

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 333 April/May 2010

\$6.95



Behind the Wheel
1938 CHEVROLET COUPE

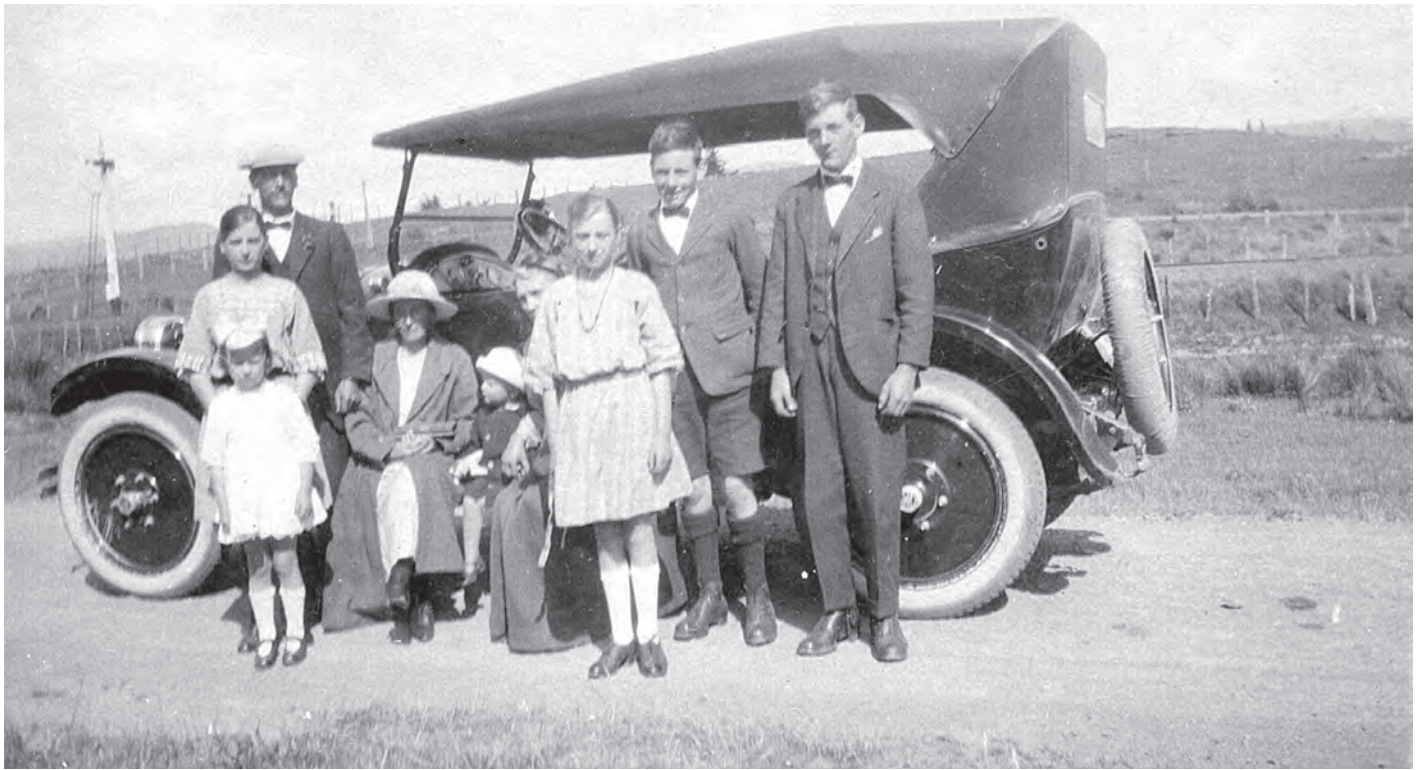
GIRO DE ITALIA

SHAKE, RATTLE & ROLL

dealing with low speed shimmy



9 418979 000012



These photographs have been supplied by Neil Malcolm from Norsewood and are of Neil's father's family who lived at Ruataniwha, west of Waipawa in Hawke's Bay.

The top photo is a 1926/27 Willys-Knight with Fisk whitewall tyres. The family had taken a Sunday drive to Pourere Beach. Neil's father is the small boy sitting on the running board.



Neil's father and grandfather on their Massey Harris mill and his Uncle Alec by their Cletrac tractor, taken in 1937.



Taken in the 1920s this shows Neil's grandfather taking a load of fruit to the markets in a Leyland truck with solid tyres.

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.

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Beaded Wheels

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

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

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Beaded Wheels

Issue 333 April/May 2015



Reg Eyre insists that 10 years is not too
long to wait for this little beauty. See
page 22.



Wairarapa Branch's Garry Wall leads Ray
Whitcombe across the paddocks. See idle
torque page 59.



From Vauxhall to Bugatti with everything
in between - this issue's marketplace is
a beauty. See page 42 for your dream
vehicle.



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Rotorua – Veteran and Vintage Tour

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COVER

Ivan Benge's 1938 Chevrolet coupe.

Photo Bruce Hutton QSM FPSNZ. See *Behind the Wheel* page 28.



president's message

While away in Europe and the UK for three months I asked my deputy Diane Quarrie to write a message for the last issue of *Beaded Wheels*. I would like to thank Diane for the excellent column she wrote and I commend her message to members. It was interesting that she should comment on the Federation of British Historic Vehicle Clubs survey relating to the impact the historic vehicle movement has on the British economy. Also the Federation's initiative in creating an apprenticeship in historic vehicle restoration. While at the FIVA General Assembly Rod Brayshaw and I met David Whale who is the Chairman of the British Federation. David presented a report on this very subject to the FIVA assembly and it created a lot of discussion as the same situation exists in most countries where FIVA is represented. We have all been concerned about the loss of traditional skills in vehicle restoration as our skilled workers grow older and retire. We have discussed the possibility of developing a similar training system in New Zealand and would need to approach Technical Institutes to help develop the necessary courses. This is the type of practical action we can include in our future action plan which is being developed.

The March Executive meeting was held in Christchurch. Our National Speed Steward Tony Haycock suggested that it was time we held a national speed event each year, alternating between the North and South Islands, and incorporating hill climbs and Pomeroy events which are open to all members, and not restricted to those holding historic race licences. The executive agreed to this and we will be calling for bids to host the first event at the next executive meeting. Four notices of motion were presented and will be posted out for voting by members in three months time. There are two conflicting motions regarding the representation at executive meetings and I will be seeking legal advice before these are posted out. There is also a lengthy motion proposing changes to the constitution to allow branches to include in their constitutions limited disciplinary provisions should they choose to do so. I have been concerned for some time that the disciplinary provisions are not clearly written and are generally not understood by members. Our aim is to

provide clarity and fairness to all members in the procedures and to enable branches to undertake limited action at branch level where complaints against members cannot be resolved by other means. A workshop at the end of the meeting gave us some valuable feedback on this proposed notice of motion.

I am pleased to announce that a bid was received from Colin Johnston of Taranaki Branch to host the 2021 International Festival of Historic Motoring. I will be attending the 50th Maunga Moana rally in Taranaki and along with other management members will be checking the proposed venues and outline plans for this proposal with Colin. We would like to announce the result of the bid at the AGM in Dunedin. Meanwhile, planning for the 2016 International Festival is proceeding well and the programme has been altered slightly following a visit by the management meeting to Dunedin in February. Entries are rolling in, so get online and secure your place for this exciting event next January.

Some of you will have heard that there is a bill before Parliament at present introducing new health and safety regulations which will impact on incorporated societies and voluntary organisations such as ours. The aim is to treat volunteers in the same way as workers for the purpose of OSH regulations, and there will be substantial penalties for breaches of the regulations. The term "employer" has been substituted by the term "person conducting a business or Undertaking" (PCBU) and this includes anyone overseeing or coordinating work efforts being carried out by volunteers. The implications for the structure of our organisation are serious. Those who hold positions at branch or national level could be held to account for an accident involving any club member volunteering to assist running an event or just doing work around the branch clubrooms. There will be submissions to this bill made by many organisations as all activities by volunteers will be covered by the legislation. Information will be sent out to branches and in the meantime I will be seeking legal advice on behalf of the club. We always take safety issues seriously but this has the potential to deter members from holding elected positions within the club. Please feel free to discuss this proposed legislation with your local MP. It has the potential, if not modified, to seriously affect every voluntary organisation in our country. We will be monitoring the progress of this bill and making submissions on it. The management committee will keep you advised as information comes to hand.

John Coomber
VCCNZ National President



as we see it

After six years on the *Beaded Wheels* committee Bill Cockram decided he had done his share and finished his stint at the end of 2014. We enjoyed working with Bill and his wit, attention to detail and gentle stirring (to be honest, sometimes less than gentle stirring) will be missed. As a retired journalist Bill could be relied upon to keep us on the straight and narrow when it came to grammar, apostrophe use and other such matters. We all learned much from Bill during his time. He has not gone completely though as he has agreed to take care of some special projects from time to time as we require. Thanks for your efforts, Bill.

Bevars Binnie has recently joined the fray as a new *Beaded Wheels* committee member and has a couple of meetings under his belt so far. Bevars has been a member of VCC branches in the lower half of the South Island and Wellington and most recently Canterbury Branch, remaining a member while working in Australia. He came back to New Zealand from time to time to take part in events before returning here permanently last year. Bevars and his wife Lois are Veteran and Vintage people with both cars and motorbikes and are keen participants in events. They both took part in the recent National Motorcycle Rally and After Rally Tour on their respective motorbikes. Welcome Bevars, we look forward to your input.

I was in a casual conversation with a member recently and it transpires that he has not read the latest *Beaded Wheels* or even the one before. I was too dispirited at this information to delve deeper in case he told me that he hasn't actually read any! I won't, but I should name him here as I am in no danger of him finding out that I have mentioned him unless he breaks with tradition and actually reads this! I presume there are others out there who don't read *Beaded Wheels* and I suppose that this is mainly because of lack of time or even in some cases lack of interest. After all, not all of our readers are interested in car reports or the For Sales. However, as long as members get something of value to them from each issue I guess we have to be satisfied and our work is not totally in vain.

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

15 August 2015 VCCNZ National AGM
15-24 January 2016 Vero International Festival of Historic motoring

APRIL

9 Marlborough	Motorcycle run Queen Charlotte Sound
11 Far North	Brian Parker Memorial Trophy
11 Waikato	Mooloo Meander
12 Gore	Swap Meet
12 Hawke's Bay	Club Run
12 Nelson	Alan Moss Memorial Run and Lunch
12 North Otago	Ngapara-Coal Pit Hill Climb
12 Rotorua	Night Run
12 Wairarapa	Club Captain's Run
18 North Otago	Gerald Lynch-Blosse Motorcycle Memorial Run
18 Wanganui	33rd Castrol Motorcycle Rally
18 Waikato	Twilight Run
18-19 Canterbury	Autumn Run
18-19 Waikato	Commercial Event
19 Horowhenua	Monthly Run
19 Taupo	Blind Run
19 Wellington	Dawnbreaker Rally
19 Wellsford/ Warkworth	Sunday Run
25 Canterbury	Scooter 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 Banks Peninsula	Hadstock Field Tests
3 Canterbury	Rural Run
9 Southland	Waimea Motorcycle Rally
9-10 Otago	Otago Rally
9-10 Wairarapa	Motorcycle Reliability Trial
12 Far North	AGM
13 Rotorua	AGM
13 Taupo	AGM
16 Gore	Night Trial
16 Southland	PW /P60 /P80 Rally
16 Northland	Motorcycle Rally
17 Nelson	John White Restoration of the Year/John Stichney Memorial Gymkhana
17 Rotorua	Shed View and Rural Wander
17 Sth Cant	PV / PWV / P60 / P80 Rally
17 Taupo	Navigators' Run
21 Taranaki	AGM
24 Waikato	Training Day
24 Marlborough	AGM
29 Marlborough	Alaskan Summer Night Trial
30-31 Waikato	Double 50 Rally
30-1 Canterbury	Irishman Rally
31 Gisborne	Branch Run
31 Sth Cant	All British Day
31 Wanganui	Annual Rally

JUNE

8 Wairarapa	AGM
10 Hawke's Bay	AGM

10 Nth Otago	AGM
10 Waikato	AGM
14 Gore	End of Season Run
14 Nelson	AGM
14 Northland	End of Registration Run
14 Otago	AGM
14 Rotorua	Club Run
14 Waikato	Motorcycle Run
14 Wairarapa	Winter Wander
14 West Coast	Rosco Trials
17 Gisborne	AGM
20 Manawatu	Night Trial
21 Ashburton	Solstice Run
21 Canterbury	AGM
21 Sth Cant	Restoration Rally
21 Waikato	Club Run
21 Wellington	Colonial Cup Rally
25 Auckland	AGM
28 Gisborne	Branch Run
28 Northland	AGM
28 Taranaki	End of Rego Run

JULY

2 Sth Cant	AGM
4-5 Wellsford/ Warkworth	Winter Woollies Wander
11 Horowhenua	Night Owl Run TBC
11-12 Waitemata	R'Oil Can Rally
12 Nelson	St Arnaud Snow Run
12 Rotorua	35th Central North Island Swapmeet & Club Run
26 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.

