John became involved in the branch Parts Shed and took over as Chairman from the late Ian Hogg. A position he held for a number of years.

### **Douglas Mcleod**                      **Southland**

In 1962 Doug bought a 1925 Ford Model T for £100 in which he drove the 12 miles to school every day. He entered the 1965 International Rally and he and his father completed the event even though Doug had to wag school for the two weeks! He never went back to school and went on to work at Invercargill Tractor Services. In 1970 he bought a 1922 Sunbeam 14hp which he restored and took to the 1972 Australian International Rally. Doug still owns this vehicle and the Ford Model T. He has been on many local and National rallies. In his later years Doug has migrated to British motorcycles, and his infectious laughter can be heard at various Arrowtown and Waimea runs. He also owns a 1918 Triumph and 1922 centre door Model T sedan.

### **Roger Dickson**                      **Southland**

Roger started with an ancient motorbike which was hastily replaced by a 1932 Ford B coupe, later followed by a crumpled 1926 Ford Model T tourer.

Two Ford Model T fanatics were working on bridge repairs near the Dickson family farm at Hedgehope and noticing a Model T in the stable they approached Roger and suggested he come along to a branch meeting which resulted in him joining the VCC in 1964. Roger was a marshall on both the 1965 Haast and 1972 International Rallies. He also assisted with the installing of the clubroom flooring. Additional restorations he has been involved with are a 1916 Dodge roadster in the early 2000s and a 1926 Dodge tourer for the 2006 Mt Cook Centennial. Recently the immaculate 1969 Daimler 2.5 V8 arrived.

### **Bill Shattky**                      **Horowhenua**

Bill was born and educated in Hastings. While completing his electrical engineering apprenticeship in the 1940s Bill bought an Austin 7 that he worked on and got back on the road.

Bill joined the Wellington Branch in August 1964 and bought a 1928 Austin 16/6 open road tourer in 1967. The 16/6 engine was in fair condition and a temporary replacement was installed in the shape of a 12/4 motor until the original motor was rebuilt several years later. Bill attended the 1972 International Rally in Nelson with his Austin.

He was part of the team who built the clubrooms in Petone from the burnt out Khandallah bus barn.

Bill transferred to the Horowhenua Branch and became an active member. He was one of the regular Thursday working bee group that refurbished the former tearooms at Ohau to become the branch clubrooms and subsequently was seen at most working bees. He has owned the Austin for 47 years and never felt the need to buy another vintage car. 'One is enough' says Bill.

## 60 Year Members

|                    |                 |
|--------------------|-----------------|
| Thomas Clements    | Canterbury      |
| Geoffrey Mehrstens | Otago           |
| Warner Mauger      | Banks Peninsula |
| John Palmer        | Banks Peninsula |



# Average birdsong

Words: John King

Photographs: Ralph Starck and John King

*Some indication of the variety at Chelsea 2014 is every single one of the nine cars visible in this grouping before the start being of a different make. (John King)*

The average reader of this magazine may not immediately connect the above, apparently contradictory, title with a liking for elderly motor vehicles and a report on the Waitemata Branch's annual Chelsea hillclimb, but all can be explained when it's taken in two parts.

Average. As has been noted in these pages for some time, the average age of VCC membership is creeping upwards at roughly the same rate as the members' albedo (that's technospeak for light reflection, for the benefit of those who think only in terms of BSF and thous). Particularly welcome in the Waitemata Branch is a group of actively competing younger drivers, some of them even before being legally allowed to drive on public roads, thanks to the private driveway that connects the Chelsea Sugar Refinery through delightful parkland to Auckland's North Shore suburbia.

That helps lower the average age of competitors. So what does Les Harris do? He single-handedly raises it again by punting his 1950 BSA Bantam up Chelsea a few days short of his 90th birthday!

The opposite could be said for the cars. As more recent examples become VCC

acceptable, so does the average age reduce, with sporting cars from the 1950s making up more than half this year's entries. However, Anne Thomson reversed the trend by storming — no lesser word is adequate to describe the sight and sound of more than 14 litres attached to a chassis, four wheels and little else — up Chelsea atop her 1906 Darracq Grand Prix.

Which leads to that second word of the title. In recent years North Shore inhabitants have been noticing a welcome increase in the number of tui taking up residence. At Chelsea the gaps between thunderous roars (14,250cc) and super-charger or two-stroke whines (175 cc) at opposite ends of the size and auditory scale were filled with melodious notes from tui flitting amid trees. No matter whether your tastes tend more towards sonorous exhausts or birdsong, the overall effect was hard to beat.

Entry numbers for the 2014 Chelsea WALSH (Waitemata annual local sealed hillclimb), held on a mostly cloudy but dry 2 November, were lower than average. The excuses ranged from the usual mechanical, of cars not ready, to human mechanical — hip replacements, dodgy knees — related to that old problem of increasing age, as well as Michael Greig's shoulder malady resulting from a less than successful motorcycle bump start. Chelsea entries, the cars and motorcycles, are restricted to pre-1955,

or individually up to 1960 at the organisers' discretion.

But making up for the lower numbers was the variety. No single marque dominated entries, unless a quartet of MGs (vintage C-type, postwar TC and two MGAs) plus Olivia McNair's Midget allowed only demonstration runs by virtue of its age, or lack thereof, could be said to prevail. Absent was the usual swarm of variations on our 'Erbert's little side-valve three-quarters-of-a-pint pot, with just two representatives, although one of those was driven by two entrants and so helped make up numbers.

Steve Aldersley has always been quick in his low-slung Austin 7 special and didn't disappoint this year with 33.57 seconds on his first competitive run. Son Aaron, just turned 15, drove the same car to 43.53 on his practice run but steadily whittled his times down to 35.57, just two seconds behind his vastly more experienced father. Another 15-year-old, Louis McNair of the equipe that helped make up the numbers to a reasonable level, turned 40.53 on his last climb in the family Nippy.

A brace of Bucklers proved effective, although Graham Brayshaw in his Mk 6 proved 1.37 seconds faster at 33.16 than Roger Munns in his later Buckler 90. Their Ford 10 engines were matched by Barry Howard's Stanford Special (39.25), but only knowledgeable spectators would have been





Above: A rare but welcome sight on the Chelsea hill is an Austin A30, this one with Speedwell modifications and driven to good effect (36.63 seconds) by Ryan McDonald. (John King)



Top Left: Voted the driver having the most fun on the day, Laurie Callender is flagged away at the start in his JBS F3 powered by 500 cc JAP to a respectable 33.60 seconds. (John King)

Left: Everybody appears to be relaxed at the start line as the road is cleared for another batch, from Clerk of Course Max Jamieson in his supervisor's chair to Anne Thomson on her Darracq, talking to Lawrence Poolman who inexplicably manages to keep his white trousers free from oil stains even after ministering to his MG C-Type. (John King)



Louis McNair represents the new generation of Vintage drivers as he climbs Chelsea in the family Austin 7 Nippy. (John King)



Graham Brayshaw looks determined in his Buckler Mk 6 as he manages to stay ahead of Roger Munns in a more recent Buckler 90. (John King)



Barry Howard's Ford 10-engined special manages to beat the 40 second mark with the aid of forced induction. (John King)





Aaron Aldersley steadily improved his times all day to finish only two seconds behind his father Steve, driving the same Austin 7 special. (John King)

Robert McNair's Riley special betrays its non-Riley motive power by the exhaust pipes emerging from a place Percy never envisaged. The smooth torque from more than 6 litres of DH Gipsy Major propelled the combination to 29.92 seconds, fastest of the day. (Ralph Starck)

aware of some other odd engine/chassis combinations.

The one-and-a-half Jaguars, for example, comprised Danny Ryan's obvious XK120C replica (33.32) and Terry Roycroft's 3400 cc, heavily disguised as a Type 35A Bugatti in the form raced for all those years by his father Ron. Terry pipped the more modern car by just 1.15 seconds by the end of the day.

The one-and-a-half Rileys, on the other hand, referred not to the usual engine capacity in litres but to engines, as both looked fairly normal Rileys on the outside. Gerald Watson's 9 hp special at 47.28, not to mention the entire field, had to give best to Robert McNair, who cheerfully admitted to having the unfair advantage of 6125cc to play with in the form of a de-inverted de Havilland Gipsy Major shoehorned into an outwardly normal Brooklands lookalike special. After shaving his times down to 29.95, a whisker under that magic 30 seconds, on his third run, Robert elected to sit out the rest of the day while he still had a car to drive home — although he was always prepared to rejoin the fray if anybody seriously threatened his time.

Next down in engine size was Peter Morelli's 4½ litre supercharged Bentley, a very rare but hugely welcome shape and sound at Chelsea. Peter's times were among the most consistent with 43.74 in practice and 41.13 on his first competitive run, dwindling slightly to 41.87 by the end of the day.

At the opposite end of the four-wheel scale, Laurie Callender was voted as having most fun of the day in his F3 JBS, with power courtesy of 500cc of Mr Prestwich's finest. That, perhaps with the

aid of the old naval trick of confusing your enemy by means of reduced visibility, took him to a quick 33.60 on his second to last climb.

Credit for most fun in a borrowed car was given to Ryan McDonald, driving a rare these days but rather endearing shape in the form of a 1954 Austin A30 with Speedwell modifications. The combination was no sluggard, either, turning a best time of 36.63 seconds.

A lack of drama on the course might have had something to do with the recent complete resealing of the sugar refinery's road, leaving it with a smooth and consistent surface, much appreciated by all. The lack of judder bars at the top meant that most drivers could keep the foot right down until crossing the finish line, with reasonable room and minimal chirping noise before turning off on to the grass to await the mass return to the start line.

Not that the day was completely without drama, at least from the mechanical point of view. Hamish Andrew, leading the younger generation by virtue of his recent 21st birthday, found a sudden lack of power with the family Wolseley Hornet special on his third climb. A hurried selection of lower gears failed to rectify things and he coasted back to the bottom with a head gasket verdict, having to be content with the 42.77 of his practice run. Still, all cars that arrived under their own steam were able to be driven home again.

Diane Humphreys, having once more persuaded Lawrence Poolman to let her borrow his 1931 MG C-type (whether straight charm or the irrefutable power-to-weight argument had anything to do with it), proceeded to clock 44.27 on her last climb. That was nearly four seconds better

than her slowest run, but the MG also sounded better after some ministrations by the owner. Probably plugs again.

Of the two MGA drivers, Tony Bushell was 2.54 seconds faster at 37.13 than Tamati Thomson who hadn't yet turned 15 (years, that is). Towards the end of the day Tamati, however, provided spectators at the top of the hill with the sight of an elated teenager as he crossed the line on his grandmother Anne's Darracq, having stayed on the road in full control and turned the respectable time of 46.83 seconds against Anne's best of 35.96. The comments of Tamati's watching parents, who hadn't been told beforehand of this bright idea, were not recorded.

Chelsea 2014 was deemed a grand day out as everybody repaired to the obligatory sausage sizzle after seven competitive runs. Health and safety of man and machine were properly supervised, only one local resident had to be persuaded to put her dog on a leash, and the sun finally came out around the time hay bales and other accoutrements were being packed up. **BW**



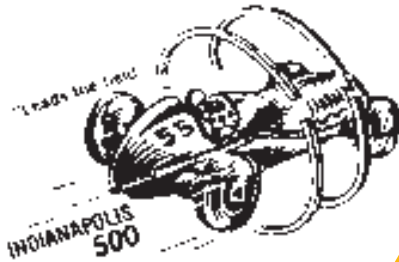
Bentleys are probably more suited to road circuits than hillclimb sprints, which makes the sight and sound of Peter Morelli in his 4½ litre supercharged Bentley all the more welcome. (Ralph Starck)



# PISTON RINGS

WE CAN MAKE CUSTOM RINGS FOR MOST  
CARS, TRUCKS & SMALL ENGINES

Late model 3 piece oil rings now available



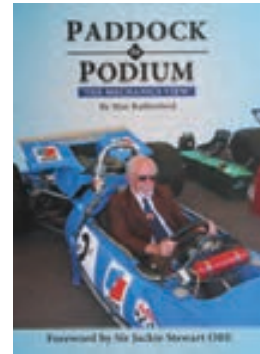
UNDER THE NEW  
OWNERSHIP OF  
**FRANKLIN ENGINEERING  
SERVICES LTD** PUKEKOHE

NEW ZEALAND'S LARGEST RANGE OF PISTON RINGS FOR VINTAGE CARS

**JOHNSON'S PISTON RINGS** est 1920s

Ph: 09 238 4079 Fax: 09 238 4437 email: [enquiries@fesltd.co.nz](mailto:enquiries@fesltd.co.nz)  
129 Manukau Rd Pukekohe Auckland 2120

## book review



### Paddock to Podium "The Mechanics View"

Max Rutherford

224 pages, Soft cover, \$39.95 retail.

Reviewed by Kevin Clarkson

While this is an autobiography on Max's life a great deal of the book is spent giving us some excellent detail about the years 1965 to 1970. During these years Max spent time in Europe as a successful mechanic working on racing cars and finally moving up to Formula 1 for the final two years or so of his time there.

All the famous names were there then and Max knew them all – Jack Brabham, Denny Hulme, Jackie Steward plus many others. He worked on their cars, built some cars and made personal friends with many of them.

This story is well worth telling and Max has a great way of telling it. I found this book extremely interesting and a great read, to the extent I could not put it down and read it at one sitting. I don't do that often.

Highly recommended to anyone of the racing or old car fraternity.

Max is a member of the Taranaki Branch of the VCC and he is making the book available to members for \$35 including postage.

Email him at [cmr.mtr91@gmail.com](mailto:cmr.mtr91@gmail.com)



Specialising in Vintage & Classic Collectable Car,  
Tractor & Truck Automotive Repairs

Suppliers of Morris, Penrite & Fuch Lubricants  
Vintage Automobile Tyres available on order

34 High Street Geraldine, 7930  
Phone 03 693 1401



## Engine Reconditioners "PRIDE IN PRECISION"

Specialists in Classic & Vintage Engine Reconditioning

### REMETALLING SERVICES

Specialists in:

- Remetalling
- Line Boring
- Con Rod Machining
- Reboring
- Surface grinding, valves, seats, guides etc

*Mark  
Bussas*

73 Harrier St  
Tauranga  
Phone 07 577 9721  
Fax 07 577 9221







*Auckland: Bryan Belcher's 1940 Diamond T.*



*Auckland: Packard.*

## Auckland Gymnic

### Auckland Branch

*Words and photos John Stokes*

This years Auckland branch Gymnic, Gymkhana/Picnic returned to Richard Langridge's Meadowbrook Farm in Brookby. A wide variety of vehicles were on display including seven Veterans. Dennis and Rosslyn Lowe were using the 1903 Curved Dash Oldsmobile, which is probably Auckland's oldest surviving car, the original owner being Captain Subritski. Russell Vincent had the ex John Stewart 1905 Cadillac single cylinder running and Phil Henley had his 1906 Cadillac single ex Ray Officer motoring on site. Cedric Pegrum turned up in his 1915 Model T Ford speedster and the branch 1915 Renault charabanc gave members rides taking a full load over Twilight Road to Clevedon and back to check how the recently relined clutch would hold out. It seems okay. Chris North upheld a Gymnic tradition of bringing out a partially completed restoration or a part you are working on. He presented his 1914 Swift twin cylinder which is quite well advanced. Peter Le Gros had his 1916 Rajo head Model T speedster on show; this car will get the Frontenac head engine next year.