CALL FOR NOMINATIONS

John L Goddard Trophy for achievement

NOMINATIONS CLOSE 7 JULY 2015

Members of the Vintage Car Club of New Zealand are invited to nominate a fellow member for this annual award.

The nomination should be for any member who they regard as having been involved in a significant achievement. It may be a particularly significant restoration, a memorable motoring journey or an important historical article or series of articles published in *Beaded Wheels*; or some special service to the Club.

Nominations for the Award should be forwarded to:
John L Goddard Award, Vintage Car Club of NZ (Inc)
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national office news

VCC Membership Subscriptions

VCC membership subscription invoices were forwarded in February and payment was due by 20 March 2015 to receive a discount. A reminder notice will be sent to members who have not paid. If you have not paid your account, **this will be the last *Beaded Wheels* you receive** until your payment has been received. You will also not receive your branch newsletters.

Executive Meeting

The executive meets every March and during the Annual General Meeting weekend. Their last meeting was 7 March and was held in Christchurch. Minutes are sent out to branches and your representatives, who form the executive, will be able to personally report on the contents discussed.

Membership Cards

Those members who have paid their annual subscription by 31 March 2015, will receive their membership cards in early April.

Notice of AGM

On page 41 of this magazine you will find a notice of AGM along with a request

for nominations for the management committee positions.

John L Goddard Trophy Nominations

On page 5 of this magazine you will find a notice regarding the John L Goddard Trophy. Please put some thought into nominating a worthy member. More information is available in the Branch Manual, one of which your branch secretary holds, another should be placed in a known location accessible to all branch members. The branch manual is also available on the club website.

VCC Insurance Policy

Please remember that you must be a member to be under the VCC Vero Insurance Scheme. **If you cease to be a member any claims against the policy can be declined.**

VIC Renewals

Whether there has been a change to a vehicle or not, in order to have a valid VIC card it must be renewed every 10 years or upon a change of ownership (the National Office sends out renewal notices three months in advance of an expiration). When you complete these forms, they must be accompanied by either the old VIC or two new photos and sent to your branch for approval.

Change of ownership forms can be obtained through your branch, national office or the club website.

mailbag

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

More on toll roads

I thank you for the excellence of *Beaded Wheels* magazine. I love the articles on finding Vintage machinery and on the amazing stories of restoration. My only criticism is that I wish you could use a bigger type size. I find the articles hard to read in my old age, even with glasses.

I wish to concur with the soapbox article by Norm Dewhurst on the frustration of using the toll system on the northern motorway. People get so frustrated that they simply give up and refuse any further efforts to pay causing a considerable loss to the Roads Board.

On one occasion long queues of people were waiting while two electronic engineers were trying to fix the payment machines in the north bound kiosk. The queue were finally told to pay on their return trips at the south bound toll kiosk. This was simply passing the buck because both the machines in this booth were out of order.

Like Mr Dewhurst I dodge the toll road and use SH16 through Helensville or the old Orewa route. My advice to the Roads Board, especially during the summer northern exodus, is to employ a couple of foolproof manually operated toll booths until the whole system can be made reliable.

Thank you once again for our excellent magazine which I have been getting since the 1970s.

Robin E Brickell (Mr)

Hear hear Bill

May I say to Bill Cockram many thanks for the stir up in *Beaded Wheels* 330. That's what we the rank and file members do need. Initially I had good intentions of writing when Bill's article appeared in *Beaded Wheels* 328 but I found I could not add anything. He pretty much covered everything, to which I found I agreed 100%. As for deleting Idle Torque? Yes, absolutely. The idea of each branch doing a contribution on a rotational basis is a very wise one. It may help the editorial staff too, by not having to be restricted to 250 words. Another spin off could be a result in increased circulation, as *Beaded Wheels* is available on the open market,

Frank Renwick

Nicky and family would like to extend their sincerest thanks for the flowers, cards, baking and support shown to us over this sad time with the passing of Frank. Special acknowledgement to Julie Cairns, VCCNZ National Office Manager for her ongoing support to the Renwick family

Are you interested in joining the Vintage Car Club?



Visit 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.

it might be more appealing to the general public. Yes, yes, I know *Beaded Wheels* is not about increasing circulation and profits. It is first and foremost, and will remain, the voice of the New Zealand Vintage Car Club. But think about this perhaps. More appeal might lead to more enquiries which might lead to an increased membership.

Neil Lucas

From the family album



These photos taken of my Dad's 1926 Grasshopper Chevrolet, were taken about 1948. He gave the car to me at age 18 when he bought a 1930 Buick Marquette sedan.

The Chev had ¼ elliptic springs, no front brakes, water pump, oil filter or tappet cover – very simple and reliable but the 30" x 3½" beaded edge tyres were buggers of things to mount and dismount.



This photo was taken on a Havelock North-Taupo return trip with a mate. Turangakumu was the high point on the road about halfway at 2,650ft.



This photo was taken at home, Dad paid £35 during the war. Prices were low due to severe petrol restrictions I sold it for £95 in 1950 when restrictions eased and

there was a waiting time of up to two years for new cars.

Noel Fraser

Idle torque

I have followed the comments on this subject with interest as a one time reporter for our branch. I found if nothing of great interest to others was happening and I did not put an article in I was chastised by members. Members seem to like to get their branch name in even if it is of no interest to others. In the last issue the letter by Rodney Clague of almost four full columns may explain why his articles were cut down by the editors.

Mel R Tapp

Clarification

I should like to correct Graeme Rice's Timelines of 75 years ago in *Beaded Wheels* 332. The new safety signal speedo was first produced as a prototype in the 1939 Dodge D11 along with a two-wire fuel gauge, front coil suspension and column change and only later used in the '40s cars as mentioned.

Stuart Neill

Graeme Rice responds

Thanks Stuart for your comments about the 25th anniversary Dodge having the Safety Signal Speedo in 1939. That's correct, but they were also introduced on the Plymouth and De Soto ranges right at the end of 1938 for the 1939 season. A number of press photos dated October 1938 have either attractive ladies or policemen pointing to this new feature in the three makes. An advertisement in *Life* magazine dated 3 April 1939 shows Spencer Tracy standing beside his new De Soto which had the Safety Signal Speedo. Tough guy actor Tracy was just one of several celebrities promoting the new cars with their fascinating speedos.

Could I suggest you re-read my copy as I reported on the response of the *Sydney Morning Herald's* motoring writer about his impressions of the new Chrysler and its unique features. I didn't say it was a "first."

A different perspective

A letter in issue 332 entitled 'Beyond the budget' by Michael Gaffaney.

It tells me that different people have different levels of, shall we say, 'poverty'. Most of my grandchildren own their own car. They range in year from 1980 upwards, including a 1996 Volvo, but most are Toyota, Nissan and Datsun. Prices ranged from \$250 to \$950. All are in good working order and are used to go to work in.

Paying \$3,000 to \$6,000 for a car would be way out of their reach, even though our family is made up of teachers and nurses.

This may be a problem in the club. A lot of members are in retirement and have accumulated a modicum of wealth. Long term memory does not seem to recall the struggles we had finding enough money for our first car.

And like Michael I will press on restoring my 1928 Willys closed cab pickup.

Clive Blunden

Petrol tins



Opened up petrol tins used as farm shed cladding.

From your Mailbag section of *Beaded Wheels* 332, Canterbury member Trevor Lightfoot requested information on four gallon petrol cans and the wooden boxes in which they came.

I can't definitely date them but I believe they must have been in Australia for almost as long as cars. With vast areas to cover and few outlets for petrol it is logical that supplies would have to be transported to depots for storage. A simple method was two four gallon cans snugly fitted into a wooden box. These were easy to carry and stockpile (backs may have been stronger in those days). The two gallon cans were often clamped onto running boards, when cars had them, as a back-up supply.



In this photograph are two original four gallon Atlantic brand tins and their Atlantic box. I have fitted a nozzle into one to show how the contents could be poured into the petrol tank. The set appears to be quite old as brand lettering is stamped into, not painted onto, the sides of the tins. In addition, the tins do

not have screw caps, which came later, but have a special place in one corner to accommodate the screw in and clamp down nozzle.

Trevor is correct in saying the empty cans had many uses, so did the boxes. It was not unusual for old farm kitchens to have boxes stacked on their sides for storage and many an old shed was clad with flattened tins minus the cut out ends.

I like your magazine, and old cars. It is my intention to visit your 'shaky isles' later this year. Hope to meet some of you then.

Happy motoring
Frank Rodwell
Australia

Gisborne Riley concours 19 Feb 2015



1920s Redwing on display.

I attended the public viewing of the Rileys on display this morning which was held at the same time as the concours judging. I have seen many car shows here in Gisborne over the last 11 years and this was, for me, one of the best yet. As a driver of English cars for many years since 1955–1974 I was fascinated. The standard of presentation was excellent and the cars ranged in age from the 1920s to 1960s. The engines displayed were of great interest as were the early examples of automatic and pre-select gear boxes.

John Newsham

Setting the record straight

I wish to correct the Canterbury Idle Torque in *Beaded Wheels* 332. The area visited is spelt Courtenay, not Courtney as published.

My family has been in Courtenay for 150 plus years and my great great grandfather was one of the original settlers in the district. I still live in the house my grandparents built 115 years ago after the two storey dwelling burnt down in 1900.

Derek Anson



Check the doors

I have had this book for 20 years or more but it was only recently that I noticed the joke that the publishers have perpetrated on their customers. Check the doors.

Much has been said about attracting younger members to the club. Showing our vehicles seems to be the key, as per the following two examples.

I went shopping on my 1962 Triumph Tigress scooter and when I came back to the car park, a little girl (about nine or ten) put her head out of the window of the van parked next to me and said "Your scooter is so cool!"

Another day, I went shopping in my 1937 Fiat Topolino, and as I returned to the car, two little boys walked past, and one said to the other, "When I grow up I'm going to buy a car like that!"

Ivan Gardiner

The key to club survival

I rejoined the Vintage Car Club four years ago. I initially joined in 1965 with a 1925 Model T, graduating to a D12 Dodge and having helped restore an Austin 10 and a 1929 612 Graham Paige. It was all a learning curve and a lot of fun. However, as the family grew out of the Model T and the Dodge became too expensive to run I sold the lot except a Model TT (in bits in 1985). The 1980s saw little time for hobbies but in 1990 a friend came over with a magazine showing something new and exciting. It was the Kitfox, a two place high wing 'experimental aircraft', only 2000 hrs to build. Well we did in four months and I learned to fly it too. In 1994 we purchased a 'modern' second car a Morris Minor 1000 which we still use.

I aviated until 2009 when I decided not to fly under bridges and purchased an Overland tourer which had been restored by the Stonyers in Ashburton in 1980. It was good to be back in the Central Otago Branch of the VCC, John Loudon, Wilf Miller and Murray Pryde being original members with me, and it wasn't long before I landed the job of branch editor. I am really enjoying my time being on the committee.

There is much discussion re competition with one make clubs. I am a member

of the Ford Model T club and have now attended my third national rally. My sojourn on the West is Best tour covered 1250 affordable miles.

Whenever possible I have taken along my grandchildren who are in their teens and my wife Cheryl has slotted into her role as navigator. We did well in the old days when charging along in the Model T with Cheryl calculating the speed by the timing of the white centre lines (it helps being a music teacher).

I am not too fussed with the competitive side but enjoy the ever changing countryside that one sees as we go well off the beaten track.

Projects to complete are the 1923 Ford Model TT Makarora House historic truck, my daughter's 1960 VW 1200, an Austin A40 Farina that my father sold new, and refurbishment of the Morris Minor.

I missed out on a 1926 Model T tourer in 1964 because my father said it wasn't 'old' enough, also an original '34 Plymouth Coupe because its engine parts were oddball.

The key for any club to survive is to ensure that its members are enjoying the experience. Our club is not the only one with greying members, and there is nothing like a young lady or two to get the young guys interested, it's as simple as that. Their poison of choice will probably be a Datsun or Toyota coupe or maybe a Landcruiser, they will soon be rarer than Alvis', as they will be worn out with use and scrapped, not tucked away in a carpeted garage under a dust cover.

I enjoy the *Beaded Wheels* and its variety of content, the soapbox is food for thought, and there are mouth watering opportunities in the for sale section.

Graham Taylor

Bringing back memories,

In *Beaded Wheels* 332, Mr Rod Davies' pictures of the bakery wagons brought back memories of my youth. I was brought up in London and in the late '40s our milkman had a horse drawn milk wagon. He used to leave the horse and wagon at the beginning of our street and walk up with two hand held milk bottle wire baskets delivering to each house, when he got to the other end of the street he would whistle to the horse and it would walk up the street to meet him. In the early '50s when electric milk carts came in, my Dad said that the milkman did not like the electric cart as the job took longer, having to go back for the milk cart all the time to shift it, Progress? I still can't remember where I left me car keys, funny that?

Clive Blunden

a column for those who like to stir
the pot...just a little

soapbox

Contributed by Andrew Anderson
Founding and Life Member of the VCCNZ

On the evening of Monday 9 Feb, I returned home from the funeral of a very great past President of the VCC, Frank Renwick, to find *Beaded Wheels* 332 and its concomitant Soapbox by David Gardiner on my mail table.

If it shows nothing else, it certainly underlines the fact that this country's most serious malady of parochialism is still very much alive and well!

Whilst your contributor obviously has not read my speech to the 2014 AGM that you so kindly published in issue 330, he has a definite place within the Club as defined therein.

Unfortunately clear logical reasoning and indeed a sense of historical progression are not a built in factors of the human psyche. So let's deal with the answers to David's problems with a dose of historical progression.

1. Back in the late 1940s when Rob Shand and I were major office holders of this Club, we were determined on its being an effective, truly national, body. We had two glaring examples facing us. Firstly, a group of some dozen parochial Automobile Associations to supposedly represent all motorists in any conflict with central government, and secondly the NZ Sports Car Club in Wellington with national membership but signally failing to find any way of becoming a genuine national body.

2. Our solution of course involved joining our two examples together! Like the NZ Sports Car Club, all members everywhere joined "The Club" and the club in its turn endeavoured to harness

local enthusiasms. By the early 1950s the solution of local branch structures was steadily evolving to harness local enthusiasm to an overall national club.

3. All David's problems lie in the fact of a strong bureaucracy at central Government level in the formative years of big Government to which the multiplicity of local Automobile Associations had absolutely no cohesive national answers.

4. Our Club, on the other hand, has very effectively given our members "on road" freedoms that are the envy of most of the rest of the old vehicle world. We have successfully harnessed that same bureaucracy virtually to our own coat tails, whilst it thinks the position is the other way round! Way back in the late 1950s we successfully opposed and destroyed a motorsport bill that would have seriously affected us and as a strong national club we can successfully continue to do so. *But only on our own turf.*

5. On the overall national motoring scene, the only possible contra to the all-powerful Land Transport is the, at last, national Automobile Association. The fact of its being the final gathering together of disparate and very parochial associations is a grave weakness. Internal dissensions can be easily provoked and an overall bland and gentlemanly mediocrity is the order of the day.

6. Strong national organisations can, and sometimes do, throw up strong and charismatic leaders. Such leadership is vital to the effective management of bureaucracy of any kind but it is a rare and much treasured resource! I like to think of it as being "entrepreneurial" leadership as opposed to "administrative" leadership which is that most often seen.

7. Our club has been very lucky in this regard and the late Frank Renwick stands out. Charismatic with feet firmly on the ground. Able to lead and inspire strong characters around him. He had that quality that makes you still feel good whilst

being told that your answers are wrong if not downright stupid.

8. The possibility of strong leadership can be gravely impaired by the character and history of the organization concerned and our NZ Automobile Association has both of these factors in negative positions.

9. Bureaucracies are supposedly administering an activity by way of a "book of rules" composed by their electoral superiors. Indeed in my extreme youth most senior department heads were, like their Victorian forebears, the younger sons of the gentility/squattocracy who could in fact do just that and help their elected brothers to organise "The Book". Today however the bureaucrats write the book and it is thus full of street cred, invisible to their elected superiors and adding to the writers' powers on a continuing basis. This can and will only get worse.

10. Again, way back in my extreme youth, the churches still had a substantial say in overall social, business and government interactions which gave some degree of certainties of outcomes. Today's spiritual anchors of "safety" and "the environment" contain no certainties and plenty of opportunities for substantial commercial gain and all with some very negative possibilities for the motorist and positive exercise of power by bureaucracies.

So David, I strongly suggest that you carefully reevaluate your club structure and see whether its strong and unifying national position could possibly assist in strengthening the only hope to counter Land Transport, AA New Zealand. To the point where it can throw up that vital charismatic leader to achieve your wishes and most of ours too!

Contributions up to 800 words are very
welcome to soapbox.
Email beadedwheels@vcc.org.nz

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Words Grant Hitchings

the way we were

I was aware that there were a few historic steam-powered cars in New Zealand and so was pleasantly surprised when hearing through the VCC grapevine of a steam-powered Vintage truck being restored in Christchurch. This is obviously a very rare and interesting vehicle. Enquiries revealed that my information was indeed correct, that it is a 1924 model Super Sentinel truck and it is owned and being re-built by Bernard Crossen of the Canterbury Branch. Living quite close to Bernard made it convenient for me to visit and discuss the project.

The History of the Sentinel Truck.

Its history goes back to 1905 when the Glasgow-based firm of Alley and MacLellan built their first Sentinel steam wagon. Production continued leading to the introduction of a new model in 1924 known as the Super Sentinel Truck. The company then concentrated on manufacturing tractors, stationary engines and rail locomotives as well as continuing with the trucks. The company survived until after WWII.

The trucks had a vertical boiler, a two cylinder double-acting engine and a chain-drive to each of the two rear wheels. There were two models. Bernard has the smaller with shorter wheel base which weighs in at about six tons. The windscreen was a factory extra.

Bernard Crossen

Bernard was born in 1941 and after attending St Bede's College in Christchurch he started work at the Addington Railway Workshops, then a major industrial centre maintaining and manufacturing rolling stock for New Zealand Railways. This establishment was known at the time as The University of Life due to the diverse backgrounds of the 1000 members of the staff. His work involved repairing steam locomotives common at that time and this instilled in him an extensive knowledge of their workings and a fascination for steam-power that remains. He is a member of the Steam Preservation Society. Bernard later worked at the Christchurch Waste Treatment Plant until his retirement in 2004.

Adjacent to the VCC Canterbury Branch Headquarters at Cutler Park is



The Super Sentinel being loaded in the 1920s.

an area for steam enthusiasts complete with railway and rolling stock. Bernard is usually seen on open days driving one of the locomotives. He joined the Vintage Car Club in 1973 and with wife Marie usually rallies a 1927 Dodge coupe, one of his old-car collection.

The Steam Truck

This was uncovered in a field on a farm at Spotswood, a farming area in North Canterbury. Bernard was at a christening service there and learnt of its existence through talking to some of the local farmers. It consisted of only the chassis and wheels – the bodywork and running gear having been stripped to allow its use as a farm trailer and hay stacker. It seems the mechanical components were scavenged by the locals for ballast on various farm projects. Very little of any value was recovered.

Steam vehicles are invariably large, heavy and robust and Bernard's find was no exception. Just uplifting the chassis and transporting it home proved to be a major logistics exercise for him.

Then there was the need to find a place to re-build it. Its length is about 12' and height about nine feet with the chimney in place. With the boiler and engine alone each weighing in the order of one ton, some heavy lifting gear was going to be necessary. He eventually gained some extra ground from his neighbour and built a new garage that would accommodate the completed truck with additional space for his old cars. The roof structure he made from a framework of steel beams capable of supporting the weight of the truck components when assembling. I noticed the door was well above average height too.

The garage was finished and serious restoration started around 2010.

The 'engine' I have assumed is the part with the steam going in acting on the pistons which turn the crankshaft.

Under test the truck's engine produced 130 bhp at 600 rpm.

The Components

The question then arises as to where one obtains parts to build a very old steam truck. Bernard explained that there is a very good network of interested people in the steam scene locally and he has received much help from them and others. Through a contact he tracked down and obtained a suitable boiler from a derelict property in Ashburton, the unit coming complete with valves, gauges and sight glasses. The boiler is fired on coal or coke and is required to produce steam at 230 psi.

Australia is the other main source of assistance. There is great interest there in steam with about a dozen steam trucks similar to Bernard's model operating. There are many steam powered machines, vehicles and a surprising amount of spare parts too. More important is the wealth of knowledge and experience available over there.

A few trips overseas to visit the famous Dorset Steam Fair were helpful too.



Bernard and his project.

Running Gear

The two pistons drive a crankshaft which has its ends hollowed out to take an extra shaft attached to a sprocket driving a chain to each of the rear wheels. There are some gears incorporated too which takes the place of the differential. Steering is by bell-crank with a lever to control steam consumption and power with another to handle the speed control valve. Foot and handbrakes are on the rear wheels.

Bodywork

The cab is about five feet wide and houses the driver and stoker. Their seats are separated by the centrally placed boiler and the bunker for the coal. A tank for the water storage is tucked behind the cab above the chassis on tipping models (which this one is). The deck tips three ways. While the chassis and deck is steel the cab is of timber construction which should test Bernard's woodworking skills. At least he does not have to fit windows. He is trying to make the truck as authentic as he can and is spending much time sourcing imperial sized steel plate for fabrication of parts. So fastidious.

In Conclusion.

There are a few other similar steam-powered trucks in New Zealand with names such as; Ransomes Simms and Jefferies, Foden and Garrett. There are two others not operational, a Standard and Super Sentinel.

Obviously the re-building of the Sentinel is an immense challenge for Bernard that has already cost him much time and effort. I hope the encouragement and help from his friends continues. I also look forward to the report of a road test on it.