Three interesting commercials were on show; Colin Shoebridge's immaculate 1936 Chev pickup and Bryan Belcher's 1940 Diamond T flat deck would have got gold restoration awards had their owners chosen to enter them, and Murray and Penney Firth had their 1932 British Bedford on display with a restored period rotary hoe on the tray

As Meadowbrook Farm is the home of the largest Rolls-Royce collection in the country it was only fitting that this marque was well represented with Roger Green's 1930 elegant Park Ward bodied 20/25 and George Urquhart's 1933 20/25. There was also a black Rolls-Royce Silver Cloud and Philip Eilenberg had his immaculate MK6 Bentley present. A recent addition to Richard Langridge's Rolls-Royce collection is a 1922 Springfield made Derham-bodied Silver Ghost coupe ex the late Mr McMeekin. In complete contrast Richard has also brought a 1939 Rytcraft with a Villiers engine and in a facility that's part of the main garage I saw two Rolls-Royce guarantees, both for cars supplied new to the late Sir Henry Kelliher.

Neil Beileski and I climbed into the back of Richard's Saracen, manufactured by Alvis, armoured personnel carrier. When we got out we decided we were well

past any active service even in Dads' or Grandads' army.

Four vehicles entered the restoration judging, three of them being re-restorations or extensive refurbishments. Glen and Marion Morris received gold for their 1928 Model A Ford Phaeton, while Alf and Rosemeri Williams took silver for the re-restoration of the ex John Bayly 1930 Franklin Series 14 convertible coupe. Alistair and Rita Benzie received bronze for their 1926 Chrysler 4 and Merv and Judy Stowers took a bronze for their 1930 Austin Seven box sedan. This was the only totally new restoration and will get them back into Vintage motoring after many years in the P60V territory.

The gymkhana, which included six events to test the drivers' skill and knowledge of their vehicle was a Model A Ford benefit as far as the results went. Russell and Jocelyn McAlpine were first in their 1930 Model A tourer and Trevor Farr and his crew second in their 1930 Model A tourer, Rex Benns kept the Union Jack afloat by taking third in his MGA.

Motorcycle participation was down a little this year but Peter Alderdice's 1925 Harley Model J was noticed as was a Norton single.



*Auckland: Chris North's 1914 Swift 2 cylinder..*



*Auckland: Roger Green's 20/25 Rolls-Royce and Phillip Eilenberg's Mk 6 Bentley.*



*Auckland: Merv and Judy Stowers' bronze award 1930 Austin 7 Box sedan.*





**Southland:** Robin Barnes - 1929 Model 9 Sunbeam.



**Nelson:** Fairweather's Buick, Stuart's Star, Wareing's Ford T, Preston's Swift, Sice's Mitchell.

## 48th Arrowtown Run

### Southland Branch

Words and photos Stuart Francis

Competitors assembled at the Lumsden Railway Station for the start of the 48th Arrowtown Run. It was the usual scene of older machines being taken off of the trailer and coaxed (some reluctantly) into life, some middle aged machines being checked over after the ride from Invercargill and owners of more modern machines wondering if they will get thumb strain pressing the starter button.

Despite a howling gale there were 35 machines on the run, with a good spread of ages, 1918 to 1981, and a good range of makes Ariel to Yamaha. Unusually there was only one belt drive Veteran this year; Brad McLeod on his 1918 Triumph. However there was a number of Vintage machines including, a "barn find" 1925 Indian Prince, a recently restored 1929 CO Triumph, two Model 9 Sunbeams, a Henderson 4, a 1926 Rudge and an 1928 Ariel Model G.

The Veteran and Vintage machines took off on the direct route to Kingston, whilst more modern machines took a long detour to Mossburn before meeting up with the older machines, at the bottom of

Lake Wakatipu at the Kingston Golf Club. Tony Warren joined the rally at lunch time after his 1928 BSA Model L decided to fire up, having refused to at the start.

The route ran alongside Lake Wakatipu, along the Devils Staircase to Frankton. This can be a real challenge on a belt drive Veteran or early Vintage machine if you encounter a dithering tourist in a camper van, a hoon determined to get by at any cost or a tour bus with a schedule to keep.

The run carried on to a paddock just outside Arrowtown for field tests devised to severely tax the competitors and a quiz to gauge their ignorance of motorcycle history. The evening was held in the local fire station.

Prizegiving was on Sunday morning with the snow-capped Remarkables mountain range as a stunning backdrop. Overall winner was Colin Bishop on his 1955 Ariel VH, best restoration went to Stuart Russell's 1929 Triumph CO and the publican's choice was Graeme William's 1925 Henderson 4.

Overall the run was a great success and all credit to the organisers, no machines broke down and we finished with more machines running than started.

## Inaugural Veteran & Motorcycle Rally

### Nelson Branch

Words and photos Jim Wareing

Ross Sice and Kevin Mercer set out to test new ground with the running of the branch's first Veteran and Motorcycle Rally on 14-16 November, 2014. Final entries totalled 28 with 15 motorcycles and 13 Veteran cars.

Club night Thursday 13 started the event with an interesting talk and slide show presented by Rob Spyker about his trip on the Peking to Paris Expedition Re-enactment in 2005. Ten thousand miles in two months with the same make and age cars that participated in the original event in 1907. Rob did not have his 1907 Spyker completed in time to enter the event but was co-driver for another entrant. We were lucky enough to have Rob and his car in Nelson for the rally.

Friday evening's registration and meal was well supported. On Saturday entrants assembled at Nelson's new clubrooms where many others arrived to check out the bikes and cars before they departed. Canterbury was represented by two entries; Bob Hayes and Rob Spyker and Marlborough had three; Tris Winstanley, Rae Fairweather,



**Southland:** Wayne Nicoll, 1928 Ariel Model W.



**Southland:** BMW R100-7 and Watsonian sidecar.



**Nelson:** Motorcycles line up at clubrooms for the start.





**Waikato:** a selection of vehicles on display at the Pirongia Boxing Day races.



**Waikato:** New members Sharon Fieten and Jennifer Fitzgerald look great while selecting a winner.

Earl Preston. The motorcycle section was well supported by the NZ Classic Motorcycle collection and WOW classic cars had a couple of entries. We need support from these sources to keep these old vehicles on the road. Two sidecars need special mention; Steven and Julie Scullion in an original 1911 Excelsior performed well while Gordon and Jarod Dacombe had a good day in the 1928 Harley-Davidson with an old bright yellow pedal car (complete with pedals and steering wheel) attached to the sidecar frame.

The morning run was a 35 mile loop to the south of Nelson stopping at Wakefield Steam Museum. A short run was also available. Drivers chose which route they wished to do on the day. Afternoon runs were similarly in two loops long and short. The long, 35 miles, went further south and ended back at the clubrooms. A very strong wind made the southern leg up 88 Valley a real push, the Wareing's Model T and the Hayes' Renault travelled together and then had the enjoyment of the tail wind on the Wai-iti Valley home run humming along at 40/45 mph. Several motorcycles followed Richard and Linda Topliss on

their 1953 Matchless and did a more interesting return run on 88 Valley road. Taking both long runs the day clocked up to about 80 miles of interesting motoring.

That evening two new Nelson Branch Trophies were presented. Veteran Car Prize: A mounted Topliss engineering brass hand pump, awarded to Rob Spyker (The entrant who had gone to the most effort to attend and made a large contribution to the event) and for the motorcycle group, a trophy presented by NZ Classic Motorcycles, awarded to Bob Ching riding in his first rally with his newly restored 1928 Raleigh.

Entrants gathered on Sunday morning for breakfast followed by a very special early entry into branch member Tom Sturgess motorcycle collection, NZCM (NZ Classic Motorcycles). What a jaw dropping collection in a wonderful building on the edge of Nelson City. Well done Tom we are very privileged to have your collection in our Branch area. If you are in Nelson it's a must see with over 200 bikes several valued way over \$100,000, also check out the posters and artwork on the walls.

Thanks to Ross and Kevin for taking the initiative and getting this event off the ground. To confirm its place as a "Top of The South Event" Marlborough Branch have agreed to run it in 2015, I'm sure that as word spreads it will grow and be a regular event on the VCC calendar.

## Boxing Day at the Races

### Waikato Branch

*Words and photos Des and Val Harvey*

Waikato Branch was invited to attend the Boxing Day equalisator race meeting held annually at Pirongia. The request came from the race committee for a display of old cars and for those attending the meeting to dress in period dress to add support with celebrating the 150 year forming of the Waipa District Council. The decision was made to change our annual New Year's Day run to Boxing Day to support this rather unique annual race meeting. Twenty-eight vehicles turned out which filled the area reserved for us. The competition for best dressed at the races encouraged a large number of punters including Waikato branch



**Nelson:** Steven and Julie Scullion (NZCM) ready the 1918 Excelsior and sidecar.



**Waikato:** Terry and Bev Piddock check out the race book.





**South Otago:** Clutha Rally checkpoint.



**Auckland:** Cars with their naval caregiver.

members to dress up, with our member Sue Burnett taking first prize for the ladies. Interestingly a full page report in the *Waikato Times* about the Boxing Day Races featured our members as well as comments highlighting the support from the Vintage Car Club. The vehicles on display attracted a lot of attention from the crowd, presenting heaps of photo opportunities. Those members who had a go betting soon realised the money was better spent on their old cars rather than keeping the tote afloat.

## Clutha Rally 2014

**South Otago Branch**

*Words and photos Des and Val Harvey*

South Otago Branch's 43rd Clutha Rally had 69 entries. After a warm welcome by our Chairman Stuart Milne followed by morning tea the first car was away at 10.30, the rest leaving at half minute intervals from the Balclutha War Memorial Hall. The timed section was from Balclutha up the Clutha Valley Rd to Greenfield a distance of some 25 miles. The touring route took the entrants to Waitahuna West, Waitahuna and on to

Lawrence with a good mix of gravel and tar sealed roads with a couple of check points on the way. The afternoon left from Simpson Park Lawrence, taking entrants back to Balclutha via Tuapeka West. Overall winners were Robin and Margaret McCall, 1936 Plymouth and runner ups were Paul and Kaye McNabb, 1929 Ford A.

## 75th Anniversary HMNZS Achilles Parade

**Auckland Branch**

*Words and photos John Campbell*

The Auckland Branch was proud to be involved on Saturday 13 December in the parade down Queen Street which commemorated 75 years since that day in 1939 when the light cruiser HMNZS *Achilles* in company with the British Cruisers *Ajax* and *Exeter* engaged in battle with the German Pocket Battleship *Graf Spee*. There are just four members of that *Achilles* crew alive today and they were transported via four roadsters, Tom Brough's 1938 Buick, Bob Ballantyne's 1935 Auburn, Dennis Lowe's 1935 Chrysler and Kelvin Hawke's 1937 Chrysler from the town hall down to the Queen's Wharf

where the supply ship *Te Kaha* was moored. Each car had a naval caregiver in attendance as even the youngest of these charges is now 93 and behind the cars were 550 of today's naval personnel representing every member of the original *Achilles* crew, a navy band, sea cadets, pipes and drums and families of the Veterans. The parade terminated at the Cloud on Queen's Wharf, the veterans were escorted onto *Te Kaha* and the four cars were displayed on the wharf for several hours afterward. The four Auckland members involved have said it was a most moving experience and one they were thrilled to be part of.

## Journey Through Time

**King Country**

*Words Norma Dougherty*

*Photos by Colin and Tony Manning*

The route of the inaugural on 22 October 1995 rally was called the Town & Country Rally and was set by Judith and Colin Manning. This year the 20th Journey Through Time rally was called Town and Country Revisited for the benefit of those who were not present for the first rally. Judith and Colin Manning



**Southland:** Mike Elliot's 1938 Jaguar SS100.



**Auckland:** Cars involved in the parade.



**King Country:** Participants, viewing vehicles in the drizzle, prior to the rally. King Country Branch clubrooms in the background.

once again set the same route for this year's event, however, they have noticed that many things had changed. The weekend commenced with a social evening on Friday night.

Thirty-seven vehicles participated in the rally, from Central Hawke's Bay Taranaki, Northland, Rotorua, Auckland and Waikato five of which were Veterans.

Saturday arrived with a light drizzle and showers which saved the drivers from dust on their cars.

There was an official welcome in the clubrooms by the Mayor of the Ruapehu District Council, Don Cameron. The Mayor then waved the cars away at minute intervals after a friendly chat with each driver. The competitors set out on a course around a part of Taumarunui before heading out of town to Hikumutu, over the challenging winding metal road, with several tight uphill corners, to Kuwautahi Road proceeding south to Raurimu and Kaitieke. With low cloud and rain the participants were unable to enjoy the fabulous views of the distant hills and valleys and mountains. After arriving in the Kaitieke Valley and returning to tarseal roads the rally route returned via the Oio Road with a lengthy climb over the hill to Owhango.

In the afternoon entrants had a section of straight line navigation around the

village of Owhango where all the street begin with an "O" then headed north towards Taumarunui and then Manunui. They went on to SH 41 towards Turangi for a short time, to travel back through the Ngapuke, Waituhi and Ngakonui districts on the narrow country roads to Taringamotu, where the rally ended at the clubrooms.

Steve and Fiona Maunder from King Country, Tony and Judy Brierley and Ivan and Alison Stevens both from Waikato, who were on the original rally were also competitors in this rally.

#### RESULTS

##### Veteran & Vintage Class

- 1= Ray Kerley, King Country  
1928 Ford Model A
- Jim & Beryl Watson, Taranaki  
1929 Chrysler

##### Post Vintage Class

- Shirley & John Foot, Central Hawke's Bay  
1937 Buick

##### Post- War Class

- Kevin & Gaye Heyward, Waikato  
1957 Austin A 35 Pick-up

##### P60V Class

- Robert & Glenys Braddock, Waikato  
1969 Jaguar XJ6

BW



**King Country:** Vehicles at the lunch stop at the Owhango Hall.



**King Country:** Jim & Beryl Watson's 1929 Chrysler 65 (Taranaki), Ray Kerley 1928 Ford Model A (King Country), Diane & Doug Wilton 1930 Ford Tudor (Wanganui).



Frank Metcalfe

## two wheels and other things

### The Vincent Project. PART 1 F, 10AB/1/1398

Your first reaction is sure to be 'what an unusual title for this contribution'. Indeed it is an unusual title but there will be a few among you who read it and know instantly what it is; and you will, of course, be compelled to read on.

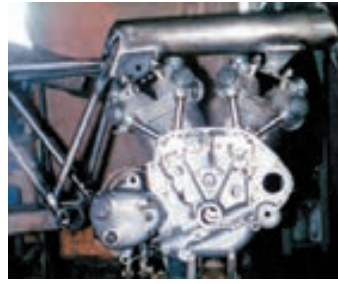
For those not blessed with the knowledge let me enlighten: That is the number stamped on the engine case of one of the world's finest motorcycles. That is a Vincent Rapide number, a 1948 number, and because of that the engine carries the name HRD. It is the number stamped on the engine that lives just up the road from me and it is the engine that is being painstakingly rebuilt by the owner and that will be installed in the Vincent that he is in the process of building from the ground up. And when I say ground up I mean exactly that; he acquired the motor. The rest he is designing and building starting with a frame.