Footnote

Readers may remember my articles on the 13th International Vintage and Veteran rally, in particular the report on the 24 hour Le Mans style endurance race. (*Beaded Wheels* 329) I wrote "much interest was created by the appearance of the solid-tyred Walker electric truck. It towed a trailer loaded with a motor powering a generator to keep the vehicle's batteries topped up." To my surprise I learnt that Bernard was a member of the team that drove the vehicle to and from Blenheim with Denis Cunningham and his brother Barry, and in the race itself. I was able to elicit more information from him about the trip. (Denis was the vehicle's owner.) I was always interested in the load on the trailer and according to Bernard the generator was powered by a Wisconsin V-twin air-cooled motor and the generator from a WWII searchlight generating at a maximum output of 120 volts. Normally the two vehicles trundled along at a sedate 12 mph but with power obtained direct from the generating unit (bypassing the batteries) the vehicle-train red-lined at 18 mph. Phew!

BW



historical snippets
of motoring interest
from years gone by
Graeme Rice

timelines

100 YEARS AGO

1915 – Being a truck driver in France during a world war might have seemed a cushy number except for the regulations designed to prolong the life of the machines on the rough, muddy roads of the Western Front. A 12mph speed limit meant there was no high speed evasion of enemy fire. Drivers were forced to creep along gritting their teeth. Worse were the penalties for breaking springs. A first offence resulted in an official reprimand, a second meant drivers were court-martialled.

75 YEARS AGO

1940 – War or no war, bureaucrats were still beavering about in the halls of power. Following a review of driver licencing in April 1940 rules for overseas drivers were decided. Overseas tourists from countries which had reciprocal rights could have their licences endorsed by local authorities at the main ports for no fee. A suggestion was that these drivers should undergo a NZ traffic law examination. Really? Seventy-five years ago?

50 YEARS AGO

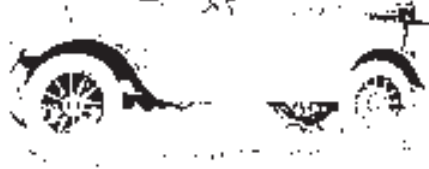
1965 – At last we had a horsepower race, almost. Ford announced their Falcon XP station wagon available with economical 144ci engine, the lively Pursuit 170ci version or the rocketing Super Pursuit 200ci engines. Holden responded with the X2, advertised as a high stepping thoroughbred. In a fit of one-upmanship GM suggested the X2 was ideal for the driver who could handle 140 fiery horsepower in what they described as a stock speedster with a vibrant exhaust note. All this for £1344.

30 YEARS AGO

1985 – This assortment was listed as the top six coupes of 1985 by *What Car* magazine. First was the sought after Nissan Silvia Turbo. Runner up was the unusually styled but distinctive Renault Fuego Turbo followed by the exotic and expensive Porsche 929 S2. Fourth was the attractive Jaguar XJ SC Cabriolet, always collectible. It was back to two classy and enduring mass produced coupes for 5th and 6th places, Toyota's Celica Supra and Opel's Manta GTE. Did they pick the future collectibles?

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MECHANICAL RESTORATIONS & VINTAGE SPARES (1980)

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Nicola Wilkinson
Rally Director 2016

2016 rally update

What wonderful summer weather we had over the past few months – just perfect for getting out and around our great countryside.

Rally Office

The office now has a dedicated phone line to cover any questions that you may have regarding registrations, accommodation or festival questions in general. You can phone toll free within New Zealand on 0800 446676 or the festival cell phone number is +64 274 466766.

Registrations

We have had a great response so far to the online registration system with three quarters of entries being entered online. We encourage members to register early so you don't miss out on any of the attractions we have on offer – especially the

train trip to Oamaru's Victorian Precinct which is world renowned with spectacular scenery on the way there and back. Places are limited so this will be allocated on a first in basis. If you are not sure of which vehicle you are bringing then put "to be confirmed" in the vehicle section and confirm this to the rally office before the end of October. South Islanders remember there is no South Island Easter Rally this year so we would love to have you down in Dunedin for the Festival instead so you still get your motoring fix!

Accommodation

Accommodation in Dunedin is filling up fast so if you haven't sorted this out make sure you contact the Dunedin iSite at either visitorcentre@dcc.govt.nz or phone 03 474 3300. The February issue of the *Condenser* has a lot of interesting information on accommodation in Dunedin so if you are not on our database and would like a copy then please contact the office at admin@historicmotoring.co.nz. Back issues are also available on the website:

www.historicmotoring.co.nz.

VIC Numbers

VCC National Office have asked us to remind entrants to check your VIC expiry dates and make sure that they are valid. If you have any questions about this process then we recommend you contact your branch secretary. We will be checking VIC numbers as they come through and will be in contact with you if there are any issues.

Rally Routes

The short route is more suitable for the Veteran vehicles owners who do not wish to travel long distances each day. This route would also suit low capacity "two wheel brakes" Vintage vehicles. Please ring Susie on 0800 446 676 if you wish to get more information.

Festival Programme

The draft festival programme is now out. There will be entertainment each night at the Festival Village which we will advise later in the year.

Wednesday 13 or Thursday 14 – Pomeroy at Levels Raceway in Timaru

Friday 15 – Registration day and the Opening Ceremony – bring your best Scottish attire for the evening. The annual Dunedin to Brighton Veteran rally organised by the Otago branch will also be running this day for all eligible vehicles. If you are interested in participating in this let the Festival

office know and we will forward your details on to the organisers.

Saturday 16 – Train trip to Oamaru

Sunday 17 – Public Open Day

Monday 18 – Rally Day 1 to Lawrence, Balclutha or Middlemarch

Tuesday 19 – One Make Day

Wednesday 20 – Members Only Day at Waikouaiti

Thursday 21 – Rally Day 2 to Lawrence, Balclutha or Middlemarch

Friday 22 – Free day to explore Dunedin. There will be organised tours of Dunedin available

Saturday 23 – Rally Day 3 to Lawrence, Balclutha or Middlemarch ending with the Final Dinner celebrating the end of the Festival and the 70th Anniversary of the VCC New Zealand.

Loan vehicles

We currently have 23 requests from overseas entrants looking either for a vehicle they can borrow or to travel as passengers and help cover the costs. If you are able to help – please contact Susie in the rally office at admin@historicmotoring.co.nz or ring 0800 446 676.

The following are the latest requests for vehicles:

Craig Beddie

E-mail: mbeddie@telus.net

Previous car(s) owned: I have driven many different vehicles in my driving years. Presently I hold a regular driving licence, a motorcycle driving licence, able to drive either automatic or standard transmission vehicles. Have driven vehicles from the 1930s up to present. Owned American models which include Chevrolet, Ford, GM, and a few Volkswagen models. Presently own two older collector vehicles: one is a 1947 Mercury pickup truck and the other is a 1979 Oldsmobile Cutlass.

Member of Vintage Car Club of Canada, Kamloops, BC Chapter

Preference: "I do not want to borrow a Model T vehicle".

Malcolm Powell

E-mail: jampow@bigpond.com

Previous car(s) owned: 1929 Buick, 1959 Austin-Healey Sprite, 1949 RMB Riley, 1962 MGA.

Member of Veteran Car Club of Western Australia (past president)

Preference: "Would be happy with any vehicle and appreciate the generous offers. However we would prefer a vehicle that is waterproof"



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A Giro di Italia

words and photos Graeme Cawley

Giro means go around, make a trip. This is an account of my participation in the Italian Ariel Register special rally in 2014, officially the Circuito Motociclistico D'italia 1914, run in conjunction with the Italian Vintage Car Club.

Trials and tribulations in getting ready

This all started when I made contact with Ariel Atzori, president of the Ariel Register of Italy. At the time I was intending to go to the Italian Ariel rally in 2013 but moved it to 2014 because of the letter below:

Dear Graeme

Remember to have a lot of days to spent in Italy the next year because we do again after a Century the first CIRCUITO MOTOCICLISTICO D'ITALIA of 1914 and won by Oreste Malvisi on the saddle of ARIEL. The race is Km 2500 long from 25 April 2013 until 3 May 2013.

I hope to see you there

Regards Ariel

Now I had to do something about a bike. I looked at a beautiful Ariel Square Four from a Dutch classic bike mart but they were doubtful about riding it to Italy! Anyway it sold while I dithered. Next I was in touch with a chap by the name of Allan Burgess in the UK for other reasons and happened to mention I was planning this venture. His response was "I can make it easy for you". I did nothing more to flesh that statement out until I spotted a Huntmaster on the Ariel UK site. It looked a bit tatty but I rang the chap and he assured me it was very reliable. I discussed the idea with Allan in the UK

and he kindly offered to store the bike so I bought this beast on the strength of all that. Allan very kindly drove the 400 miles required to go and get the bike and took it back to his place at Stockport near Manchester. He said he would look it over during the winter.

The next thing to happen was a contact from Nigel, a member of the NZ Ariel Owners Register. "Graeme" he said, "I see you bought that Huntmaster in the UK". I was a little surprised he knew but turned out he was also thinking about a visit to the UK. I said he could borrow it if he felt inclined. No more was heard from Nigel so I decided he was taking plan B and buying a modern Royal Enfield but one day Allan Burgess sent me an email to say Nigel had phoned to organise picking up the bike! Well that put the cat amongst the pigeons; no waiting till winter to overhaul the bike now.

Nigel came to pick up the bike. He and Allan did some work on it and off he went on the planned UK rallies. I heard no more for some time but eventually I saw on the UK Ariel forum a little note from Allan saying he was working on a Huntmaster and needed some bits in a hurry. I did not think too much about it until about two weeks later I found out that this was in fact my machine and Allan and Nigel were busy cleaning up a seized piston! So much for "reliable"!

Well they fixed all that and next day Nigel took off for the Danish rally. Once again there was a long blackout on news but eventually another UK member wrote to me a rather dispiriting report:

Hi Graeme,

... Nigel followed me to the rally and back again, and though Allan did well to get the bike fixed, I think you need to get it looked at before you use it in Italy next year...the Huntmaster was using a lot of oil on the trip, possibly through the guides as it was more smoky on the over run, but still used litres of oil on the trip. We had to top it up at every petrol stop (about 170 miles). It breathes out of the engine breather much more than usual, so the bores/rings might need attention too. I know Allan fixed it quickly but the rocker-box gaskets are now leaking heavily, as are the primary cases. On the odd occasion that I had to follow Nigel the oil fumes were very noticeable. I also noticed that both the fork seals have gone leaky. The points fell off ... We did about 1300/1400 miles there and back. Ariel's [the Giro] rally next year is a high mileage one so you need a good sorted bike...

Regards...

On the strength of this I extended my trip to arrive in the UK a week earlier

Eventually I arrived in England, met by Allan and taken to his house. "Bet you want to try the bike" he said. Well to be honest I didn't; it was nicer to live in some dream world about the "reliable" bike I had bought but there was no escaping it. There it was dusted off and waiting to go! I gingerly got on and went around

the block. Oh my god what was all that clattering?

"The cush drive is probably the problem" said Allan, "we noticed it when we fixed it after the seizure but there was not time to worry about it". I wanted to believe him. Next day I pulled the said drive apart and it was true that the sprocket was new but the mating part of the cush was old and worn allowing some movement. Worse though was the end play on the crank shaft measured at 17 thou; supposed to be no more than eight and best at three. Maybe that was the problem. That meant pulling the engine from the bike, dismembering it, ordering shims from Draganfly (arrived next day – they have it easy like that) then re-assembling the thing with the correct end play and a re-ground cush drive. Next day our future Italian adventure companion Sean turned up on a Huntmaster the same as mine but nicely restored. "Let's go for a run" they said. My Huntmaster was barely back together but no matter we all set off but I soon found that no mercy was to be shown and soon the speedo was above 55mph heading for 60 and even up over that as we headed into the moors of Peak Park outside Stockport. Here was me with an engine that had at most been around the block only once. Rather miraculously all held together but by now it was clear the work done had not made one iota of difference to the clatter; it was definitely piston slap. However the lunch at a pub on the moor was quintessentially English motorcycling as you imagine it and the ride was a great memory.