But there's not much point in building a frame if you don't have the engine so let's start way back at the beginning with the man and his engine. The man is Roy Gardner; he's an engineer, an engineer who learned his skills in the RNZAF, a man who can read technical diagrams and stuff and who can drive lathes and all those other complex and demanding tools that only the true expert can manage. And when you have mastered those skills you can make stuff that most of the rest of us motorcycle and car fans can only dream about. Roy can make stuff. He's a tall cheerful chap, nudging his sixties I reckon (I might be being generous on that) and I was lucky enough to make his acquaintance some six years ago, not long after I took up residence in Marlborough. At that time Roy was working with a local engineering firm and I was sent to see him to see if I could persuade him to manufacture a part for my 18S AJS. Well of course he did and in the process I learned that he was a motorcycle fanatic and that he had a shed full of Moto Guzzis. I didn't own a Guzzi at that point and, in fact, had never really thought about owning one, but time moves on and a couple of years ago I saw the light and bought my 1974 850T. I

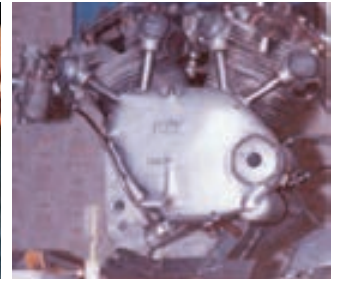




First attempts at matching engine to the frame and testing for gearbox fit.



Plywood buck as the design process for gearbox attachment moves ahead.



The engine as acquired minus any gearbox.

never forgot that Roy is a Guzzi guru and so it wasn't long before I was at his home shed learning about these Italian machines and getting a look at motor cycle nirvana. And in due course the question 'is that a Vincent engine there under the bench?'

Acquiring a genuine Vincent engine takes more than a little patience; maybe you could buy the engine installed in its frame with wheels, the full monty. But Roy never had the kind of money that that would require and he was driven by the notion that he wanted to build a Vincent. Problem was he could not find a motor.

On 31 December 1948 Vincent 1398, frame No R3388, was shipped from the factory bound for distributors Weston-Webb in Auckland and, appropriately enough, it was recorded as the 13th to be shipped to NZ. Some time early in 1949 the new machine was purchased by a W Tynam of Te Aroha but little is known of its immediate use. However records that have survived show that the Vincent undertook some racing in 1949. Ridden by Les McFarlane of Hamilton the bike recorded fastest time of the day at the Muriwai Beach Championships with a recorded speed of 103mph into a head wind. In September of that year the machine was entered in the Hamilton 100 race at Patea but was retired when the gear shift lever fell off. Presumably a repair was affected because, sadly, the report goes on to record that the Vincent was 'crashed badly' on the return journey from Patea. It is not known who was riding it or what happened but it seems that that was the end of Vincent 1398 as a complete machine. What a loss, in the country for less than a year and destroyed.

Now our story goes cold for a while. Presumably the frame and the rest of the machine were thrown away or distributed as parts while the engine was saved. But where it went for the next 30 plus years is unknown, except, of course, where it ended up for Roy to find. There is though a story that at some stage, perhaps in the '60s; it was used as the power unit for an experimental home-built hovercraft. Legend has it that the owners were never successful in getting the engine to run properly and, in fact, carried out a number of somewhat

crude modifications which probably didn't help at all. It is likely too that it was at this point that the gearbox was sawn off the engine case and has not been seen since. My guess is that the failed hovercraft venture was the end of any attempt to run the engine and from around that time it lived under a work bench or two.

Forward to 1981. Roy was working at Hobsonville Air Base and used as his daily transport a Russian Dneper and side car unit. He also had a girlfriend and it was a visit to her parents just north of Coromandel that started the next journey for our missing motor.

With girlfriend aboard Roy rode to Coromandel to meet the parents. No sooner had the pair arrived, and while Roy was being introduced to the father, the phone rang. It was answered by the mother who stuck the phone out the window, pointed at Roy and announced 'it's for you.' He was dumbfounded, how could anyone be calling him when he hardly knew where he was, and, of course, this was all well before mobile phones, Waihopai

---

**Ron ... wanted to talk to Roy because he was a motorcycle fan, had a few in his shed, and wanted to make acquaintance**

---

spy base or the GCSB. Who knew? It turned out the call came from a man from Coromandel township who was visiting friends nearby, he had seen Roy ride past and been easily able to deduce where the motorcyclist would have ended up. Ron, as he introduced himself, wanted to talk to Roy because he was a motorcycle fan, had a few in his shed, and wanted to make acquaintance. One thing lead to another and before long Roy was in Coromandel talking and exploring with his new found friend. That was a memorable day for Roy because in concluding their session Ron casually mentioned that he had a Vincent motor under the bench. From that moment things got serious; Roy had found his engine and all he needed to do was liberate it. The liberation was not easily

or swiftly accomplished as Ron needed a little persuasion and it wasn't all about money. Ron was looking for a featherbed framed Norton Dominator. Roy took up the challenge and set about finding the desired Norton.

The cycle got complex from this point: Roy knew of a chap, Frank Paynes, who was quite keen on his Dneper, and it happened that Frank had a pre-war ES2 Norton and that Roy was in touch with a collector who had a featherbed Dominator but was on the look out for an ES2. None of this took place overnight, it took many months as Roy haggled and schemed with the sole aim of securing that elusive Vincent motor.

On a single Saturday toward the end of 1983 Roy undertook an amazing swap meet journey. He lifted the Dneper side car body off the chassis and replaced it with a purpose built motorcycle carrying deck and then set off from Hobsonville. First stop Henderson where Frank Paynes' ES2 was loaded on to the side car, then on to Blockhouse Bay where the swap of ES2 for Dominator was consummated. With the Dominator mounted on the side chair rails Roy set course for Coromandel and some hours later Ron became the owner of his desired Norton and Roy tied his prize to the Dneper and headed back to Auckland. What a day and what a prize. Next day Roy delivered the Dneper to Frank Paynes. The swap cycle was complete, no money had changed hands and Roy had Vincent motor 1398 in his shed.

And just in case you are wondering, the 'meet the family' visit to Coromandel produced not only the motor but also a wife, and I am reliably advised that no complex swap arrangements were required.

Next time. Part 2. The engine is exhumed from under the bench and the serious work of creating a frame and the rest of the dream takes some serious steps forward.

**BW**



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

## brass notes

Ryan Dewes from Eketahuna is now the owner of the 1912 Calthorpe 12/15 Tourer project that was previously part of the late Harry Latham's collection in Invercargill. This is reputed to be one of only three of that model left in the world. Luckily most of the components and body panels are there but plenty of work needs to be done. Because Ryan has just completed year 13 at school I was interested to find out what makes a young bloke interested in what is touted as being an old guy's hobby by so many. He tells me his great, great, great grandfather was William Nelson, a land owner who also owned meat-works in Hawke's Bay in the early 1900s. History records that William owned a dozen and a half cars by 1915. Coincidentally one of these was an Adams car and Ryan is delighted to now have the Adams parts that Robert Woods from Christchurch has had in his archives for years. Ryan's interest became apparent when he was around eight years old; he loved to play in an old Mini parked under some trees at his grandfather's place. Some years later he was given the car which he was able to bring to life and tidy up enough to use. After about 1000 miles the motor died so although it is still part of his collection he got himself a 1926 Model T Ford. Ryan still hankered after a Veteran vehicle and I suspect he won't stop with what he now has. Like everyone starting out on a restoration the big question is how to fund it? Ryan has been doing this by raising store cattle and also having beehives. Good luck to him.

If anyone has any information on William Nelson's vehicles, Ryan is interested to hear as he would love to trace any remaining bits or information. He has traced a single cylinder Cadillac now in Australia. Also of interest would be any photos of Adams or Calthorpe vehicles of the Veteran era.

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

Email your Veteran stories to me at  
[randross@kinect.co.nz](mailto:randross@kinect.co.nz)



1907 Spyker.

Roy Sharman has sent me an interesting snippet of news from London. A rare 1905 year old Gardner Serpollet steam car was bought in 1957 for £450 from a farmer who was the first owner. In 2009 it was sold at auction in London for £238,000 and here it is five years later sold for £371,000 at Bonham's. It is still going strong and took part in the 2014 London to Brighton Rally.

The South Island Veteran Chevrolet quartet; Roger Healey, David Vernall, Don Jenks and Don Powell are hot on the trail of parts from Australia to advance their restorations. I hear they have picked up a scuttle for Don Jenks' project that they think will be the only 1918 Chevrolet commercial in the country.

Percy Ralston from Ashburton is working overtime to get his newly restored

Veteran Douglas motor cycle running well enough to compete in the National motor cycle Rally hosted by the Central Otago Branch in February. An early owner of the machine was Andrew Orbell of Levels in South Canterbury who sold it to Alan Brehaut in 1963 before Percy took ownership.

The sad passing of Keith Perry from Oamaru after a period of declining health has left a very large gap among the Veteran car owners in New Zealand. On a personal note we have enjoyed the friendship of Keith and Kathleen for more than 40 years and our experiences have been all the more enjoyable for their company. We remember you Keith for your trade mark hat, your quiet humour and your commitment to our hobby. We salute you.



1912 12/15hp Calthorpe.



1905 Gardner Serpollet steam car.





1903 Holley.

About three years ago the story of the rebuild of the 1903 Holley Motorette was featured in *Beaded Wheels*. Owner, Tony Prebersen has kindly done an update after travelling 2500 miles.

In his words: "I have now completed almost 2500 miles in the Holley Motorette over some very challenging terrain for such a small car. After the usual settling down problems that go with any car restoration the Holley has proven completely reliable with it's only failure to complete a run being my failure to charge the battery sufficiently. Many have had a ride or even driven the Holley over the past nine years, including students in my classes. Low gear/reverse in the epicyclic gearbox is a breeze but is only good for 7mph. Top gear is very high and can be a management challenge especially when reaching the brow of a long hill and the oil has been spun out of the phosphor bronze clutch. Downhill 29 mph is possible, while on the flat 22-24 mph is comfortable providing the wind is in your favour. On a hilly stretch having excellent brakes means keeping up with more able cars is possible in spite of the slow climbing speed. Preserving one's momentum on a hilly run is a lot of fun, analysing every corner and rise, trying to pick the best line while managing the spark, timing and crude controls of the Longuemere carburettor. The driver is kept busy at times. A panic stop is more of a

process than an event. On a recent trip to the USA I had the pleasure of meeting the daughter of George Holley and seeing their Holley car that they acquired in the early '60s. It is very original with 50 years of patina added to the restoration. They also have a Holley motorcycle from 1901. There are five Holley Motorettes that I have tracked down, three in the USA, one in Canada and my wee gem. The ability to link up with people all over the world via the internet has resulted in all sorts of information turning up including a copy of a full size drawing of the engine."

I've been getting pleasing reports from the 'top of the south branches.' Both Nelson and Marlborough branches have been co-operating to run events that are Veteran vehicle friendly. The fact that this has been appreciated is shown by the increased numbers of these vehicles attending. Six at the Marlborough Biennial rally, the earliest being Roger White driving a 1906 Alldays and Onions and thirteen cars and a Veteran motor cycle at the Inaugural Veteran and Motor Cycle Rally hosted by the Nelson Branch. The 1907 Spyker owned by Rod Spyker from Christchurch was completed in time for its unveiling at the rally.

## CAST IRON WELDING

Powder Spray Process,  
Cylinder Heads, Manifolds,  
Cooling Fins, Castings,  
Mechanical Repairs & Rebuilds

THOMAS ROWE  
MOTORING ENGINEER LTD

6 RD  
Palmerston North  
Phone 06 324-8707

**Truck Parts Mid 30's to Early 70's**

We provide personal service for the General Motors truck restorer. Detail items for the perfectionist. Most parts always in stock. Customer satisfaction is our goal. Can we help you? Our ever growing catalog remains the same price as always - FREE! (Specify year of truck.)

Personal service from the crew at:

**Jim Carter** CLASSIC 1934-72 Truck Parts

VISIT OUR WEB SITE: [www.oldchevytrucks.com](http://www.oldchevytrucks.com)

FAX Toll-Free for Catalog  
**0-800-449196**

or Call **00-1-816-833-1913**

**BEST PRICES!**  
200 Sizes  
15 Brands  
We Ship Worldwide  
**FREE CATALOG**



**LUCAS CLASSIC TYRES**

2850 Temple Ave., Long Beach, CA 90806 USA  
**20 MINUTES FROM LOS ANGELES AIRPORT, USA**  
**1-562-595-6721**  
[www.lucasclassictires.com](http://www.lucasclassictires.com)

# marketplace

## CLASSIFIED RATES

Due to space limitation, classified advertisers should refrain from the use of dashes, spaces, logos, blank lines and formatting. All classified rates include GST. The 65 word limit includes contact details. Advertisers requiring ads longer than the standard 65 words, or who require typography or space, must apply display rates. The advertising department reserves the right to edit or return classifieds not meeting the criteria

### Member of Vintage Car Club

No charge for text or photo classified advertising. Members must be financial and identify their Branch.

### Non Member

\$21 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.\*

### Text in a Boxed Ad

\$24 non-members,\*

### Colour Photo Ad in Box

\$56 non-members, enclose a clear photo and an SAE if return required.\*

### Above rates apply for each advertisement.

Advertisements should be typed or clearly printed.

### EMAIL ADDRESS FOR ADVERTISING

beadedwheels@vcc.org.nz

### ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

Post to: Advertising, P O Box 13140, Christchurch 8141, to arrive not later than 10th of month preceding publication. \*

### DISPLAY RATES\*

|                         | Casual 3 Issues<br>(per issue) |       |
|-------------------------|--------------------------------|-------|
| Full Page               | \$900                          | \$720 |
| Half Page               | \$490                          | \$390 |
| Horizontal Quarter Page | \$270                          | \$216 |

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

Deadline for copy 10th of month preceding publication.