Back home I said to Allan that the clatter had to be fixed and we needed new pistons. The old pistons were badly scored after the seizure with Nigel. I rang the chap who had sent the letter advising me of the machines' woes and asked if he knew anyone who might have a couple of Huntmaster pistons. He said "What size"? How should I know! We foolishly never measured them when we had the engine apart a couple of days back! "Well I have a barrel and two pistons you can have, come to Bradford and we can talk about it". So two days later in full clatter I set off from Stockport to Bradford a mere 45 miles away using my new sat-nav. This promptly broke down about a mile out of Stockport! I fortunately had some insulation tape with me and was able to fix the power supply to it but due to my inexperience with it, the route it chose was a two hour trek through the moors in misty rain when there was a perfectly good expressway to Bradford that may have been a good idea! Having said that I did enjoy my first solo

ride in England since 1974 when I had a Honda 450 twin.

Back in Stockport I found to my amazement that the new barrel and pistons were +60 thou; the same as my bike. This solved a problem because the pistons were in very good condition, but my barrel had a missing fin preventing the agreed straight swap of barrels. The fact that they were the same size allowed me to use the new pistons in my barrel and return the un-broken-fin barrel back to its owner plus 50 quid for the pistons now happily working in my old barrel. This more or less fixed the clatter! The next few days were very enjoyably spent with generous guidance from Allan, exploring more of the Manchester area with its rich history of industrial endeavour. In addition I took the bike on a solo ride to Iron Bridge, the birth place some say, of the industrial revolution. This was a run via Derby, of about 300 km round trip during which time certain difficulties had been overcome and the bike was as good as it was going to be for Italy. I was ready for Italia.

To Italy

On 9 June we set off for Italy. We drove to Hull, took the overnight ferry to Rotterdam then the next day we drove to Munich in one enormous hop to stay with a German Arielist by the name of Jürgen (Huntmaster, VB600 and a Triumph). A couple of nights at Jürgen's house then we set off in a convoy of Jürgen, with his Triumph on a trailer and Allan, with his Triumph, my Huntmaster and Sean's Huntmaster on the trailer. Despite serious brake fade we made it over the San Bernardino Pass to arrive at Saronno north of Milan that afternoon where we began to meet the other entrants.

The rules of the rally were that to be eligible you had to be on a marque that was in the original 1914 race. Of course Ariel was there since they won but Triumphs were okay too. The original route started in Milan and went for about 2300 km

Milan to Rome, Rome to the Adriatic coast, up past Venice, back around to



Bergamo, over the top of Milan and on to Turin then down to the coast at Genoa before returning to Milan by way of Alessandria. In 1914 one can hardly imagine how hard that would have been on men and their machines. Daily runs were sometimes close to 400km. Our route was almost identical given the event was supposed to be a re-creation of the 1914 event.

Day 1 340km Saronno near Milan to Roncobilaccio en route to Rome

Next day the rally began. The start was wonderfully Italian with the president of the Italian Vintage Car Club setting us off with the Italian flag. The first day was a little difficult in the morning because we had to circumnavigate Milano via expressways then cross towards Bologna before we could leave the heavily populated Milan-Bologna corridor and head south towards Rome. Somewhere on the Milan ring road my tool box lid opened itself and dumped all my carefully chosen tools onto the road never to be seen again. From then on I felt very vulnerable, hopefully this 60 year old bike would just keep going! It was not helped by the fact that Ariel Atzori (president of the Ariel register of Italy and yes, the names are the same) was leading on a 1950s 500 cc Ariel single that went rather well and soon the older bikes (some from the '20s) were left far behind and no-one had route instructions because this was supposed to be a follow-the-leader rally! However we all somehow found the lunch stop. After lunch three bikes would not start including a 1930 or '31 Ariel sloper belonging to one of the Maltese chaps. Ariel Atzori set off without concerning himself with this issue which was the only possible thing he could do with 50 other bikes to consider and a

long way to go. I remained behind and when the Sloper fired up we set off, me, an Italian chap on a twin, and the two Maltese guys on their Slopers. I was not too concerned because I know enough Italian to ask directions but as it happened the Maltese guys spoke Italian quite well and they managed to navigate us past Bologna and south down some absolutely stunning motorcycling roads through the hills/mountains that run down the centre of the peninsula. We eventually found the Hotel at Roncobilaccio which is a five story hotel in the middle of absolutely nowhere. The day was not over.

The hotel had evidently been re-opened especially for our party. Only the service lift worked but was better than climbing five floors. Somehow they managed to find some beers and a very nice dinner turned up from 8-10pm. At about 10pm I was tapped on the shoulder by Sean my from-England Huntmaster companion. "As the resident Huntmaster experts you and I have to fix Finn's Huntmaster". I said "what do you mean fix Finn's Huntmaster, it is 10pm, there's still some wine left, anyway who is Finn."

Finn it turns out is a Dane who had the misfortune to end up under his bike in a water-filled ditch. You can see in the picture that it was no laughing matter, the



Dismantling Finn's sub-aqua Huntmaster provided a challenge once the initial incident was dealt with.

bike may have been lost forever! Actually others had pulled Finn from under the bike before he drowned and eventually they managed to haul it back on the road and into the back-up van. Now the sub-aqua Huntmaster was my problem! I was not keen to get into this problem given I didn't even know Finn.

But there was no escaping it and right there in front of the hotel entrance which provided some light, we dismantled the engine of the Huntmaster which had hydraulically locked and blown the head gasket to smithereens. At 1am we

had it stripped down and drained the water out and crashed into bed. By 1pm next day it was running again despite the mag spending quite some time under water. Everyone else had left at about 8.30 except about eight others who had loyally supported Sean and me as well as Werner, a German chap on a Square Four which had seized the gearbox, but that's another story. With the Huntmaster going and the Square Four fixed we all set off heading for a place 70km north of Rome called Viturbo but some five hours behind the main group. *To be continued next issue.*



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New member Laurie Bennett helping out on the sausage sizzle.

Waikato Branch Opens Up

Words Ian Patton, photos Ian Patton Hugh McNally

Sunday 15 February saw members of the Waikato Vintage and Veteran Car Club out in force at a rather unusual event. The branch's inaugural open day saw the McLean Street Cambridge premises spruced up a bit and everything open to the public.

Our intention was to encourage prospective members to come along to see what we do and what we have.

Members displayed their cars and motorbikes from various eras and the organisers placed them in strategic order, representative of the type of vehicles we cater for with our events.

The open day was publicised through posters around town, press releases to the rural papers and *Motor Times* and with community notices on local radio.

This was a busy weekend for car events in Waikato. A truck event in Matamata and a huge hot rod event at Morrinsville attracted much more interest from the press.

Our branch is strong with over 400 members and a very busy calendar of events.

We told our visitors our activities are best suited to people in their fifties or over who have a bit of time on their hands, have a common interest in older cars and want to join with others getting out and doing things and going places. We are catering more and more for older people with younger cars.

We do a lot more than just car things and have a strong contingent of wives and partners who contribute greatly to our branch.

The public came, slowly at first, but numbers increased to a fairly steady flow. Members were on hand to discuss their cars and club activities, show people through our parts shed, library and club rooms.

We finished the day with 15 prospective members to send out literature to. No-one is keener to join than the guy from Leamington just up the road from the clubrooms. He came to the parts shed with his brake slave cylinders from a

Mark II Zephyr. The brakes were seized and upon asking Howard Porteous the best way to repair the cylinders Howard went and found him four replacements which were new old stock!

Members gathered for light refreshments and a postmortem and concluded the day had been worthwhile.

BW



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Shake, Rattle & Roll

Words Kevin Casey

Duke Ellington Orchestra, jazzinphoto.wordpress.com

No one does it or even knows of it now but the shimmy was a popular dance form in the 1920s. Flappers embraced the shimmy, a shaking of shoulders or hips, which had originated in American (Negro) ragtime music. Sometimes the revellers' car would join in the fun and shimmy all the way home. As they aged, cars of this era often developed a violent low speed wobble of the front wheels that quickly became known as shimmy but was sometimes termed wobble, a variation of wobble. It sounds archaic but Buick was still referring to "wobble" in their 1955 manual.

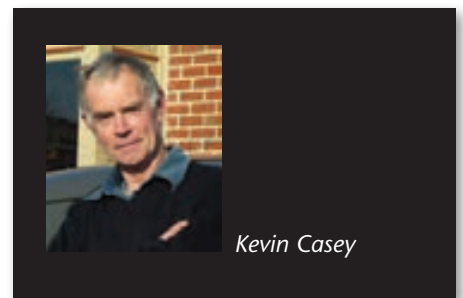
Most Vintage car drivers will probably experience low speed shimmy at some time. It typically occurs at about 15-20 mph, usually after striking an imperfection in the road, and is often so violent that the car must be stopped. Brave drivers can accelerate through the "wobble period" but this is not always successful. Low speed shimmy is primarily caused by too much positive caster and should not be confused with high speed shimmy (wheel tramp) which comes in at around 40-50 mph. This is almost always caused by badly unbalanced front wheels and can be mitigated by slowing down or speeding up. The reason that it does not become worse at even higher speed is the centrifugal force becomes so great that it pulls in all directions.

Low speed shimmy occurs most frequently with the almost universal Vintage car solid beam axle/leaf spring suspension, a system that requires positive

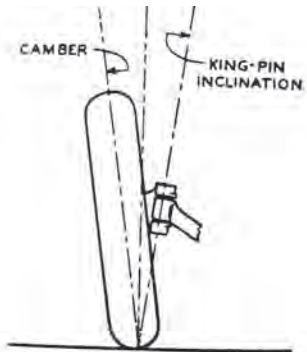
caster. This discussion is primarily about that system. The purpose of caster is to stabilize steering by imparting a trailing action to the front wheels. Just as with a furniture caster it creates a tendency on the part of the front wheels to line up in the direction of travel. It is achieved by tilting the kingpin backward in relation to the vertical centre line of the wheel. As the steering wheel is turned the backward tilt of the kingpin means the stub axle must rise and fall as it is not swinging in a horizontal plane. In a left turn, for example, the left stub axle swings below horizontal while the right side swings above it. The net effect is to raise the left side of the car and lower the right, banking it in the wrong direction, counteracted by the gravitational force of the vehicle's weight pushing the stub axle back to the straight ahead position. With the normal amount of positive caster (1°-3° for a solid axle system) this lifting is not too onerous for easy steering, the wheels constantly

self-align and all is well. As positive caster is increased past a desirable setting, the stub axles correspondingly have to lift higher and therefore the vehicle loading is heavier. The increased load pushes the stub axles forcefully back past their centre point and the same force then acts in reverse, setting up a gyroscopic action. The result is a violent flapping of the wheels – the dreaded shimmy. Too much caster also results in hard steering around corners and during parking. I suppose caster is termed positive because it assists steering. When the kingpin tilts forward it becomes reverse (negative) caster, a dangerous condition that causes wildly erratic steering. Although the vehicle will turn curves easily it will be difficult to straighten out at the end of the curve.