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

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

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

\*Payment by credit card will incur additional bank fee processing charge of 3%

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

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

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

### BALANCING BALANCING BALANCING,

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

**COACHWORK** For all your coachwork, woodwork and timber rim **steering wheels** for your Veteran, Vintage or Commercial vehicles contact Designs N Wood John Martin, 11 Bell Avenue, Cromwell. Phone/fax 03 445 0598, 021 109 1309 or email martin\_jw@xtra.co.nz member

### GOT VIBRATION PROBLEMS?

The crankshaft pulley/balancer/damper may be the cause. Rubber perishes over time. John at **Harmonic Damper Rebuilds** can rebuild your pulley like new. He has a proven system to re-rubber and re-sleeve dampers. Most can be rebuilt as good as new and save you money and engine repairs. 027 666 3350 or 07 863 3350 damperdude@gmail.com

1924 BUICK SPORT 55 TOURER \$25,000. 1924 Buick sport body chassis and motor \$5,000. Phone Russell 021 0245 7984. Clearing our unwanted extra. Scaling down, will be moving. MEM

1932 ROLLS ROYCE 20/25 GEARBOX in good condition also pair of front shock absorbers for same year been checked. Phone 03 693 7680 or email johnval@ruralinzone.net MEM

1937 MORRIS 10CWT PICK-UP which needs restoring. Some work done on engine, brakes and chassis. On 18" wire wheels and has good tyres, also body and chassis, axle and diff for 1939. Pick-up all for \$2000 ono. Phone Dave Marshall 022 026 1584 or 03 236 7910 (evenings). MEM

1967 WOLSELEY 1100, fluid suspension, good going order. Reg, WOF. Needs paint \$1,000. Phone Russell 03 615 9668 evenings, Temuka. MEM

1968 MORRIS 1100 MK11 complete car no wof reg on hold car is drivable make good project \$1200 ono. 1978 Toyota Hilux single cab flat deck, no wof, reg on hold, tidy condition also drivable \$2,250 ono. Phone 03 615 6383 or 027 324 1765. MEM

1972 TRIUMPH 2.5 PI Man O/D Red. 1975 Triumph 2.5 Auto Green. 1979 Bedford camper CF 250 Auto White. All tops tyres parts mechanical. Rego hold. Stored, need paint jobs only and mats. Write to Bob Rout 251 Crawford Street, Glengarry, Invercargill 9810 for photos, phone 03 217 0434. MEM

**AUTOMOTIVE LIGHTING AUTOMOTIVE BULBS** in 6-12-24 Volt, including most hard-to-get bases in both 6 & 12 Volt for conversions. These are the old-type tungsten bulbs, not the more expensive quartz type. Try me for all your bulbs, preferably with a description or photo, rather than an obscure number. For info and quotes, contact Stuart Neill on 03 472 7199 or stulyneill46@gmail.com

**CARBURETTOR RECONDITIONING** — including classic and performance makes. 40 plus years trade experience. Free advice. Contact Graeme Tulloch, Tulmac Carburettor Specialists on 027 612 2312 or (Levin) 06 368 2202

**HUBCAPS** — any problems contact me I now produce either hubcap skins or complete hubcaps. These are top quality replicas. Pressed not spun to the closest possible original specifications. I can manufacture any model that uses the skin system plus many others provided they do not exceed 10½" in diameter. For more information phone Dave Patten Replica Manufacturing (2003) Ltd, Ph 027 247 7956, 160 New York Street, Martinborough. Email dave.patten@wise.net.nz

**MAGNETO & COIL WINDING SERVICES** Magneto repairs, coil rewinding, work guaranteed. 728 Waimutu Road, RD2 Marton 4788. Phone Warwick 06 327 3849, 027 281 8066, walandlynn@farmside.co.nz We buy and sell magnetos of all types except aircraft. MEM

**BUICK 1948 SALES BROCHURE.** Full colour. Shows all series. Detailed specs. Folded is 210 x 270mm. Tears on the folds, \$45 plus post. Phone 03 354 9264 MEM

**DAIMLER CENTURY 1957,** rare automatic model, very straight body, good mechanicals, interior a little sad, has some surface rust on some panels. Excellent restoration project. Comes with spares from another automatic car. \$1500. Phone 07 575 3819 andson@slingshot.co.nz MEM

**FORD MODEL T STARTER AND GENERATOR** both in good condition. \$750 each plus shipping and handling. Ronald Lever 87 Tui Road, Papatoetoe, Auckland 2025. Phone 09 278 3888 evenings MEM

### DRIVESHAFTS DRIVESHAFTS DRIVESHAFTS

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

### DISTRIBUTOR & FUEL PUMP PARTS AND SERVICE

We rebuild distributors, vacuum advance units, mechanical fuel pumps and supply parts new, NOS, remanufactured and used.

**Vacuum advancers restored.**

**Electronic ignition kits to eliminate points.**

Quality Rebuilds,

85 Polo Prince Dr, Manurewa, Auckland, 2576.

email: peter@qualityrebuilds.com

www.qualityrebuilds.com

**PHONE PETER 09 267 4700**



Please notify National Office if you have changed your address or sold/purchased any vehicles.

admin@vcc.org.nz • www.vcc.org.nz



HEADLIGHT LENS, NEW AND USED. Buick - years 29 - 31. Chevy years 29,- 32,37,38. Chrysler Dodge, Plymouth - years 29,30,34,35. Ford - 28 Model A, V8 35, 36. Hudson- years 28,29. Nash - years 29 - 31. Moon - years 28,29. Willys - years 29,30. Whippet - years 29,30. Smith - lens 8". Overland Monogram. National, Bosch and Lambstar lens. Enquiries, evening 09 299 8805. MEM

**HOUDAILLE SHOCK ABSORBER RESTORATION**

As fitted to Model 'A' Fords, Studebakers, and other American vehicles in the 30's. Send your shocks for assessment.

**MODEL 'A' FORDS BUY AND SELL**

Putting buyers and sellers together. I have a growing database of buyers and sellers.

**Please contact vintagecars@xtra.co.nz  
Phone 03 528 7924.**

**PRO-MA PERFORMANCE PRODUCTS**

All Vintage and Classic Car performance products can be purchased from:

**www.promaperformance.co.nz/lespearson  
Les Pearson. Pro-Ma Independent Distributor.**

HUDSON 8 DIST CAP, rotor and condenser. All brand new in their boxes. 1937. \$50 plus post. Also Terraplane o/riders x 2 with bolts. No dents. Two grooves 1937? \$20 plus post. Phone 03 354 9264 MEM

**KING-PIN KITS, TIE ROD ENDS,**

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

MAGNETOS BOSCH FF4A and Bosch ZU4. Both in good tidy original condition. Not rebuilt. \$300 each plus Post. Also Lucas twin mag dyno 1927 for Scott motorcycle. Also in good original order, not rewound. \$300 plus post. Phone Lynda Maddock 09 422 2638 or email catmadd@xtra.co.nz MEM

MODEL 'A' FORD GEARBOX. Fully reconditioned. Painted. Free freight throughout NZ. For info contact vintagecars@xtra.co.nz or Phone 03 528 7924 MEM

**UPHOLSTERY**

Veteran - Vintage - Classic

Hoods, side curtains, complete re-trims etc. Spring and foam units repaired or rebuilt. 40 years experience, reasonable rates. VCCNZ Member. Bryan O'Brien Auto Trim. Unit 3. 8 Cadbury Road, Napier.

**PHONE 06 842 2252**

**FAX 06 842 2254 • MOBILE 027 495 7676**

**PISTONS PISTONS PISTONS PISTONS**

FOR VETERAN, VINTAGE,  
CLASSIC & ODDBALL ENGINES.

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

**M S Coombes Ltd**

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

**VINTAGE ENGINE SHORTBLOCKS**

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

**VINTAGE CAR REPAIRS**

Unit 1 11 Penn Place, Upper Riccarton, Christchurch (formerly 15a Empire Road, Belfast)

**Phone 341 5100 Fax 341 5101**

All Classic and Vintage Car restoration.

- Panel making • Wooden body repairs,
- Bumpers and moulding repair

37 years experience • Competitive hourly rate.

PARTS FOR SALE. 6 cylinder Falls engines not complete and parts for sale, also Peru diff parts and axle bearings and Durston gear boxes and parts. Engines fit Grant, Elgin, Malbom cars 1914/1918. Price freight plus 20%. Contact Barrie Grant, 59 Ayrshire Drive, Hamilton 3200. Phone 07 846 5698 email grantbl@xtra.co.nz MEM

TYRES 3 new Olympic Balloon 6 ply 5.50 x 18 Black side wall. \$450. Phone Peter 0272 816 050 or 09 276 1605. MEM

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



**VINTAGE TRUNKS** made to order or stock sizes. Dust proof and waterproof. Phone Allan on 06 844 3959 or 0274 469 331 Napier. MEM.



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

VANGUARD 111 service data \$10. Standard 8 service manual \$15. Triumph Mayflower service manual first issue \$45. Standard 10 (1958) spare parts catalogue \$25. Triumph sports TR2 spare parts catalogue first edition \$45. Phone Malcolm 03 365 6223 MEM

**PENRITE ENGINE COOLANT**

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

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

**Over 40% of VCC members insure their vehicles with Vero CIS.**

Now's a great time to join them.

See our back page ad for full details...  
Freephone 0800 658 411 select option 2





**TWO SANKEY WHEELS** in great condition fit 19" tyres complete with brake drums still got grease in hubs possibly from Riley or Rover as the one hubcap has a R in script on it. \$100 each or ono. Phone Digby at 03 332 3937, mob 027 221 0948 Email: gemsigns@xtra.co.nz MEM



**1938 CHEVROLET SEDAN STD** Slant Back partially restored and re-painted. Driven regularly and well maintained, Current WOF and Registration. \$13,000 or nearest offer. Genuine reason for sale. Phone John 09 478 5677 NSVCC. MEM



**1951 HUMBER HAWK MK4**, ground up restoration in 1995, very good condition, great touring car, spare parts available. \$6,000 ono. Phone Lloyd 07 838 0025, lloyd@mackrellmurcott.co.nz MEM



**1923 COURIER** 6 cylinder Falls engine with full pressure lubrication. Complete unrestored car, offers. Contact; John Southward 027 380 6919 or email johns@southwards.co.nz MEM



Now re-converted to F3 500 specifications in its 1951 colour scheme, running JAP 500 with rare Alfin aluminium road-race barrel and AMC-Norton gearbox. Cooper chassis plate attached, VCC VIC and MSNZ logbook. SNECMA pulse jet, remaining body panels and vast history portfolio included in sale. \$60,000 negotiable. Phone 09 298 0599, 027 297 5354 or email garmey@xtra.co.nz MEM



**1928 HILLMAN SEDAN**, unrestored but complete car. Offers. Contact. John Southward 027 380 6919 or email johns@southwards.co.nz MEM



**1937 VAUXHALL DX 14/6** Touring saloon has boot. Older full restoration but has had little use, motor freshened, valves, rings, new radiator. In very nice order and drives well, current owner for last 34 years. Drive away for \$11,000 Spares by neg. Phone evenings Eddy 03 693 9913 MEM



**1927 CHEVROLET CAPITOL** Registered & WOF New battery. Total Rebuild 40 years ago. Excellent condition. Present owner 53 years. Many spare parts available with car. More photos on Trade Me. Phone Jim 09 420 8302 \$16,000 ono MEM



**1989 944 PORSCHE** one N.Z. owner (since 1995) in original and immaculate condition. 2.7 ltr, 128,000 miles, ABS, PS, AC, electric seats, mirrors, sunroof, five speed manual. Always garaged it has all the quality features of a true two door sports car. \$13,500. Phone Merv on 09 535 8472 or 0274 904 026, mbullard@xtra.co.nz. MEM



**1955 HUMBER 80**, 1400cc OHV. Current WOF and Reg. New carpet, paint, battery, king pins and bushes, brake shoes, linings and cylinders. Four seat belts, renewed upholstery and reconditioned radiator. Lots of spare parts incl motor and gearbox. \$3,700. Warkworth. Phone 09 425 7216. MEM



**AUSTIN A40 FARINA MK 2**, 1963 1098cc, all original two owners, 78,000 miles including original tools, some spares inc, colour stone. \$6,500. Phone 03 355 4017. MEM





**MODEL T ROADSTER PICKUP 1926**, all complete and running, dark green, goes very well, rego on hold. \$24,000. Phone 03 355 4017. MEM



**MISCELLANEOUS BADGES** – gauges, clocks, emblems, new E Vauxhall t/rod ends, qty red/white/lights, Valiant h/light bits offers. Phone 03 439 5653 or email Consultech@xtra.co.nz MEM



**TREMBLER COIL**, (pictured on left) condition unknown, make unknown, \$150. Coil no name maybe single cylinder with switch and key, I might have it sitting for the photo the wrong way up, \$300. Phone 03 355 4017



**CAV TORPEDO SIDE LIGHTS**. New never fitted to car, in top class condition. Fitted for double contact lamps. Offers to DRP Estate, c/o M.A.Curry, 3 Alleyne Court, Brown Owl, Upper Hutt 5018. Offers in writing, closing 27 Feb 2015. MEM



**1929 DESOTO 6 MODEL K** Excellent condition. Mechanically sound. Current WOF Rego and VCC VIN. Expressions of interest around \$18,000. Phone Don McRae 09 437 3814 or email mcraej@clear.net.nz



**1954 MORRIS MINOR 4 door saloon**. Recently fully restored, new tyres and battery. Ready to rally. Price \$6,500 firm. Please phone Ken Ivory 03 547 2847. Nelson. MEM



**NELSON VCC 50TH ANNIVERSARY BOOKLET**. Limited print run of the first 50 years of VCC events in Nelson compiled by Dennis and Helen Le Cren. Excellent booklet with colour photos. Price \$15.00 inc. postage. Phone 03 547 7469. ronandjan.johnson@gmail.com. MEM



**1936 SERIES 1 MORRIS 8** with Series E engine – good all round condition current WoF and Reg. Has towing "A" frame – personalised plate, spare panels and mechanical parts may be included. Agreed fixed insurance value \$12k – Offers to Stan at 03 439 5653 or Consultech@xtra.co.nz MEM



**JAGUAR XJ6 2.8 1972** Totally original condition. 65,000 miles. Auto, power steering, runs like a dream. For sale because of health reasons only. Car in Auckland \$5,000 ono. Phone 027 616 2418 or 021 128 1573. MEM



**OLDSMOBILE 1938 F38 6 CYLINDER** Very tidy car on near new radial tyres. Looks smart and runs well. 12 volt electrics and wipers. Being sold due to change of property and no room. Trailer load of spares. \$17,500 ono. Phone Tom 07 887 2865. MEM



**CLASSIC CAR STEERING WHEEL COVERS** Quality reproduction 1940s/60s style steering wheel covers with foam backing. Made to measure. A choice of colours, inc stitching cord, bodkin and fitting instructions. Diameter of your steering wheel and rim (grip) required. \$63 inc freight. Phone 06 868 4846 or 027 478 0872. MEM



**1915 FORD MODEL T ROADSTER** A hundred year old car, not made out of "modern replica parts". Refurbished in late '60s, still looks good, good motorable condition. Hood and side curtains and spare parts ready for touring. Good rubber. Comes with purpose built covered, tilting braked, trailer. \$40,000 ono. Phone John Bayly 07 888 6120 MEM



**1956 ROVER 90** New Paint. Hankook radials, new seats, personal plates, runs well. Phone Ross Andrew 03 327 8862. \$6,000 MEM



**ARIEL 3** In tidy condition and running. Reg on hold. Phone David Bool, Blenheim 03 579 4716. \$800 ono MEM



### AOTEAROA WOODEN WHEELS

Vern Jensen  
Member of Beaded Wheels since 1974

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



**1929 MODEL 'A' TUDOR** Reg and WOF. Runs well. Older restoration. Situated Motueka. \$19,500. vintagecars@xtra.co.nz or 03 528 7924. MEM



**1937 7W FORD 10** Older resto still in very tidy condition and goes well, 7W model was one of the first English designed and built vehicles with a differing grill to most. A rare model even in England. \$8500 obo Ph 09 292 5770 or mail me at ceol-mhor@xtra.co.nz MEM



**ALLIS CHALMERS MODEL G TRACTOR** 1949/53. One owner since 1960. In going order. Tool bars and tines, plow, spares, handbooks. Offers? Barry Bain, Arrowtown. Phone 03 442 1270, email b-a-bain@ihug.co.nz MEM

# FREE ADVERTISING\*

Classified advertising in Beaded Wheels magazine is free **\*for all current financial members of the Vintage Car Club of New Zealand Inc** buying or selling club eligible vehicles or parts. Our standard advertising charges apply for all non-members or members wishing to advertise commercial services.