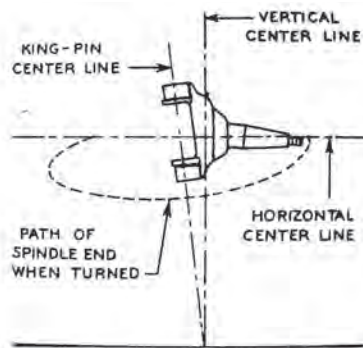
Before going on to why shimmy occurs when obviously the vehicle never left the factory in such a state we need to touch on the other steering angles – camber, kingpin inclination and toe-in – that play



Kevin Casey



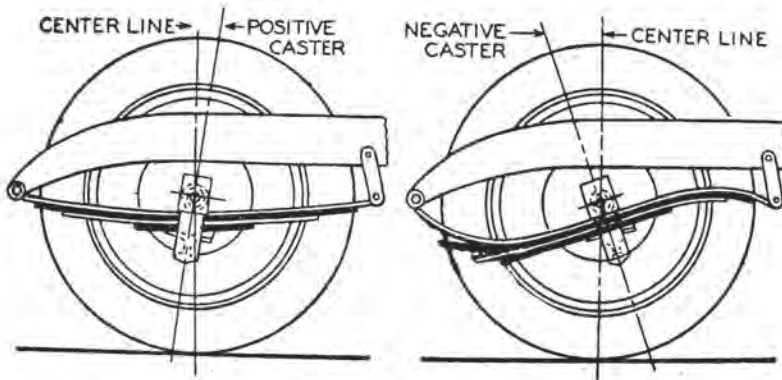
Camber and KPI place the point of road contact with the wheel directly under the load.



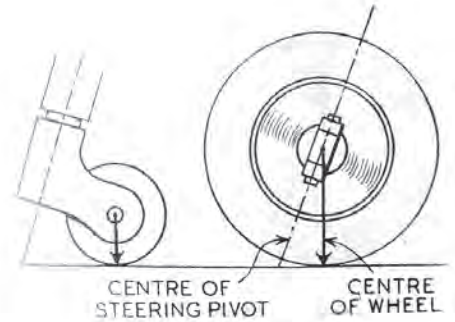
The inner stub axle swings below centre during a turn.



Spot the caster wedge that is now a tool! Spring centre bolt fits through the wedge for positive location.



Weak, flat springs bring about negative caster under braking.



The relationship between a piano and your car.

a part. Toe out on turns is not vital to this discussion.

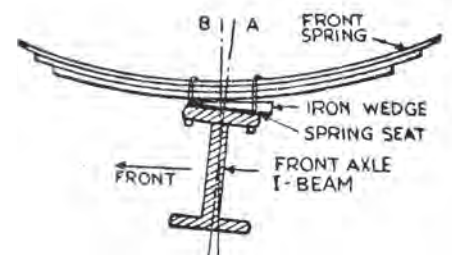
Camber is the angle the wheel is inclined out from vertical and is obtained by tilting the stub axle down from horizontal. Camber makes the steering lighter by placing the greater part of vehicle weight over the inner (larger) wheel bearings, and almost exactly over the tyre centre. It also takes load off the stub axle nut and side thrust from the kingpin. Without camber the kingpin would bear excessive load resulting in very hard steering. Because a positively (leaning out at the top) cambered wheel is not vertical it tends to turn out when rolling (try rolling a coin to see this effect). To counteract the wheels rolling away from each other another angle, called toe-in, is required. This setting results in the wheels being slightly closer together at the front than the rear – pigeon-toed, no less. The greater the camber angle the more toe-in required. The amount of toe-in is usually 1/16th to 1/8th inch and the net result should be wheels tracking truly. Toe-in must be set accurately. Excessive caster is actually forcing the wheels to toe-in; add in too much pre-set toe-in and the potential to shimmy is encouraged.

Too much camber promotes tyre wear, among other undesirable effects. Another angle called kingpin inclination tilts the kingpin in from the vertical; obtained by building it into the axle ends. It assists camber in bringing the vehicle load over

the wheel centre and enables the camber angle to be reduced, along with tyre wear. KPI tends to keep the stub axles pointed outward, in line with the axle, and this helps keep the wheels pointing straight ahead, assisting directional stability. Because the kingpin is tilted inward to get KPI and the stub axle inclines down to get camber, the turning spindle must rise and fall resulting in a positive caster effect which assists the effect gained from the actual caster angle. Clearly all these angles are interrelated and must be considered when investigating the main shimmy culprit, excessive caster. If KPI is incorrect for a beam axle, then that axle is bent. Straightening it accurately would require a large dollop of good luck and witchcraft, so.....look for a replacement. Incorrect camber is most likely caused by a bent stub axle (or axle beam), which can be replaced. Caster and toe-in can be adjusted, being sure that toe-in is always set last. If the vehicle pulls to one side it can indicate the caster or camber is out on one side. If the camber is uneven it will usually pull to the side with the greatest camber; if the caster is uneven it will usually pull to the side with the least caster. Uneven caster may be due to incorrect wedging, twisted front axle or broken spring.

So, how did the caster angle alter itself and bring on shimmy? The answer is in the springs. Correct caster in the beam axle/leaf spring system relies on the arch of the springs. Only rarely is the axle

itself machined with a built-in taper to obtain caster. The front part of the spring is shorter than the rear part meaning when the axle is bolted on it is attached to a curve, so the kingpin tilts back giving the required caster angle. As shackles wear and springs flatten out with use, shimmy may be encountered. The front springs are not at fault for as they flatten, caster angle is reduced and the caster effect diminishes, resulting in the vehicle wandering and weaving about. Weak and flat front springs on Vintage cars with front wheel brakes can bring on reverse caster under braking when the axle twists forward with the springs. Reverse caster causes the vehicle to dive left or right unpredictably – effectively the same as trying to push castered wheels that are facing the wrong way. It can be appreciated that with the caster angle virtually zero from worn front



Fitted from the rear, a wedge increases positive caster (A-B).

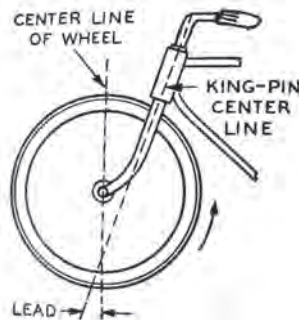
springs, this dangerous condition will be easily induced.

The main "shake, rattle & roll" offender is sagged rear springs. It will be quite apparent to readers that as the rear goes down the kingpins are tilted further back, positive caster goes past the trigger point and a violent shimmy scares the hell out of everyone. Imagine this is the annual Irishman Rally, two ex-props in the back (we'll call them Castor and Pollux) who have eaten way too many pies, plus tools, petrol, booze and more pies. Lights pointing to the sky and shimmy all the way to Fairlie, I've seen it happen!

How can the shakes be cured? The quick and cheapest cure in days of yore was to insert caster wedges which were widely available. Often called "caster shims" they were usually marked with the amount of taper ($\frac{1}{2}^\circ$, 1° , 2° , 3° or 4°) and the spring width. They were inserted taper end first behind the axle to restore positive caster lost through sagged front springs while sagged rear springs required shims fitted from the front to decrease caster. The obvious answer is to have the springs rebuilt with new main leaves – at least. Re-arching the springs is not necessarily a long term cure – been there, wasted money. Absolutely everything in the steering and suspension systems must be checked, adjusted or replaced. All wear contributes to the problem, as does incorrect tyre pressure and unbalanced wheels.

Henry Ford was ahead of the game here. His transverse spring axle relied on strong radius rods to locate the axle and prevent twisting of the axle and springs. With this system spring flex or sag increases the caster angle only slightly. The radius rods meet at a rubber-insulated ball and socket and when this rubber deteriorates (usually from contact with oil), caster is reduced to the point where the car wanders dangerously. Easily fixed – you can probably buy Ford parts at your supermarket.

Obviously the caster angle changes constantly as springs move up and down so lessening that movement is beneficial. We do it with shock absorbers which were by no means universal on Vintage cars. If fitted they usually acted only on rebound, generally wore out when the oil leaked past primitive felt seals and received no maintenance at all. Friction between spring leaves is quite helpful in lieu of effective shock absorbers. One should ensure the spring leaf retainers are present and correct. They help to dampen bounce by preventing excessive movement of each leaf, the leaves acting in unison taking some stress from the main leaf.



Why one can ride no hands.

As an aside, "shock absorbers" is not exactly a misnomer but is hardly the best term for these essential devices. Tyres absorb initial shock and the springs are the main shock absorbers. It could be said that "shockies" provide resistance to movement therefore must also absorb some of the shock but they are there to control bounce and rebound. They dampen these undesirable oscillations so the English term, dampers, is far more accurate. However, since the USA rules the world and I don't have an English car, shock absorbers it must be. I have discreetly fitted telescopic shocks on the rear of two Vintage cars and noted a marked handling improvement on corrugated roads.

In the quest to eliminate shimmy the chassis and wheel base should be measured as the ladder type of chassis is notoriously weak and easily misaligned after even a moderate impact. It also flexes alarmingly, particularly the dumb irons in front of the axle. In 1935 Jaguar introduced a channel insert in this part plus boxed in the side members in places, a popular hot rodding trick. You can't alter it but poor weight distribution is a factor. The engine should be slightly over the front axle, not behind it, Chrysler leading the way here in the mid-1930s. Rear-heavy cars tend to oversteer and flirt with shimmy.

The advent of independent front suspension largely eliminated shimmy, but not entirely. Jaguar engineer, Bob Knight, had this to say about low speed steering wobble on the early XK120: "If you hit a sizeable pothole at about 25 mph, it would start a wobble of such magnitude that in some cars you had to stop to get out of it. The solution was to stiffen the steering gear mounting, reduce the caster angle by one degree and substitute Ferrobestos for bronze as the kingpin ball bottom cup material to add friction". With IFS, caster is no longer the most important angle. In fact, on a modern vehicle caster and camber angles are set to remain as neutral as possible under all conditions.

Shimmying down the highway is now history.

Amen to that.

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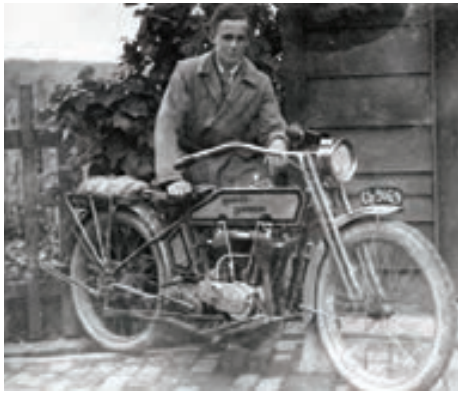
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Vic with his 1915 Harley.



The US-made Thor.

VC Browne Photographer

Words Simon Grigson

VC Browne was a well known photographer in the Christchurch area from well before WWII up to the 1980s.

He was responsible for the photography in the book *New Zealand from the Air*, first published just before the war and re-issued after it. He was not a pilot himself and the pilot with whom he took the photos for this publication was the late Arthur Bradshaw, whose autobiography *Flying by Bradshaw* (published in 2000) makes interesting reading.

Originally from Te Hana, north of Wellsford, Vic Browne moved to Christchurch with his new bride in the 1920s, initially working at Halswell Quarry as a driver. His grand-daughter, Kathy

Shaw Urlich has kindly provided these photos showing Vic as a young man with his first bike – a 1915 Harley, and some of his subsequent mounts. The US-made Thor, a real rarity, was his second machine and it is worth mentioning that one of these was on show at last year's exhibition at Dunedin Museum. V C B took to sand and grass racing as shown in the beach photo at right.

A recent browse through Geoff Hockley's book on the Pioneer Motor Club shows numerous mentions of Vic Browne who was very well placed in many events, with his AJS rides being the most successful. He seems to have been using this machine in the early '30s.



V C Browne in action on the beach at Brighton, astride a 1929 350 CJ Norton.

His large archive of photographs including many motorcycling action shots taken at Cust in the '40s and '50s, is now available to browse on line. Go to vcbrowne.com.

BW

Crystal Ball Gazing

Words Kevin Clarkson

Canterbury Branch member, Gary Arps has a considerable motoring library including three of the four volumes of *The Book Of The Motor Car* by Rankin Kennedy. These volumes were published in 1913 by Caxton Publishing Company. Rankin Kennedy obviously had a wide scope of interests as he has also had published, prior to 1913, such titles as *Electrical Installations*, *Steam Turbines*, *First Principles of Aeroplanes*, *Flying Machines*, *Marine Propellers* and *The Modern Workshop*.