Email your advertisement to [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz) or complete the form below and post to Marketplace, Beaded Wheels, PO Box 13140, Christchurch 8141. Deadline for receipt of advertisements and payment for our December Issue 10 November 2014.

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

**Text and colour photo advertisement.** Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, digital photos may be submitted to our email address: [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

**I wish to advertise in Beaded Wheels.** Payment where required must accompany your advert.

Name (block letters) \_\_\_\_\_ Phone \_\_\_\_\_

I am a current financial member of the VCCNZ and wish to advertise for FREE. **VCCNZ Membership number is** \_\_\_\_\_/\_\_\_\_\_

Advertisement text (45 words) \_\_\_\_\_

**WANTED**  **FOR SALE** \_\_\_\_\_

Tick which column you require

Payment by credit card will incur additional bank fee processing charge of 3%

**Non-VCCNZ members** Payment by  Cheque  Credit Card *Visa/Mastercard only (Amex & Diners not accepted)*

Card Expiry Date: \_\_\_/\_\_\_/\_\_\_ Card Number

Name on Card: \_\_\_\_\_ Cardholder Signature: \_\_\_\_\_

#### CONDITIONS OF FREE ADVERTISING

- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
- Advertisements must be of a **non-commercial** nature.
- Advertisements **must be submitted in writing**, by email (preferred), post or fax. Photographs will only be returned if a

stamped addressed envelope is supplied by the advertiser. Digital photographs may be supplied by email in .jpg format, send a high resolution file to achieve best results.

- Advertisements **must be resubmitted** for each issue they are required to appear in.
- The recommended length of advertisements is 45 words – the maximum space available is 65 words. *Beaded Wheels reserves the right to edit all copy.*

- Advertisements will be published on a first come, first served basis. While every attempt will be made to include your advertisement in the issue immediately following receipt – limited space may mean some advertisements will be held over until the following magazine for publication.
- All free advertisements will automatically be listed on the VCCNZ website.

Payment where required must accompany your advert. Cheque should be made payable to Beaded Wheels. Post payment & advertisement to marketplace, P O Box 13140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive free advertising.





**1928 CHRYSLER 75 ROADSTER** \$84,000. Phone 09 836 4795, 027 497 3311, email khawke@vodafone.co.nz MEM



**1960 RILEY 1.5.** Original car in very good condition only 65,000 miles. 1500 cc B series motor with twin carbs. Body very good, no rust and interior trim in very good condition. \$15,000 neg. Phone 021 314 221. rossrbutler@clear.net.nz. MEM



**1967 VESPA 150 SUPER.** Older restoration in good condition, starts easily and goes very well. \$3,750 or \$4,100 on purpose built trailer. Phone 021 314 221. rossrbutler@clear.net.nz. MEM



**1928 RESTORED FORD MODEL A BUSINESS** coupe, only travelled 5,200 miles since complete restoration. Always garaged, plates on hold, new Reg & WOF when sold \$33,000. Phone or text Tim 027 332 8018. MEM



**LADA 21047 S/W, 1,600cc engine.** Tidy and authentic condition. Drives and runs very well. Original toolkit and owners' manual plus Haines w/ shop manual. Two owners. Many spares. \$1,500 ono. Email inquiries only please to: pelwellsutton@fastmail.fm mem

## DECEASED ESTATE



**TWO PARTIALLY RESTORED 1924 MODEL 25 MAXWELLS** one is a 2 door sedan the other a C cab truck (possibly originally a coupe). Spare engines and parts enough to complete both restorations.



**1928 NATIONAL CHEV TOURER** Body off restoration. New upholstery, hood, side curtains. Reconditioned engine. Excellent condition. Loads of spares. Reg, wof and vic. \$22,000 ono. Phone Alan 09 421 0490. MEM



**VETERAN 1913 FN (FABRIQUE NATIONALE)** 2 litre 4 speed magneto ignition starter fitted. This vehicle is well known throughout NZ and a reliable performer. Current REG WOF VIC. Expressions of interest to Bruce Madgwick phone 09 276 6756 or bruce.wilma@paradise.net.nz MEM



**1939 OLDSMOBILE** This car has not been registered for decades but we do have its ownership papers. It is original, has loads of spares including 6 engines. Shed stored for the last 40 years.



**1971 MG BGT,** Excellent condition, Newly trimmed and an outside paint due to 18 years of storage and sunburn on the bonnet and roof. Now immaculate after a complete head job. Genuine chrome rostyles. No visible rust underneath. Inside has not been re-painted but is still smart. Sold with wof and rego. \$8,750 Phone 06 879 8910, cell 027 213 0670 MEM



**1965 SUNBEAM RAPIER** 10 year old rebuild and still in lovely condition throughout, 1725 Super Minx motor, worked and goes very nicely. \$16,000 OBO. Phone 09 292 5770 or email ceol-mhor@xtra.co.nz MEM

**PREFER TO SELL AS TWO LOTS  
REASONABLE OFFERS**

**For more information and photos or to view** phone Karen 03 324 2601, 0274 756 736 or email kar.lin@xtra.co.nz MEM

# WANTED TO BUY

BUICK 1910 TRANSMISSION and any other parts wanted for completion of restoration. Phone 03 314 4422 work hrs.

1929 ESSEX SUPER SIX. Looking for interior door handles and window winders with pinecone embossing. Also one bonnet latch for same. Phone or text Mike 022 087 2128 or email renegade542002@yahoo.com. MEM

1930-31 MODEL A CLOSED CAB, well-side pick up with push out windscreen. Prefer registered or rego on hold. Phone 07 888 5798 evenings. MEM

1930/31 MODEL 'A' FORD PHAETON. Must be left hand drive and in reasonable condition. Phone 03 528 7924 vintagecars@xtra.co.nz MEM

1939 PONTIAC GEARBOX or gearbox parts. Especially first – reverse sliding gear. I believe these gearboxes were used in '39 Buick series 40, '39-'54 Pontiac and '39-'48 Oldsmobile. Phone Gavin 03 313 1539 or email gavin65@clear.net.nz MEM

AMERICAN VETERAN CAR, prefer older restoration going or not, must be complete. Genuine enthusiast. Car will be used once purchased and sorted. Phone Dave 0274 749 610 MEM

AUSTIN 7 RUBY MK2 1937. Clutch plate (Borg and Beck type) and/or the spring steel centre plate. Phone Ralph 09 636 9404 or rallyn@xtra.co.nz MEM

DODGE 4 TOURER 1920 requires fuel tank, both rear guards, 25" wheel, speedo (Black face needle type) also seat frames and hood bows as patterns. Phone John 06 751 5554 MEM

FORD JAILBAR pickup 1946 parts wanted particularly bonnet safety catch and 3 speed gearbox. Phone 0274 496 737 or email brucebenge@yahoo.co.nz MEM

FRONT AXLE for '25 Stewart spring centres 30 ins with or without stubs. Phone 07 308 6046. MEM

ZENITH CARBURETTOR WANTED Good clean and in working order for 1930 Ford Model A. Phone Tony 07 377 1598 MEM

HEAVY DUTY "TIMKEN" FRONT AXLE for 2WD 1941-46 Chevrolet 30cwt truck. This is heavier, wider and longer than a standard Chev truck axle. Phone Andrew at (07) 884 8783 or email andrew.honeyfield@xtra.co.nz MEM

PA VAUXHALL PARTS WANTED. To keep my '62 Velox on the road and to stockpile for future restoration. Anything considered from random parts to whole car - any condition. Contact neiltroost@hotmail.com 027 244 4141. Mem

PARTS FOR 1919 - 1924 WOLSELEY 3E and A9 esp engine and diff parts. Also am after engine parts for 1912 Clement Bayard 4M2 esp crankshaft, lower crank case etc. Please contact Ken 027 276 9919 or email KJS.Phillips@xtra.co.nz MEM

PONTIAC 1935 grille shell or complete with grille. Phone Barry 03 342 8526 or email brtaylor@xtra.co.nz MEM

TOURER/PHAETON 1926-1930 good original or restored condition with rego and WOF. Please contact 022 070 6010 or email details/photos to pmk1313@hotmail.com MEM



VAUXHALL WHEEL, 5 stud pattern 13", to suit a PA Vauxhall late 1950s model wanted by Christchurch VCC member. Any condition considered. Hub cap as in picture would be a bonus too. Please email 100e@xtra.co.nz or ph/txt 027 659 5280 MEM



STEERING BOX AND COLUMN or parts thereof for 1912/ 1920 Rover 12hp. Please contact David Oakley 03 308 7323 or email d.oakley@xtra.co.nz MEM

TRIUMPH MK1 2000 front leather seats. Phone Brian 021550429 email tuffey@gmail.com

TWO X LOCKING door handles for my 1930 Essex wanted. Phone Barry Davis 03 572 8631. Email izabel@slingshot.co.nz MEM

WANTED TRIUMPH SD gearbox and chain guard and footrests, Triumph 1907 or 08 barrel and forks and petrol tank, Alldays gearbox or any parts for these models. Phone Chris 09 533 8050 email taylorhq@xtra.co.nz

A USABLE CYLINDER BLOCK wanted for my early (1908) Renault AX. This is the block with the separate, curved, exhaust manifold. Phone Dudley Pinnock +61 8 8379 2441 (South Australia), dudleypinnock@adam.com.au



BUICK STEP PLATES (ALUMINIUM) and kick plates (brass) as shown. Boyce motometers featuring Buick. USA automobile mechanical books and charts by Victor Page. Running board petrol can holder. Storey brand front bumper, complete or parts, or fittings to front chassis members. Copies of UK Veteran Car Club bulletins. Phone Neil 03 434 9470 or neil.nonie@xtra.co.nz MEM

## Mechanical Restorations and Vintage Spares (1980)

Stockists of  
REPLACEMENT  
AUTOMOTIVE  
PARTS



1912-92  
ENGLISH  
AMERICAN  
CONTINENTAL

Kingpin sets  
Suspension parts  
Spark plugs  
Engine bearings  
Master cylinders & kits  
Rear axles  
Clutch covers  
Brake & clutch cables  
Valves, springs, guides  
Timing gears & chains

Engine gaskets  
Steering joints  
Electrical fittings  
Shock absorbers  
Shackles (pins & bushes)  
Water pumps & kits  
Carburettors  
Pistons  
Speedo cables  
Lenses

Gearbox gears  
Crownwheel & pinions  
Wiper motors (vac)  
Wheel cylinders & kits  
Ring gears & pinions  
Clutch plates  
Fuel pumps & kits  
Steering box parts  
Ignition parts  
Engine mounts

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



# SWAP MEETS & RALLIES

**Fully Covered Venue!!**

Waikato Classic Motorcycle

## Swap Meet & Show'n Shine

*Ride In and Display Your Bike! Peoples' Choice!  
\$200 Top Prize!*

*NZ's Largest Indoor Motorcycle Swap Meet*



Getting ready to fly! Latest Stage of the "C20B Turbine Rocket" Project Bike On Display.

Forlongs Carpark, Rawhiti Street,  
FRANKTON Shopping Area, HAMILTON

Swapper Sites \$20 (Includes Driver): Buyer and Public Entry \$8:  
Children FREE

Donation made to Local Charities.

*Motorcycle Related Items ONLY please.*

Check out the CLUB WEB SITE! [www.classicbikes.co.nz](http://www.classicbikes.co.nz)

**SUNDAY  
12th  
APRIL  
2015**

Gates Open 7am



Horowhenua Branch VCC NZ Inc.

## ANNUAL SWAP MEET & COLLECTABLES DAY

**Saturday 21<sup>st</sup> March 2015**  
Gates open 7am

**Levin Show Grounds Events Park**  
14 TiroTiro Road Levin

### Admission

Stall Holders \$10 - Public \$5 - Children Free

Food and Drink on site all day  
Something for everyone  
Spares open at 10am

Inquiries to Pete Collins  
06 368 5885 or 0274 862 639  
[horowhenuaglass@vodafone.co.nz](mailto:horowhenuaglass@vodafone.co.nz)

AVONHEAD ROTARY CLUB PRESENTS

## TWIN RIVERS MOTORING EXTRAVAGANZA

**SUNDAY 8 MARCH 2015**

A&P SHOWGROUND, CURLETT'S ROAD, CHRISTCHURCH, FROM 10:30AM



A FAMILY DAY OUT  
PRIZES  
MUSIC  
FOOD

RAIN DAY: THE FOLLOWING SUNDAY - UPDATES ON RADIO AND OUR FACEBOOK PAGE

[FACEBOOK.COM/TWINRIVERSCARPARADE](http://FACEBOOK.COM/TWINRIVERSCARPARADE)

## Nelson Branch VCC of NZ

Invites you to attend the

### Inaugural Swap Meet 21 February 2015



Site bookings Ruth Mercer  
[khmerc@xtra.co.nz](mailto:khmerc@xtra.co.nz)  
Phone 03 541 8112

Speedway Assn Grounds  
Lansdowne Rd, Richmond.

\$2 Gate Entry. *No dogs allowed.*

## VCCNZ Ashburton Branch SWAPMEET

**Saturday 2 May 2015**

**Club Grounds 86 Maronan Road, Tinwald Ashburton**  
No Dogs Allowed • Catering by Ashburton Lions Club

Site Bookings to **KATHRYN SHAW**  
30 James St, Ashburton 7700  
Email [katre@clear.net.nz](mailto:katre@clear.net.nz)  
Phone 03 307 8896

Gates  
Open  
7.30am

## WINCHESTER SWAP MEET and BAZAAR

Winchester Domain

**Saturday 28 March 2015**

GATES OPEN AT 7.30am

\$5 entry and NO DOGS ALLOWED.

On site Camping Friday night only

for SITE BOOKINGS contact Janet ph 03 686 0282  
Swap Meet Chairman. Grant Mehrstens  
Phone 03 684 9094

VCC - SOUTH CANTERBURY BRANCH.

# 5th National COMMERCIAL RALLY MANAWATU EASTER 2015

All inquiries to  
email [manawatu@vcc.org.nz](mailto:manawatu@vcc.org.nz) or  
Phone Dennis Milne on  
06 329 3830



## Scenicland Rally!

YES, the Annual West Coaster is on again!  
Come and join us for a relaxing days motoring

### March 21, 2015

Starting & Finishing in the Hokitika Area

Contact: Bob Richards  
Phone 03 755 7695  
Email: [annr52@xtra.co.nz](mailto:annr52@xtra.co.nz)

## The *Weekend before* National North Island Easter Rally 27 - 30 March 2015

Hosted by the Wellsford/Warkworth Branch and centred on  
Warkworth and Matakana

Timed to avoid Easter and school holiday traffic and  
accommodation issues

Two days of spectacular rural and coastal motoring  
including a choice of Sunday tours and visits



For further information and entry forms contact the  
Rally Secretary:  
Leon Salt (09) 423 8122  
Email: [ni.rally2015@gmail.com](mailto:ni.rally2015@gmail.com)

Fundraiser for 2015 National Model A Meet

### "Model A Ford"

Fully Reconditioned Long Block for auction on

### "TRADE ME"

February 1st till 7.30pm Sunday 15th

Search under "Fully reconditioned Model A Engine"



Full details of this  
reconditioned engine may be  
found on  
[www.modelaford.co.nz](http://www.modelaford.co.nz)



**Model A, T & V8 Parts**  
Full range of A, T & V8 Parts, and Periodic Oil  
Ph (09) 844 3334 or Call 021 848 183  
[www.modelaford.co.nz](http://www.modelaford.co.nz)

Please support our  
sponsors as without  
their generous support  
this fundraising  
auction would not be  
possible.