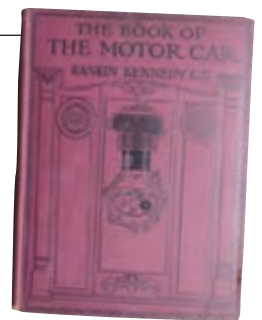
Gary pointed out to me a couple of excerpts from Volume One of *The Book Of The Motor Car* which makes interesting reading 102 years later.

The first already makes the assumption that petrol may well run out at some point in the future.

No doubt when the petrol, benzol, and other expensive fuels become so high in price as to preclude their use in all but pleasure cars, some modification of the Diesel or semi-Diesel engines will be introduced to use the cheapest of heavy oils as fuel. Up till the present motor car and motor road vehicle makers, being able to sell all the petrol-engined machines they can make at good prices, have had no reason to trouble themselves about the design of engines to utilise other fuels of less price and less likely to run short in supply. But the day is not far off when the question must be faced, especially for commercial vehicles.

The second gives his view on the electric car – maybe some things have changed for the better but the principles still remain.

As to electric cars, they have small chance of success, for the simple reason that there is in fact no electric engine yet invented. The so-called electric motor is not a prime mover; it is a secondary motor, which requires a steam engine or internal combustion engine behind it to furnish it with energy. In the case of a road vehicle this energy has to be stored and carried on an accumulator. An accumulator is a chemical transformer of energy, of great weight per horse-power capacity, giving about 12 watt hours per lb of accumulator at best, and we want 746 watt hours per horse-power per hour. A simple calculation will show that the accumulator has not a small weight. The motor is exceedingly simple, so is its control, but the electromotor is heavy for its power also.



BW



A Gentleman's Bicycle

(The Ten Year Wait)

Words and photos Reg Eyre, UK.



I have just managed to acquire a Veteran Sunbeam motorcycle after a wait of ten years. This is a long time to lust after a machine advertised as a Gentleman's machine, especially since I am not a gentleman, just an ordinary rider who really enjoys riding early machinery.

Harry Stevens designed the 2.75hp 350cc Sunbeam engine originally and about 1911 John Greenwood was taken on from Rover and JAP to develop a motorcycle to John Marston's exacting standards. This was to be a machine that would be elegant, silent, reliable and as well finished as the Sunbeam bicycles. The machine was even fitted with the famous Sunbeam 'Little oil bath chain case' covering the primary and secondary chains.

As can be seen from the photos, the machine had two speeds, a clutch and a kick start. Compared to other machines of the period this was a fairly advanced motorcycle and would last for the next ten years while other companies caught up. Only the 350cc AJS was in the same class.



The finish was originally all black enamel, with the same standard of finish as the bicycles. It was comparatively expensive in its day at £60, which allegedly equates to about £45,000 in today's money. The very earliest machines in 1912 had green tank panels whereas most of the 1913 models now sport an all black finish with gold lining, the name "The Sunbeam" on the fuel tank and nickel plate only on fittings that might have a spanner laid on them.

Sitting astride the machine for the first time the rider is made aware of the footboards, the hand controls (which are all routed through the handlebars) the gear lever and hand oil pump on the fuel tank and the fact that the handlebars come right back so that the rider can ride sitting with a straight back posture. The machine starts easily. After turning on the fuel tap and priming the carburettor, the throttle is set to one third open and the ignition lever is set to about half way. I use the valve lifter to set the piston just after compression, whereon a single kick brings

the engine to life. Clutch in, set the gear lever forward and gently pull away.

After a short while the rider can move into top gear, which serves a wide range of speeds.

If the machine is gently pootled along

Compared to other machines of the period, this was a fairly advanced motorcycle ... and would last for the next ten years while other companies caught up.

the lanes at about 30mph, the rider can sit bolt upright and believe he really is a gentleman on the road. However, simply opening the throttle causes the machine to accelerate briskly, without having to bend forward. The phrase, 'gathering its skirts' seems very apt. Hills can be approached in top and a gentle retarding of the ignition will see the Sunbeam climb most. Steeper

hills are straightforward because the gear change to first can be made swiftly and silently and the machine appears to tackle my local Cotswold Hills in some style.

Braking is a different matter! The front brake is a wheel rim-scraping device and the rear brake is a foot operated, inside the dummy belt rim, piece of rubber. Sadly, the exhaust pipe finishes before the back of the dummy belt rim and if the rider has been over-oiling the engine, the oil spots gather on the dummy belt rim thus lubricating the rear brake. I am hoping that I have cleaned off all the old oil and will therefore swap the soles of my shoes for better performance from this brake.

I have ridden many machines of the Veteran period but this is the first time I have ridden one where all the controls are within easy reach, the engine has such flexibility, the weight of the whole machine is light and the performance can be switched from docile to 'sporting'. My ten-year wait has not been in vain!

BW

Monique

Words and photos Kevin Ball



A cruise in the country, the late Allen Pugh with nephew Troy Etherington take Monique for a spin.

An elegant French mademoiselle was among those who gathered earlier this year for the funeral of Carterton car enthusiast Allen Pugh.

Monique, who is 92 years old, was not among those who paid tribute to Allen. She couldn't speak, but if she could, what a tale she could have told. Of early life in rural France, of the German occupation during World War II, of carting vegetables for a hungry population under the watchful eyes of the Nazis, of being shipped to England for restoration, of a journey around the world to far away New Zealand and eventually to a semi-rural property in Carterton.

Monique is, of course, a car. Specifically, a canary yellow 1922 Citroën 5CV two-seater, the pride and joy of Allen Pugh and his wife Dionne. Sadly, they didn't get to really enjoy *Monique* for long, before the diagnosis of leukemia which cut Allen's life short.

The Citroën Type C was a light car made by the French car company between 1922 and 1926 with almost 81,000 units being made. The car was originally called the Type C but was updated to the C2 in 1924 which was in turn superseded by the slightly longer C3 in 1925. The Type C was, and still is, also well known as the 5CV because of the French rating of its engine for taxation purposes. More colloquial sobriquets, referring to the tapered rear of the little car's body, were "cul-de-

poule" (hen's bottom) and "boat deck" Citroën.

The four-cylinder 856 cc engine was fed by a single Solex carburettor. An electric starter and electric lights were standard, allowing the car to be advertised as especially suitable for lady drivers.

The original Type C/C2 measured 3.2 metres in length. The suspension used inverted quarter elliptic springs at the front and rear. Braking was on the rear wheels only controlled by a hand lever, and on the transmission by the foot brake. The maximum speed was 60kmh (37 mph) with a fuel consumption of five litres per 100 kilometres (56mpg). The car is left-hand drive, with a single door on the right. A small luggage compartment is tucked into the boat tail, topped by what looks for all the world like a toilet seat lid. A wicker basket provides additional storage.

Only open bodies were made with the original Type C, often nicknamed the "Petit Citron" (little lemon), due to early examples being only available in yellow. The C2 tourer was a two-seat version but the later C3 was a three-seat "Trefle" (Cloverleaf) model with room for a single passenger in the rear.

Although popular the car was not profitable and Citroën decided to end production in May 1926.

Allen was a Citroën man from way back. At one time he had a couple of Light 15s awaiting restoration, but when

the ready-to-drive *Monique* appeared on Trade Me he couldn't resist it.

The seller was Waikato Citroën Car Club member John Coles, of Cambridge, who pieced together *Monique's* story. She was manufactured in Paris in 1922, one of 14,000 to roll off the production line that year.

The car was sold in the town of Chateau Gontier, from the garage of La Fayette. Various locals owned her, and during the war a greengrocer used her. At that time she was painted grey and had a small truck body. The Nazis attached a permit to the body of the car, allowing it to be used for vegetable deliveries.

The name *Monique* was that of a young girl from Chateau Gontier. Shortly after the end of the war her father found the old 5CV abandoned in a paddock. He acquired it and eventually shipped it off to England, where *Monique* was living with her husband, a clever engineer and classic car collector. The couple restored the car and drove it regularly around the roads of Herefordshire.

They became friends with the Coles and sold them the car in 1986. The Coles shipped it home to New Zealand the following year. *Monique* is known to be just one of five in this country. They are only seen in museums in France although there are several in England.

John Coles wrote that some Citroëns arrived in Dannevirke in the early 1920s.



Keeping it simple – The clock dominates the dashboard of the Citroën 5C.



Right: The late Allen Pugh takes friend Gordon Blackwood for a ride in Monique.

They were rolling chassis, with bodies made to order, and they were right-hand-drive, while *Monique* is LHD.

Sadly, *Monique* is up for sale. “Allen was the mechanical one,” says Dionne.

“I’m pleased we got it – Allen got a lot of enjoyment out of it, even when he was just sitting on the porch looking at it.” But she reckons the car deserves a better home.

“I don’t even know how to start it,” she confesses.

Monique comes with a custom-made trailer and a pile of spares.

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National Veteran Rally

Words and photos Brian Chynoweth



Oamaru's historic precinct provided a perfect backdrop for this year's National Veteran Rally

Rally committee member Wendy Simpson with National President John Coomber waving away the first car, the 1900 Wolseley of Colin and Judy Winter (Otago), photo J Wing

Thirty-four cars were present for the start of the 2015 National Veteran Rally in Oamaru's Historic precinct on 30 January. The first car away was the 1900 Wolseley of Colin and Judy Winter which looked splendid as it was waved away by our National President John Coomber. After a leisurely drive along the scenic North Otago coast the cars did a loop around the idyllic coastal settlement of Kakanui and headed north through the rolling landscape to Totara Estate.

On arrival, a local scout troop directed cars to the parking area surrounded by the historic buildings. Once a grand estate covering 15,000 acres, today Totara's restored farm buildings are a tribute to the courage and determination of New Zealand's early pioneers. It was from here that the first shipment of frozen mutton was prepared and sent to the other side of the world aboard the *SS Dumedin* in 1882. As well as viewing the fine displays, entrants were entertained by swaggers, quilting, butter making and shearing as in Victorian times.

Then it was a short drive to Clark's Mill, built in 1865 and now fully restored to operating condition. While here the field tests were completed and the North Otago Vintage Machinery Club had their shed open for viewing. A short drive via Kakanui

returned the cars to Oamaru. The evening didn't disappoint as we had some video of the early branch rallies, the Pennzoil Rally held in Oamaru in 1963 and some of the 1965 Haast Rally. There were some people present who were in those early rallies and were also entrants in the National Veteran Rally.

After a prolonged dry spell it was steady drizzle which greeted the cars on Saturday morning, much to the delight of local agriculturists. There were however a few cars which didn't like the dampness and needed some persuasion to start resulting in a slightly later start than planned. A number of cars which have seldom been seen with their tops up were much talked about and photographed.

The long route this morning saw the cars heading northwest and climbing up the hill to reveal the vista of Oamaru. It was then a drive through the private road of Parkside Quarries where the famous Oamaru stone is still produced along with agricultural lime. After driving beside the limestone escarpment the cars then travelled up the Waiareka valley to arrive at Burnside Homestead. Here we were given fabulous tours of the Homestead and gardens along with the history of Burnside Estate and buildings. The



Rally entrants line up at the North Otago Vintage Machinery Club at Maheno.

26 Beaded Wheels



Trevor Holland (Waimate) talking to Howard and Marion Sims (Wairapa) in their 1914 Ford Model T. photo G Simpson.

Results

William McLean Trophy (People's Choice) Colin & Judy Winter	1900 Wolseley
Ian McLean Trophy (Overall Winner) Martin & Kathleen Perry	1911 De Dion Bouton
National Veteran Rally Trophy (Organisers' Choice) Ernest George - Ernest was a member of the Rally committee, and lent his car to Paul Collins for the Rally, and also together they completed the Dunedin Brighton and the Prince Henry. The trophy was awarded for something exceptional done in the spirit of Veteran motoring	
The Conlan Trophy (Concours) Ross Sice	1911 Mitchell
McLean Motor Car Act Teams' Trophy = George & Sue Lee Alister & Denise McKenzie Selwyn & Thelma Wright	1905 Alldays & Onions 1911 Ford T 1916 Dodge

ability of our hosts to cater for us all inside during the persistent drizzle gave us a good insight into our century old surroundings.