**B & H Engine Services Ltd**  
218 Broadway Ave, Palmerston North  
Ph (06) 257 1182 or Fax (06) 258 8722  
[www.bh-engine.com](http://www.bh-engine.com)



## SWAP MEET Saturday 28 February 2015

Swap Meet starts 7am

Entry: Adults \$5 Children (under 12) Free

Vintage Car Display – Car parts old & new - Motoring  
books & manuals - Collectibles – Bric-a-brac –  
Refreshments – Sausage sizzle

Venue: Wellsford/Warkworth Vintage Car Clubrooms  
Satellite Station Rd, off SH1, 3 km south of Warkworth



## GORE SWAP MEET SWAP MEET AND BOOT SALE

Run by the Gore Vintage Car Club.

**SUNDAY 12 APRIL 2015**  
at **WAIMEA ST GORE.**

8am Start – Breakfast Available,  
Admittance Adults \$5 Children Free,  
Sellers Stalls \$8 (includes one entry free)  
(If you have items you wish to sell please come  
along and set up a stall)

Enquiries to **Evan 03 208 6479 027 650 8056**  
Or **Barry 03 208 4877**



Taranaki Vintage Car Club Presents:

## Vintage Classic & Modern Car Show

**Sunday 8th March 2015**  
at the **Stratford Show Grounds**  
Car show from 10am-4pm  
Swap meet from 8am

Admission: Adults \$8 Family \$15

Featuring: Vintage, Classic & Modern Cars, Bikes,  
Vintage Machinery and Swap Meet

*The National Australian Veteran Vehicle Tour for 2015*

## 2015 Shannons National All Veteran Tour

The Tour, run by the Canberra Veteran and Vintage Car Club, will be held in Goulburn, NSW  
(100 kms from Canberra)

• **Sunday 1 – Friday 6 November 2015** •

Entries close 31 August 2015

Schedule of Tour activities includes: a short run on Sunday 1 November 2015  
6 November 2015 - a gaslight parade with period dress  
Official Presentation Dinner on Friday

Entrants are responsible for making their own accommodation arrangements.  
Accommodation available near the Tour headquarters and entrants are encouraged  
to contact the Goulburn Visitor Information Centre [info@igoulburn.com](mailto:info@igoulburn.com); or for advice.

Email for more information: Email: [nowakn@netspeed.com.au](mailto:nowakn@netspeed.com.au)

Nick Nowak – VVCCA Aus. – ACT

38th Annual

## PUKEKOHE SWAP MEET

For Information contact  
Rob 027 4955567

Franklin A & P Show Grounds

Proudly supporting  
St Johns



Vintage Bus Rides

March  
7th & 8th  
2015

General Admission \$5.00 per Day

Selling Sites \$40.00 all weekend

Sunday only sites \$15.00

(Includes drivers admission, Parking is Free) Gates open 2pm Friday for sellers

Something for Everyone

Limited Powered Sites

Pre-Booked Undercover Sites

are Available

Hot Food

Drinks

Coffee

# WIN

this limited edition

## Beaded Wheels cap

Here at Beaded Wheels we are always on the  
lookout for a good article for a future issue.

To encourage you to put pen to paper two lucky authors per issue will win a  
coveted limited edition Beaded Wheels cap.

We can accept articles in handwriting, typed or via email.

**Post to:** Beaded Wheels,

PO Box 13140, Christchurch 13140 or

**Email:** [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

High resolution digital photos are preferred.

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

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee.

**Phone home 03 385 9821 or email [kevin@vcc.org.nz](mailto:kevin@vcc.org.nz)**

**Our lucky winners of the Beaded Wheels caps for this issue are John Stokes and Ann O'Rorke**



# TRADE DIRECTORY




**Engine Restorations Ltd**  
15A Keepa Street, Levin, New Zealand  
Veteran • Vintage • Classic



**Murray Horn**  
Ph: 06 367 2682  
Fax: 06 367 2681  
Email: horn@xtra.co.nz

- Whitemetal Bearings
- New Bearing Manufacture
- Relining Thin Wall Bearings



suppliers of quality kiel Indian parts

## Indian Parts & Service



Contact PAUL HANES  
07 829 9753 • 0274 967 838  
Email hanes.eng@xtra.co.nz  
Home 07 829 9741 Fax 07 829 9671  
PO Box 4, Horotiu 2262

## CLASSIC LOOK OVERALLS



Ideal for

- Classic race teams,
- Spectators & Officials

Roycroft Trophy  
Leadfoot Festival

Classic or Vintage events  
Proudly made in New Zealand  
Tel: 09 401 7205  
E: grant@northernsouth.com

### Yaldhurst Museum of Transport and Science



First turn right past Yaldhurst Hotel on the Main West Road Christchurch.

**"Amazing Collection"**  
Open every day 10am to 5pm.  
Phone (03) 3427-914



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



## Hamco INDUSTRIES

Motorcycle & Car  
Tire Wheel Repairs & Restorations

We Specialise In

- Custom Made Spokes • Speedway Wheels
- Rim and Frame Lining • Wheel Building & Truing • Complete Wheel Restoration

Vintage – Classic – Modern

**Craig & Debbie Hambling**  
**Phone 06 324 8345**  
**Mobile 027 231 7864**

410 Green Road, RD 6, Palmerston North Day or Night

## OLD AUTO RUBBER

products for the car restorer



### PENRITE LUBRICANTS

full range in stock



Listings for over 800 models

## VINTAGE AUTO PARTS

phone or fax 03 359 8592  
Gary and Ruth Arps • PO Box 5369 Papanui, Christchurch 3482



# E. Parrott & Son Ltd

## automotive instrument specialists

Specialist gauge repairers since 1946  
Over 75 years of combined instrument repair experience.

**SPEEDOS ■ TACHOS ■ GAUGES ■ CLOCKS ■ CABLES**

Vintage & Post Vintage Restoration Work Undertaken

Email: parrotts@ihug.co.nz 218 Barbadoes St, Christchurch, NZ. Phone / Fax 03 366 9554

## Replicore NZ Ltd

Working with old radiators since 1976

Specialising in brass era radiator cores and radiator restorations for cars or planes - USA or European



[www.replicore.co.nz](http://www.replicore.co.nz)  
nick@replicore.co.nz  
Ph/Fax: 64-9-4365734  
48 Franklin Road, RD 1  
Onerahi 0192

"Unusual or one-off core patterns to original specifications is our speciality"

### RESTORED CARS MAGAZINE AUSTRALIA



First published in 1973. Most back issues are available. All vehicles featured are restored or in original condition. Events, How To's and Australian motoring history are a speciality.

**Subscription Rates**  
Australia 6 Issues \$47.50 or 12 issues \$92  
New Zealand 6 Issues AUD\$74.50 or 12 issues AUD\$146  
Overseas 6 Issues AUD\$87 or 12 issues AUD\$171

Visa – MasterCard available  
Eddie Ford Publications P/L  
29 Lyons St, Newstead Vic 3462, Australia.  
Ph 61 3 5476 2212 Fax 61 3 5476 2592

### Give the gift that lasts a whole year



Subscribe today to send six issues a year full of motoring features, historical articles and our popular marketplace to your family and friends.

A Beaded Wheels subscription makes an ideal gift to send anywhere in New Zealand or overseas.  
Phone 03 366 4461 or email us at beadedwheels@vcc.org.nz

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE





*Ashburton: Dan Symons' newly restored Model A boarding the barge to D'Urville Island.*



*Ashburton: The posh McLachlans at Lake Coleridge.*



*Ashburton: The Moores travelling through Molesworth in their 1937 Citroën.*



*Ashburton: How many hands does it take to put down a hood on Molesworth.*

## Ashburton

Diane Ross

Our branch is in shock after the sudden death of branch Chairman and friend Rod Begbie. Rod has been a keen member and motorist for over 40 years and has held most committee positions, some more than once. A quiet worker, never seeking recognition for the many hours spent doing all those small jobs that others think just happen. A keen rally and Vintage tour participant with Margaret alongside in their 1936 Plymouth were some of his happiest times. We'll miss you Rod, you've left some big shoes to be filled.

Ron Galletly's shed is one car lighter; he has sold the 1929 Hudson. Owen and Lorraine Wilson are now the proud owners of a very nice original 1963 Chrysler Valiant Regal that was debuted on the P60/80 Run to North Canterbury.

The Posh Picnic was held as part of the 100 year celebrations of the Lake Coleridge Power Station. John and Deborah McLachlan stole across the border from Leeston to take away first prize.

Dan Symons' Model A restoration was completed in time to take part in the annual Oakley pre-Christmas Tour. This year known as The French Connection the focus was on driving through the Molesworth then taking the cars from French Pass to D'Urville Island on a barge to explore the 40km of road on the island. This was achieved in spectacular fashion amid a profusion of berets, frogs and striped shirts. Unfortunately the proposed challenge of the Porika Track on the way home had to be abandoned due to rain.

## Auckland

Tracey Winterbottom

Because 2014 was our Diamond Jubilee a special DVD was shot of our Hunua 100 rally and this was viewed at our November club night. In December the annual Gymnic was held on the south side of Auckland at Dick Langridge's Brookby property where three cars were entered for the annual restoration awards. Glenn and Marion Morris received a Gold award for their newly re-restored Model A phaeton

tourer, and Bronze awards went to Alistair Benzie's 1929 Buick tourer and Merv and Judy Stowers with an Austin 7 box body.

November also sees our annual Motorcycle Rally, this year attracting 43 entries and won by Peter Alderdice, with Peter Cooper taking home the hard luck prize for a failed mag drive on his 1937 Rudge. He also took home oldest rider award and won the raffle! The club run to Huia Settlers Museum was lighter than



*Auckland: Joe Henley's 1929 Auburn.*





**Bay of Plenty:** Clive Taylor's 1964 Alvis TE21. 1952 Ad.reads 'For the sheer joy of motoring, I'd like to go there in an Alvis' says it all.



**Bay of Plenty:** Frank Ward's 1960 Studebaker Hawk.



**Bay of Plenty:** Overall winner Restoration of the Year 1970 Wolseley 18/85 Steve and Janice Belcher.

usual in numbers and mainly Postwar and P60 vehicles.

On the restoration front, Joe Henley is progressing well with his 1929 Auburn 6/80, being re commissioned after twenty four years out of action. Kit Maxwell has the 1909 Briton mobile again with some engine work completed by Peter LeGros.

**Bay of Plenty** David Joblin

The branch has held our most successful swap meet ever. This is major fundraiser for us and this year was no exception.

In mid November we visited the impressive collection of mainly English cars of Chris and Helen Empson in Cambridge. Two sheds held over 40 cars and wall cabinets full of models and other memorabilia.

At the end of the month we visited Tom Andrew's magnificent Hamilton Classic Car complex. This museum is always interesting as the displays change frequently.

The visit also coincided with the second Annual Hamilton Classics Motor Show held in the Museum's car park.

Tauranga being a retirement mecca has its share of villages and several were visited in our second annual Christmas Cheer Run organised by Chris Cole. We were well received judging by the number of residents lining the routes.

Our Christmas Party and Restoration Awards was held mid December. Restored cars entered were; Clive Taylor 1964 Alvis TE21, Chris Cole 1931 Model A phaeton, Frank Ward 1960 Studebaker Hawk coupe, Steve and Janice Belcher 1970 Wolseley 18/85. In the new Make Over class Chris Railton 1970 Mini and Owen Smith 1931 Model A coupe. The main class was won by Steve and Janice Belcher with their 12 year fastidious restoration. It was good to see Clive Taylor's Alvis on the road after a frustrating 10 months.

New members welcomed are; Michael and Nicola Newton, 1925 Marmon; Stephen and Janice Belcher, Wolseley 18/85s 1967, 1968 and 1970; Barry Williams, 1965 Ford Corsair; William and Colleen Moore 1966 Mercury Comet, 1958 Chevrolet Apache pickup and Kenneth Miller, Triumph TR3.

**Canterbury** Tony Becker

Our 2015 summer of motoring events rolls on. Pleasant memories of latter 2014 bring to mind November's Annual Show Weekend Tour and we enjoyed driving through South Canterbury's pretty hinterland. Linking with our Timaru and Geraldine VCC friends enhanced the social side of the event. Later that month, the heavily supported Annual Homestead Run attracted around 140 VCC eligible vehicles. Starting with a Cutler Park cuppa we headed west to pause at the century-old Courtney School. Resuming further



**Canterbury:** Courtney School presentation.



**Canterbury:** The front lawn at Racecourse Hill Homestead.



**Canterbury:** The restored Dining Hall at Racecourse Hill Homestead.



**Canterbury:** Homestead Run at Courtney School.



**Canterbury:** Homestead Run at Courtney School.



**Canterbury:** 1928 Buick on the Homestead Run.





*Central Hawke's Bay: Doug and Dianne Wilton's Buick and Rod and Scarlett McKenzie's Ford T*



*Central Hawke's Bay: Oldsmobile, Holley and Buick at Kumeroa School.*

westward brought us to two historic Canterbury homesteads in the Homebush and Racecourse Hill districts. Both properties sported beautifully landscaped grounds complete with ancient majestic trees and post-quake authentically restored homesteads.

Early December, a number of Branch members motored their treasures to Lake Coleridge Power Station in support of its Centenary celebrations. What an amazing place! Still the major electricity supplier to Canterbury and running much of the original equipment fitted up to 100 years ago. The big day was supported by Vintage vehicles, traction engines, souvenir stalls, displays and pipe band. An original steam powered road truck on solid rubber tyres attracted a lot of interest for VCC mates. Access around the complex was by draught horse team wagon, together with tractor-trailer hay-rides and free buses. Thousands had journeyed to Lake Coleridge to enjoy the family-friendly celebration.

Canterbury Branch's usual happy Christmas celebrations prevailed through December. From Santa's noggin to Christmas Night Trial and Social plus the Children's Christmas Picnic, all was for the enjoyment of members and families. The statutory holiday gatherings culminated with Boxing Day Picnic and New Year Picnic Run, so there was no shortage

of Club motoring and social opportunities over that period. On the home front visiting members will have noticed that large moles have been at work across Cutler Park trenching for underground cables to be laid for gate lighting, loud speaker, security alarm and landline telephone wires. The digging exposed thickly embedded boulders and stones, leaving little doubt that Cutler Park was once a riverbed. No wonder we have trouble driving tent-pegs!

**Central Hawke's Bay** John Foot

Waipukurau retailers organized a car week from 13 to 18 October, wherein they decorated their shop windows with motoring equipment and culminating on the final day with a parade through the main street of approximately 50 cars comprising some branch vehicles plus others from around the area.

Early November we hosted the Wairarapa Branch to a rally and dinner as part of their annual Peter Chisholm Economy Run. Ten Wairarapa Branch vehicles and ten CHB Branch vehicles took part in the rally. We visited two vehicle collections and a panel beater doing restoration work as part of the event.

Mid November several branch cars turned out for the annual Waipukurau A&P Show but by mid morning the show had to be cancelled due to gale force winds.

In late November our annual Veteran Rally was held at Dannevirke with 14 entrants. The route covered some interesting country that had not been covered before. Lunch was at the Kumeroa School. A couple of local museums and Davies Coachwork were also visited. November club run was to a collection of '50s/'60s American cars and a large amount of memorabilia up in the foothills of the Ruahine Ranges.

Several Branch cars took part in the Waipukurau Christmas Parade. Our December outing was a Poker Run to finish at the Waipukurau golf club gala day and display our cars. The last Club night for the year was held at Branch Chairman Bruce Poole's home with 45 attending for a barbeque dinner and to also celebrate Bruce's 70th birthday.

**Far North** Dave Duirs

Our annual Dunny Run with the Northland branch had a big turn out with a variety of vehicles under the control of Win Matthews and Ruth Reid. A questionnaire had to be completed before motoring on a scenic gravel route over the back roads to Russell for a picnic lunch. This was disrupted by showers which unfortunately broke up the group but not before the Jefferies of Dargaville were adorned with the wooden dunny seat trophy.



*Far North: Christmas CARDS, intrepid starters.*



*Far North: Dunny Run, Claudia & Bruce Jefferies.*



*Far North: Dunny Run, start.*



*Hawke's Bay: Lunch at Ngatarawa Winery.*



*Hawke's Bay: Santa at Childrens' Christmas Party.*



*Horowhenua: Ed Boyd and Bill Shattky.*

The mid week Men's Shed visit to Taupo Bay provided another feast of motorcycles in a tropical oasis, hidden from the rest of the world.

The Far North Tour from Whangarei brought many interesting wheels whose passengers enjoyed the spit roast meal prepared by the Far North Branch, followed next morning by a visit to the parts shed.

The Christmas CARDS run started in Kerikeri and Mangonui, Monte Carlo style, the latter route taking us over back country gravel in to Taupo Bay for a picnic lunch under the palms. We were issued with playing cards at the start and finish in order to write a story based on the card values. We have some creative writers amongst us! Back at the club rooms mulled wine and a pot luck Christmas dinner capped off another successful year of motoring and friendship.

The Woollams hosted us on New Year's Day for their annual shared lunch and duck race on the river through their beautiful property. This was serious stuff with some technical design and planning involved! With assistance from Warwick, clad in his waders, the winner was a conventional plastic version which bobbed over the final rapids. We also had some time to check out the vehicle shed.

## Gore

Jim McFadzien

Twelve competitors lined up at our annual hill climb on 16 November at Josephville Hill near Lumsden. As happens at motor sport events, races between competitors are apparent. The Ford Anglias of Stewart Quertier and Ewan MacPherson got serious with MacPherson recording a best of 29.71 sec and Quertier 30.77, then with half the engine size Ewan was snapping at the heels of Mervyn Frew's Porsche 911, which had a time of 28.04.

Neil McDonald in his VW powered Munro Special narrowly beat David Clearwater's Triumph 2000 powered Furore, their times only half a second apart all day. Dick Shanks in his Daimler Dart V8 was kept to his mettle by Terry Inder's Datsun 2 litre SSS, with times of 33.36 for

the Dart and 33.71 for the Datsun. A new car and driver Neil Longman in a super-charged Austin 10 showed the advantage of a blower over Alex McLennan's Vauxhall Special 36.79 against 39.13. The Capella Special with a Zephyr 6 engine that has extractors, triple SUs, lives in Gore, but Grant Clearwater came from Kerikeri to drive it. Times see-sawed between him and Jim Bennett from Dunedin in a little Furi Impulse. The Furi is powered by a very modified Hillman Imp engine – its secret is a 10,000rpm red line with a supercharger obviously helping. Jim's Furi managed 27.13 and Grant in the Capella 27.07 - that is close! Evan Henderson in his Mk2 Jaguar took exactly .2 of a second off his times for four runs, a top in consistency. Photos and prize giving over, Grant Clearwater took the trophy for fastest time, and Ewan MacPherson won best performance for the day.

## Hawke's Bay

Esther Smith

We had our Safari to the Hawera area over Labour Weekend with tour directors Bob and Trixie Ackland. A highlight of the trip was visiting the Tawhiti Museum where there is always something new to see.

During the Homestead run we visited three properties. The first was the home of members Craig and Penni Hickson. The house was rebuilt about 20 years ago on the footprint of the original homestead which had been left vacant then subsequently burnt down some years beforehand. Hence the wonderful established gardens. Next was the property of Julie and John Russell, this was the venue of the previous weekends' bi-annual Wildflower and Sculpture festival, a fundraiser for Cranford Hospice. The swathes of flowers were still in fine form and made a fabulous spectacle. Our final venue was the nearby Ngatarawa Winery. We enjoyed a leisurely lunch on the lawns and we appreciated Jo Smith making our visit possible and for giving us a talk on the history of the property.

December saw the annual Children's Christmas party organised by Richard and Hillary Anderson. It is a great event

to bring the grandchildren along to, as everyone enjoys the games and of course the arrival of Santa in a Vintage car. Our December club night is made more enjoyable by an auction presided over by Derek Gordon. It's a lot of fun and a great fundraiser for the club, as members bid silly prices for mystery parcels we have each donated.

## Horowhenua

Peter Nightingale

A highlight of our annual dinner was a 50-year badge presentation by Ed Boyd to Bill Shattky.

The Tararua Trundle, our annual branch rally was well attended and had a somewhat different approach which had navigators on their toes answering many question as they motored.

Our new defibrillator was demonstrated at our club night, I hope it's not my turn to use it if there is a need!

At the restoration competition of the year there was a great line up. Mike Khull was selected as the People's Choice with his Ford V8 woody. The standard was so high this year I feel it was hard to choose.

Brendan Fox now has three KRITs 1911/12 and, I think, '14. He intends to get at least two on the road. Dianne, Brendon's wife, has told him that they are his Christmas present for a few years to come.

Mark Morgan has finished his 1914 Chev and it is now on the road. Andrew Heffey has collected his 1916 T motor from Murray Horn who has reconditioned the block and bearings. His project for the holidays is to assemble the car and get it on the road again

## Nelson

Jim Wareing

Several members travelled to Blenheim and enjoyed the Marlborough Biennial Rally in October.

Working bees continue at the new clubrooms. Main hall complete, planning underway for new extended kitchen.

Rob Spyker attracted a large turnout for November club night. He gave an interesting talk and slide show about his participation in the Peking to Paris





**Horowhenua:** Murray Horn's restoration Yellow and Mike Khull's woody at the restoration of the year awaiting judging.



**Horowhenua:** Start of the Tararua Trundle.



**Horowhenua:** Brendon Fox and his 1911 Krit.



**Horowhenua:** Mark Morgan.



**North Shore:** 1936 NS Firetruck and A Von Zon's 1929 Packard Victoria Photo R Bampton.



**North Shore:** 1953 Hudson Super Wasp.



**North Shore:** Swapmeet 2014 Photo by Brenda Jones.

Expedition re-enactment in 2005. Rob had his 1907 Spyker in Nelson and unloaded it for everyone to inspect, a great night and a fabulous car.

The Branch held its inaugural Veteran & Motorcycle Rally on 14-16 Nov. (see Rally Snippets, pg 57 for report).

The Dodge owners tour of NZ visited our branch. A total 50 cars on site with Dodges ranging from Roger Humphries' original 1918 tourer to a 2010 V10 Viper.

The Wednesday smoko boys and wives (total 32) enjoyed a Christmas lunch run organised by Jim and Kyra Wareing. They visited a hydroponics nursery and a Mapua seaside café. The run included stops to collect mystery cards to build a collection of six different Vintage cars. Jim and Gay Galway, Ford Model A roadster, who were celebrating their wedding anniversary, got a full set and won the Christmas hamper.



**Nelson:** Jan Johnson shows off her 'car collection card' at the mid-week Christmas lunch.

The Christmas Picnic and barbeque was a disappointment with only 15 cars this year compared to the normal 40-50.

A large crowd turned out to welcome and have a meal with the Ashburton Branch, French Connection Tour. They were having a great tour and had enjoyed visiting French Pass and D'Urville Island the day before.

**North Shore**

Mary Lloyd

Our annual Swap Meet was held in November and proved to be very successful. At least one enthusiast arrived at 6.30 am although opening time was 8.30 am. A couple of stallholders camped overnight and it has been rumoured member Richard Bampton left home in his 1927 Austin 12/4 at 2.00 am to make sure he was in time for the opening. Can't keep keen men away and in fact we gained several new members as a result of the Swap Meet.

After the success of the Show it was suggested that another vehicle be purchased for restoration by the branch so the scouts are out looking.

Amongst the interesting and varied vehicles, Darryl Ovens displayed his 1900 7½hp Dudbridge oil engine which ticked over at about 100 rpm all morning firing approximately once every 20 revolutions! This engine attracted a lot of attention.

We had a Pot Luck Christmas dinner and of course the obligatory visit from Santa all of which was enjoyed on a cool



**North Shore:** 1900 Dudbridge.

and cloudy day, we even had a fire going. Unfortunately the Gymnic was cancelled because the ground was very wet and no one wanted to risk getting bogged down.

A lathe was donated to the branch and installed in the workshop so the Thursday morning lads are looking forward to using that. Great things happen and take shape in that workshop so it will be interesting to see what comes out next.

**Otago**

Graeme Duthie

New Year and the temperatures are hot! On 1 November our Taieri Tour rally was held with 54 entrants. The route took us around town and through the Town Belt then over Three Mile Hill to the Taieri and on through Outram, Waihola, Taieri Mouth to Brighton for lunch. The Dinner was held in the evening at the club rooms.

Class Winners  
Vintage  
Graeme & Glenis Duthie 1923 Model T Ford





**Rotorua:** 1920s Rumely tractor at Edgecumbe.

|                            |                |
|----------------------------|----------------|
| Post Vintage               |                |
| Stu & Jen Campion          | 1937 Chevrolet |
| Post War Vehicle           |                |
| Barry & Estelle Longstaffe | 1960 Riley     |
| Post 60 Vintage            |                |
| Ron & Linley Hammer        | 1962 Riley 1.5 |
| Motorcycle Post Vintage    |                |
| Andrew Roxburgh            | 1952 Ariel     |
| Overall Field Tests        |                |
| Barry & Estelle Longstaffe | 1660 Riley 1.5 |
| Overall winner             |                |
| Ron and Linley Hammer      | 1962 Riley 1.5 |

The Commercial/Veteran Rally was also run in November in atrocious weather. The route involved a short run in the city, along Kaikorai Valley, through Fairfield to Brighton via Scroggs Hill and on to Taieri Mouth where we had lunch and the prizes were handed out. The Veteran winners were Rolly and Sonia Bell, 1912 Ford T Delivery Van and the Commercial Winner was Kevin Fowler, 1950 Bradford Van.

The Christmas barbeque was held at the Club Rooms on 14 December, this was well attended and everybody had a great evening.

Coming up we have the Jackson Rally and the Dunedin Brighton Rally in January.

**Rotorua** Ronald Mayes

On our October Sunday event Club Captain Denis Burr took us to Edgecumbe to see the collection of tractors, machinery and much more on the farm of local legend Jim "Barefoot" Richardson. Items were scattered far and wide and a shrub had almost engulfed a pair of tractors. Two large sheds housed many vehicles including a 1920s American Rumely 30hp tractor which was started and trundled up and down the yard emitting large clouds of

smoke from its locomotive funnel-sized exhaust pipe. Lunch at a local cafe followed.

The mid-weekers' group, whose runs are organised by Rebecca and Rocky Fiske, continues to take members to a wide variety of places. In November the Agricultural Heritage Centre at Mystery Creek was the venue. In addition to seeing the colonial heritage museum (a mini-MoTaT) we were treated to an excellent and lively presentation about the history of the Waikato region.

At the November club night Michael Thorne's Panther Kallista was on show. Being a 1986 model it is not yet eligible for VCC status, but is a renamed version of the 1976-1982 Panther Lima using Ford V6 running gear rather than Vauxhall Magnum power.

On New Year's Eve the clubrooms were used to entertain Morris Eight Tourer Club members. Their rally, organised by Rotorua VCC members Angie and Des Brunton, was based in the city and took the 15 cars to many places of interest in the area.

We mourned the loss of two long-time members, Ian Hossack and Gordon Cate, who passed away within weeks of each other.

**Southland** Stuart Francis

The Southland Branch celebrated its 60th Anniversary with a Rally and a Dinner. The Rally commenced at Feldwick Gate in the centre of Invercargill, with 51 vehicles starting. The oldest was Wayne Nicoll's 1908 Cadillac, youngest was Allan Black's 1978 Triumph 2.5. Two Veteran motorcycles competed, Ray McCulloch's 1911 King Dick and Kerry Russell's 1914 3.5hp Rover, and one three-wheeler, Malcolm and Tom McDonald in their 1930



**Rotorua:** A Panther Kallista attracts close interest.



**Rotorua:** Morris Eights thriving in Rotorua.



**Southland:** Branch Club Captain receiving a branch 60 year certificate from Alon Mayhew.



**Southland:** Roger Dickson receiving his 50 year badge.



**Southland:** Doug McLeod receiving his 50 year badge.

BSA. There were two routes to the final destination of Winton Race Course; a short route for Veterans and low powered vehicles and a long route for more modern vehicles. Overall winner was Doug Sellars in his 1936 Chevrolet Master FB commercial. The evening dinner and award ceremony





**South Canterbury:** Ashley Milliken's 1926 Buick - This vehicle prior to 2014 was last on the road in Invercargill in 1962, and its restoration began in 1987, and completed in 2014. Photographed at Fairlie, January 1 2015, after the Fairlie New Years Day parade.



**South Canterbury:** Tony and Gloria McGillen, standing alongside their 1952 Austin A70, having won the Rose Bowl Trophy for its recent restoration. Photographed at Fairlie, January 1 2015, after the Fairlie New Years Day parade.



**South Canterbury:** The Picnic held by the SCVCC prior to the Fairlie New Year's Day Parade. In the foreground is Bruce and Judy Washington's 1937 Dodge D5 coupe, which has competed in classic car endurance events internationally.



**South Canterbury:** John Campbell's 1930 Chevrolet and Colin Hawke's 1960 Austin Healey 3000 BT7 at Southburn on the SCVCC Vintage, Veteran and Commercial Run, 16 November 2014.

at the clubrooms was attended by 124 people. The VCC Management Committee was represented by South Island Club Captain Alon Mayhew and his wife Tracy. Southland Branch Club Chairman Tony Warren received a certificate, from Alon to mark the branch's 60th Anniversary. Alon also presented 50 year Badges to Doug McLeod and Roger Dickson. Alon's final official duty was to present the awards for the Anniversary Rally. Several older members spoke about the early days of the branch, Tom McDonald gave a great account of the events leading up to the first meeting. Throughout the night there was running contest as to who could tell the worst joke, Alon Mayhew won! A very successful evening that reflected the excellent work by the organising team.

### South Canterbury

Shannon Stevenson

On 2 November our branch held its Annual Motorcycle Rally. Organised by Neil Manchester and attended by 14 motorcycles, the run took riders to Cave, Pareora Gorge and Makihiki. Highlights of the day were visits to the vehicle collections of two branch members; the Renault collection of Kevin Manchester at Southburn, and the vehicle collection and projects of Donald Campbell at Fairview.

Our 32nd Annual Safari camp took place on the weekend of 7 to 9 November at O'Neill's Reserve near Cave. This event is firmly on the calendars of several members; Don Campbell having not missed a safari event since 1982.

The Vintage, Veteran and Commercial Run was held on 16 November the route taking us over sealed back roads



**Taranaki:** Dodge Brothers cars on tour at the dinner held at the Taranaki Branch clubrooms .



**Taranaki:** Steven and Veronica Oliver attempt a Gymkhana event at Potters Paddock at Stratford.

to Southburn, via Fairview, Claremont and Holme Station. Twenty-one vehicles entered of which two vehicles, Ford Model Ts, were of 1911 and 1913 Vintage. The 1911 car, owned by Canterbury Branch member Alister Mackenzie was previously owned by late branch member Russell Cross.

A night trial took place on 22 November taking members out to Pleasant Point and Temuka, identifying landmarks en-route.

Over 30 member's vehicles attended the New Years Day Parade at Fairlie, an event our branch has been involved with for over 40 years. Following the parade the Rose Bowl trophy, for new restoration, was awarded to Tony and Gloria McGillen for their 1952 Austin A70.

### South Otago

John Cook

Branch activities were quite busy lately starting with our opening run in September organised by Gordon and Beryl Duthie. They had us visiting Paddy-Ann Pemberton's in the Tevoit Valley. Paddy-Ann is the town crier for Central Otago. She gave us an interesting insight in to the work she does as a town crier and also world town-crier competitions she attends.

The branch's biannual moped and scooter rally held in December had a good number of entries and was based at the Moneymore Hall. One place we visited was Clark's farm at Moneymore and we were told the story of how one Vintage tractor was pulled out of a gully and restored a few years back. This started a Vintage tractor collection now numbering over 30 tractors all housed in a purpose built shed. Some tractors dated back to the 1930s, some restored and in working order and others in 'as found' condition and still in working order.

### Taranaki

Colin Johnston

This is another important year for our branch as we look forward to hosting the 50th Maunga-Moana Rally in New Plymouth. The entries are coming in and it looks like we will have a huge entry as there has been a lot of interest from outside



**Taranaki:** Two 1929 DA sedans and a 1929 Dodge Brothers Senior at the Taranaki Branch clubrooms on tour for the Dodge Brothers 100 year tour.



our branch. We are receiving sponsored spot prizes for this special rally that is to be held on 20 to 22 March 2015. Email the secretary at railroadmodels1@xtra.co.nz for more information.

Our branch hosted members of the Dodge Brothers touring celebration of One Hundred Years Run that passed through Taranaki in November. Some of our members joined the run at TeAwamutu and the North Taranaki town of Mokau. Nola and Alistair Day from Timaru lead the tour with their 1926 Dodge 4 tourer and all entrants were hosted at our clubrooms for a meal and fellowship. It was a pleasure to host these members with their Dodge cars. We also learned the interesting story about John and Horace Dodge and how they became a household name in the early 1900s, about their untimely deaths in 1920 and how their name and vehicles are still very well known today. Their ingenuity, mechanical genius, business acumen and penchant for hard work contributed to the creation of the most powerful industry in the world. A collectable badge was struck and especially made for this tour and we congratulate Alistair and Nola for organizing this important Dodge 100 year celebration run.

**Taupo** Greg Natrass

Our November club night event saw the ladies heading to the starlight cinema to watch a special screening of the movie *This is where I leave you* while the boys made use of our television in the clubrooms to watch a collection of New Zealand car and motoring history DVDs. At the conclusion we all came together in the clubrooms for a combined supper.

The run this month was our annual Posh Afternoon Tea. This year the request was made for entrants to dress up in the style and fashion consistent with the age of their cars, as this side of the event had seemed to have not been adhered to for the past few years. This had a great response from



**Taupo:** Branch members ready to go on the Posh Afternoon Tea Run.



**Wairarapa:** Rick Timmo, from Napier, with his 500cc Vincent Comet.



**Wairarapa:** Veteran Richard Caldwell unloads his 1928 Indian Prince for the start of the Gold Medal Trial.



**Wairarapa:** The 1920 Dodge tourer driven by Jim and Maureen O'Neill, of Wanganui.



**Wairarapa:** Don Anderson at the wheel of his 1925 Dodge on the centenary tour.



**Wairarapa:** Hazel Taylor, 12, and her dog Louis, came along to the Sunbeam Club run with her Dad in his racy little TR2.

members, who then travelled to members Bob and Maxine Taylor's residence where the afternoon tea was held.

The final event for the year was our Christmas party. Each year we get a caterer in to prepare the meal for us, which we now hold on a Saturday night to allow our members to enjoy the evening. This idea seems to work well. We were even privileged to have a visit from Santa Claus.

**Wairarapa** Kevin Ball

The run-up to Christmas was a busy time, with our usual events (including Christmas dinner at a country pub) plus school visits and public parades. The school visits have become a popular midweek event for members who find Sunday runs difficult to get to. They are also a great hit with the children.

A highlight of the period was the two-day Peter Chisholm economy trial, won by John and Sheila Clark in a Daimler Conquest. There were 10 entries. The run took in a Central Hawke's Bay event, a pleasing development in interclub relationships. The best economy was Tom and Jean Mitchelmore's Morris Minor at 45mpg.

Worst was Peter and Nola Groves' Austin 20 at 15.61 mpg.

Another major event was the annual Gold Medal Trial for motorcycles which attracted more than 40 entries from around the lower North Island. This group is enjoying a resurgence of interest thanks to the efforts of evergreen bikers Glen and Maureen Bull, who also enjoyed a visit by the Honda Goldwing club during their annual convention in Palmerston North. Fred Timmo from Hawke's Bay, a former top speedway rider, won the Bull Trophy. There were no gold medals. Robert Guddupp took silver, and bronzes went to Willie James, Norm Hill, Barry Wells and Neville Taylor.

Members turned out in force to greet the Dodge Brothers Tour on what transpired to be the exact date 100 years ago, 14 November 1914, that the first Dodge rolled off the production line.

**Waitemata** Di Humphreys

Our annual Chelsea Hill Climb had a smaller entry than usual and even with a few interruptions from the Chelsea Sugar Refinery workers we were ready to call it a





**Waitemata:** Tamati Thomson and MGA at Chelsea Hillclimb.

**Waitemata:** Gerald Watson and Riley at Chelsea Hillclimb.

day by 2.30pm. Please refer to page 30 for the full report.

The despotic benevolent editor decided that we needed to have a special end of year club night and 4 December was just warm enough to share and enjoy a Waitemata'ite bbq. The annual invitation from the Historic Racing Sports Car Club (HRSCC) to join them in their track weekend at Taupo was taken up by only a few Waitemata members but we were joined by a small number of "out of town VCC members" and all entrants enjoyed the weekend of good racing in good weather. Congratulations to our youngest committee member, Hamish Andrew who enjoyed the weekend racing his Wolesley Hornet and he won the "Spirit of the Event" Trophy. Hamish had invited Waitemata'ites to share a New Years Eve bbq at his new abode. The young property owner asked all attending to bring paint brushes and a salad but as the night wore on it was noted that while the food was eaten the paint brushes were nowhere in sight! The essential fireworks topped of a good evening and a great finish to 2014.

**Wanganui** Fay Chamberlain

We had a wonderful turnout for Wanganui's Dublin Street Bridge 100 years celebrations. The prominent Vintage cars, period costumes and entertainment drew a crowd of approximately 3000 people. Special thanks to the Manawatu branch whose presence increased the number of Veterans. We all appreciate the work that organiser Bruce Ardell put into the event.

Club night for the Restoration of the Year drew a record attendance. It was great to see the rooms full of about 80 members. The winner this year was Trevor Roberts with his 1916 Overland. This is a fine restoration after a long period of getting it correct proved well worth it. Wanganui now has another Veteran on the road, just

in time for the great Vintage Weekend in January.

Scrap metal remains the main source of financial support for the branch. Every Sunday morning half a dozen willing volunteers sort/transport old metal stuff of all kinds.

Several branch members have been heavily involved with Wanganui's annual Vintage Weekend, attending meetings fortnightly throughout the year. This now includes the annual Burma Rally, Vintage car rides throughout the city and various other activities. This all as a result of the 2012 International Rally success. Go 2016 Dunedin, it's worth it!

**Wellington**

Ann O'Rorke

Our November Rally was a highly successful day, there were 38 entries ranging from a 1914 Humber to a 1974

Scimitar. The complex plotting kept us on our toes: photographs, questions and a knotty straight line through Petone. The rally usually runs on the same day as the Pauatahanui Lamb and Calf Day which necessitates a slow ride through the little village where thousands of people converge every year. Tasi Betteridge had a splendid lunch ready at Otaki Racecourse to energise us for field tests and the timed section. As Claire Bengie in the 1946 Ford jailbar pickup put it "Trying to keep time with 'Leadfoot Bengie' at the wheel, an odometer that is difficult to read and a speedo needle that wavers all over the place provides more than enough difficulty." Robin Simpson and Julia Engebretsen won driving a 1971 Rover.

A December highlight is the annual children's Christmas party organised by Diane White. Face painting, nail designs,



**Wellington:** Christmas Party Fire Engine rides with Don Hawkes.



**Wellington:** Judy Wood, Wellington Navigator of the Year with Colin White, Branch Chairman.



**Wellington:** Field test concentration at the November Rally 1967 Chrysler Valiant.



**Wellington:** Cross Hills Gardens Magic Mini train.



*Wellsford/Warkworth: The beautifully restored Mataia Historic House.*

Christmas crafts, a bouncy castle, rides on the Branch's fire engine and, naturally, Santa with his present sack, all combine to send the children home with smiles.

A little while ago 34 of our members visited Cross Hills Gardens in Kimbolton, east of Feilding. There were incredible displays of colour from the azaleas and rhododendrons in the sunshine, very different from the stormy Wellington we'd left behind us. Suddenly, down the path, came a very different Vintage vehicle, the Magic Mini train. We wonder, is it club-eligible? And how would it cope with rallies in the steep, winding Wellington streets!

**Wellsford-Warkworth**

**Anne Hamilton**

Our branch has been well represented in all sorts of activities. Plus the summer picnics and outings are underway again.

One such outing was to the Kaipara Sculpture Gardens and Mataia – a historic home. Both were well worth a visit. Jenny and Shane at Mataia are not only passionate about the house restoration but also very involved in a conservation project involving the release of kiwis. As well as the farming activities they also operate the Kaipara 2 Kaipara walkway. Amazing people.

Our November Pot Luck dinner was well attended and we were well entertained by Warren Mayall. Warren does amazing photography and produced two blown up photos of Dave Wenzlick's Model T roadster and Neil Olliff's Model A roadster. He had interposed them with scenes from the American Prohibition moonshine era with people in period dress carrying the appropriate firearms. He then enhanced each print to give them a slight 3D effect. On both photographs he had an original poem to match the photo. Even more incredible, he gifted these to the club to put on display.

Our 2015 National North Island Easter Rally committee has been working hard to ensure this event will be memorable and enjoyable. The committee has been



*West Coast: Our intrepid travellers.*

determined to keep costs to last year's level. This has been achieved through generous local sponsorship. All arrangements have been finalised for the weekend. We still have room for more participants so if you haven't entered don't delay. Entries close at the end of February.

**West Coast**

**June Campbell**

Alan Giles has purchased a 1954 Matchless 350cc motorbike to keep the DUZGO company. Robin Ross was the only non-Banks Peninsula member to enter the Monte Carlo Rally in his 1930 Alvis.

A club run to Milltown in November attracted a good number for a shoot out and barbeque. Milltown is now on the new West Coast Wilderness Cycle Trail between Kumara and Hokitika.

Sixty members gathered at Shantytown in December when Janis and John Fensom along with Lorraine and Keith Bradley gave us a presentation on their Shanghai to London Classic Car trip in May-July 2014. The Fensoms travelling in their yellow VW and the Bradleys in what used to be Keith's dad's 1988 Honda Accord, took us to the northern hemisphere to share the



*West Coast: Milltown on the Cycle Trail.*

**Passing Lane**

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

|                                       |     |                  |
|---------------------------------------|-----|------------------|
|                                       | ◆◆◆ |                  |
| <b>Begbie, Rod</b>                    |     | Ashburton        |
| <b>Farmer, Terry</b>                  |     | Hawke's Bay      |
| <b>Griffen, Lachlan (Lachie) ONZM</b> |     | Canterbury       |
| <b>Hall, Don</b>                      |     | Marlborough      |
| <b>Inns, Lorraine</b>                 |     | Banks Peninsula  |
| <b>Kent, Arthur</b>                   |     | Southland        |
| <b>Lauder, Alex</b>                   |     | Canterbury       |
| <b>Mehlhoft, Jack</b>                 |     | South Canterbury |
| <b>McMillan, Eileen</b>               |     | Banks Peninsula  |
| <b>Ruffell, Eileen</b>                |     | North Otago      |
| <b>Strode-Penny, Graham</b>           |     | Horowhenua       |
| <b>Peach, Philip</b>                  |     | Hawke's Bay      |
| <b>Perry, Raymond</b>                 |     | Taupo            |
| <b>Price, Nigel</b>                   |     | Nelson           |
| <b>Waldron, Gary</b>                  |     | Auckland         |
| <b>Wallace, John</b>                  |     | Far North        |

17,500 kms they travelled with a group of fellow kiwis. They experienced some amazing countries, cultures and conditions, finishing in London where they said it was good to hear the English language again. We rounded off the afternoon and the year with a fish 'n chip tea.

Any members visiting Shantytown, check out our display garage and go around the side and have a look at the doors on the clubrooms.

We extend best wishes to our fellow branches for 2015 and look forward to meeting up with old and new friends at our Scenicland Rally in March to be held at Hokitika.



NORTH CANTERBURY



AMERICAN  
CARS

ENGLISH  
CARS

AUTOMOTIVE REPAIRS LTD

## Classic and Vintage Restorations

P 03 314 4422 M 027 221 8092 AH 03 314 4992  
www.scottsrestorations.com email scotts.auto@xtra.co.nz  
469 Allandale Road, Hawarden

# BAS*i*S



www.basisnz.co.nz

Supplying new parts for Vintage, Classic and Modern Vehicles for over 20 years, BASIS is your established & trusted parts supplier.

Classic Accessories incl. badge bars, goggles and mirrors  
Door windlances, push on & tack on, most types and colours  
Rubber bushes, gaskets, mounts, pedal pads, seals etc.



Shop: 31 High St, Renwick. Marlborough (SI) Address: PO Box 20, Renwick 7243  
Phone: +64 3 572 8880 Fax: +64 3 572 8851 Email: sales@basisnz.co.nz



**Come claim time, some insurance providers  
fade into the background...**



## **At Vero CIS, your claim comes to the forefront.**

For over 30 years Vero CIS has partnered with the VCC, supporting branches nationwide and providing VCC members with an extensive range of insurance policies at specially negotiated rates.

Vero CIS prides itself on building comprehensive policies that provide you the very best cover options, backed up by a dedicated customer service team committed to helping you every step of the way.

Over 40% of VCC members have already chosen to insure with Vero CIS. So if you have been thinking about a change recently, now's the perfect time to join them.

Plus, Vero CIS will make a contribution to your local VCC branch for every policy taken out or renewed.

For an obligation free quote call

**0800 658 411** select option 2

or email us at: [cis@vero.co.nz](mailto:cis@vero.co.nz)

**vero**   
consumer insurance specialists