The afternoon saw the day improve and the cars then headed south to another exquisite North Otago venue, Teschemakers. Here we listened to an interesting talk on the history by Sister Mary Horn, now the resident artist of this once large and proud school of the Dominican Congregation of Sisters (St Patrick's School opened March 24 1912) and latterly Teschemakers Retreat and Conference Centre. All were amazed by the highly acclaimed chapel which still has the stained glass windows, Italian marble altar and contents that belonged to Teschemakers' former owners.

In keeping with the theme of the organisers the evening function was again held in an Historic venue, the Loan and Merc. Built as a grain store in 1882, the Loan and Mercantile building is a three storey Victorian warehouse that was built for the NZ Loan and Mercantile when it was the largest stock and station agency in New Zealand. The building was designed to hold 100,000 sacks of grain handled by four grain elevators some of which are still present.

The evening concluded with President John Coomber presenting the National Trophies.

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Ivan's 1938 Chevrolet coupe

Words Mike Khull, photos Bruce Hutton QSM, FPSNZ

Ivan Benge is a foundation member of the Wellington Branch and attended the first meeting on 9 July 1958. He started his first restoration in 1960 and the family were very active members for 30 years. Ivan retired and moved to the Horowhenua Branch in 1988 and has carried on working and enjoying the activities of the branch.

Ivan is an active restorer and while in Upper Hutt he finished and used a 1924 Overland and a 1930 Ford Model A cabriolet. After he moved to Horowhenua he carried on with another 1930 Model A cabriolet for his son Rob (an over 30 year member as well) then a 1939 Bedford ½ ton pickup. So it was no surprise when a 1938 Chev coupe arrived.

When we first saw the coupe it was fully dismantled with the front axle removed and the chassis propped up about six feet in the front, sitting in a single garage with two other cars and a horse drawn wagon. There was not a lot of room to see around the car but very good photos had been taken showing a very straight original vehicle. Ivan started by fully assembling

the car and was very happy with the looks of it. Over the next three years he totally stripped and rebuilt all running gear. He then made all new patch panels for the body, floor and boot and with the help of our friendly panel beater prepared the coupe for painting. Once painting was done Ivan finished the assembly and the finished car looks and runs like a brand new car.

The first thing that strikes you with this coupe is the colour. The pale blue sparkles with life and looks fabulous.

Walking round the car you notice the door, bonnet and boot gaps are all nice and even and flush with the body. The car sits flat and slightly nose down as it should so you can see how much effort has been put in during restoration. Open up the boot and it is neat and fully trimmed with carpet and vinyl with a removable panel built in to give access to the space behind the seat for longer items or more storage.

The 195 x 75 x 16" radials fill the wheel wells nicely and give superior riding and handling, a sensible alteration. The front bumper is fitted with a third overrider and this lifts the frontal appearance and is very rare.

Let's go for a spin,

The door latch opens smoothly and the wide door swings out without effort and provides easy access to the cabin. The seat is wide and soft and the door shuts with a nice clunk. Looking round the interior I can see the level of finish follows the exterior, every thing is finished to a very high standard with all the gauges as original or better.

Turn the key and reach across to the foot starter and the engine fires up and runs smoothly without fuss. Into gear and promptly stalled it. Sorry Ivan, let's try again. The clutch is light and positive and the second attempt is better and we move off easily, into second and light throttle and down into top at 15 mph. Second gear gives off a light soft whine which took me back to my youth when I drove the work Chevs. Both of them had the same sound. The change is light and easy and nice to use and the car pulls away smoothly up to 30mph. The first section was in the built up area with corners and stop signs and the brakes are very good, working on the top third of the pedal travel and pull the car up smoothly and without fuss.



Out on the open road we increase speed up to 50mph and strike a section of road that is bumpy and very uneven and the Chev just handles it without any problems. The steering is light and positive and the car just stays in the lane nicely. Next we come to a very tricky sharp left turn, the road has a very steep right hand camber and half way round changes to a left hand camber with a bad bump at the join. My Suzuki 4WD gets very unhappy on the corner but the Chev just went round without any fuss at all sitting flat and the springs did their job beautifully. No need to change gear and we quickly get back to cruising speed.

Visibility is excellent and the driving position suits me without alterations to Ivan's settings. I noticed that I was driving with my right elbow on the arm rest and two fingers hooked over the bottom of the wheel with my left hand resting on the gear knob, just as I drive my V8. This is a very quiet and comfortable car. I felt like I had been driving it for years. All too soon we are back at Ivan's and the drive is over. A look in the engine bay just confirms how much effort Ivan has put into this

restoration with everything neat and tidy as you would expect with a new vehicle.

This truly is like driving a new car and it receives a lot of attention as we drive along with other drivers smiling and waving as they go by. People on the footpath stop and turn their heads as we go past. Thanks Ivan for the opportunity to drive this wonderful vehicle.

So at 85 years old and restoring old cars for 57 years as a hobby is it time to hang up the spanners yet? Well the answer comes across as a clear "No".

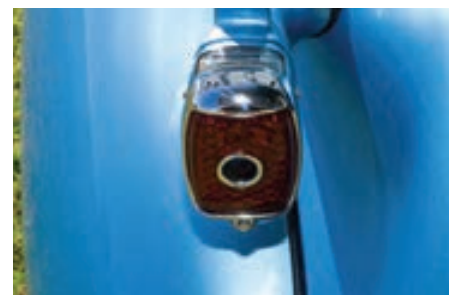
Sitting beside the Chev in the garage is a very low mileage 1939 Plymouth ½ ton wellside pickup on which Ivan is just finishing a full brake overhaul, but that's another story for later.

You can't keep a good man down can you.

BW

Technical Specifications

Engine	6 cylinder over head valve – 216 cubic inch litres
Output	85 horse power at 3200rpm
Gearbox	3 speed gear box sync 2nd & top
Wheel base	112¼ inches (2.85m)
Brakes	Hydraulic
Tyre Size	195 x 75 x 16 Radials
Paint	Lesonal Medium Maui Blue Metallic (a General Motors USA Colour)



1924 Model T Ford

Words and photos Peter Lloyd

Back in 1976 I thought I needed a Willys Jeep to restore; my brother-in-law said he knew of one alongside a shed behind the pub in Silverdale, Auckland. So off we went, but the Jeep chassis was actually the dead remains of a Model T, so I came home with that instead.



1976

1976

After conferring with T experts, I found it to be a 1924 model and it had been a tourer we thought. Since I could not afford to build a new tourer body on it, the next option was to make it into a delivery van. A friend of mine in Whangarei had one and after measuring, photographing and driving his, I came home and over the next three years, built a similar one.

1980

We had a lot of fun with it for another three years and then sold it to Onehunga Glass. This enabled us to purchase our trucking business. I then lost track of the van for over 20 years. My son, Andrew, saw it one day in a service station in Mt Albert,

Auckland. Apparently the last owner had pulled out the engine to overhaul it and passed away before finishing the project. His son owned the service station so was rebuilding the van. Shortly after completion, he and his whole family were killed in a plane crash in Australia so a relation purchased it from the estate to keep it in the family. She owned it for 12 years but never drove it. She moved from the Kapiti Coast to Ashburton, taking the T with her.

I placed an ad with photos in *Beaded Wheels* – “Has anyone seen this van?”... A club member had seen it, so I was able to make contact with the owner. After much negotiating with her, she then advertised it on Trade Me (twice). Needless to say, it

didn't sell for the price she wanted, so I was able to buy it back again after 32 years.

2013

Andrew and I went to Wellington to pick it up and it certainly was good to see it again. Over the past eight months I have restored it again with just a few minor problems to sort. I don't know if I am brave enough to drive it in Auckland's traffic these days! In the late 1970s I would drive it to work over the Harbour Bridge in peak hour traffic!

2014

The T is now back in the shed with the Zodiac and Mercury it left behind all those years ago.

BW



1980



2013



2014

1923 Chevrolet 490 Speedster

Words and photos Ryan McDonald



Ryan McDonald enjoying the hairpin at Chelsea hill climb.
Photo Keith Humphries.

After years of building and racing Austin Seven specials, it was time to get a real size car. I had always wanted an early racer in the 1920s board-track style but they were as rare as saloons in the Waitemata branch.

A visit to Ron Roycroft's place at Glen Murray in November 1997 solved that problem. In the top shed I found a 1923 Chevrolet 490 speedster up on blocks (next to a Chev butcher's van).

Ron described it as a 'special series' 490. He had heard of its existence in Te Aroha and had the local bus drivers and towies looking for it. He found it behind a farmer's shed up to its axles in mud. It had been sitting there since 1939.

I quickly did a deal with Ron, always an experience to enjoy/dread as Ron was a pure old school salesman and you never knew quite where you were until the deal was done.

Upon getting the car home and carefully dismantling it, I found it had

no wear anywhere. The engine had its original pistons with no wear in the bore. All the bearings were in perfect condition with no crankshaft wear. The gearbox, diff and kingpins were the same. All pointing to a mileage of less than 5000 miles.

I have modified the engine to dirt track specs with advice from Ron and his 1920s tuning manual with centre main strong-back, high volume oil pump with larger oil pipes, Packard cam followers, 1928 camshaft and four port head.

New rings on the original pistons and a balance job finished the engine off.

The Simms magneto only needed a clean and lube before producing a fat spark and the cone clutch was fitted with a new lining. A new period intake manifold was made to suit an updraft Tillotson carburettor and an exhaust incorporating a removable muffler was made.

I fitted a Model T crown wheel and pinion (almost a bolt-in job) as the Chev pinion was missing (they often split) and

new brake drums were made to replace the rusted out originals.

Vern Jensen in Feilding made a great job respoking the wheels and a set of 30x3.5 beaded edge tyres made it mobile again. The body wasn't too bad with the usual rusty edges but the rear part of the tub was remade using the old one as a pattern.

A new bottom for the fuel tank and a re-cored radiator plus many late nights assembling got it to the 2010 Chelsea hill climb where it ran all day with no problems (phew).

With the Roycroft Trophy coming up it was time to finish the car. Another mad rush! Car dismantled, painted, aeroscreens made and fitted. Period leather seats were made by craftsman Bernie Beckett and all finished just in time for the event. To have the car there was a special occasion and a huge amount of fun.

The car was timed at 85mph at Hampton Downs and I found out just how brave those early drivers must have been, the car drifting around nicely on the beaded edge tyres and managing to beat most of those pesky Austin Sevens.

Since then it has been registered and used at more Chelsea hill climbs, another Roycroft Trophy and has driven many road miles. It is always exciting to drive and with a smooth cone clutch and plenty of torque it flattens out those hills and cruises at 80-100kph all day, never failing to put a smile on my face.

Thanks for selling it to me Ron!

BW



The basic but comfy interior with all original fittings.



The engine showing the Tillotson carb and original finned aluminium rocker cover



24th NATIONAL MOTORCYCLE RALLY 2015 CROMWELL, CENTRAL OTAGO

Words and photos Alf O'Sullivan

The 24th National Motorcycle Rally, hosted by the Central Otago Branch, began at Cromwell on Friday 20 February, 2015. By the end of the day 163 riders and 60 supporters had picked up their rally packs and were settled in for the opening of the rally. They were welcomed at rally headquarters that evening by MC Alf O'Sullivan. The rally committee was introduced headed by Rally Director, John Martin, Kevin Clarkson representing VCC National President John Coomber, South Island Club Captain Alon Mayhew, Branch Chairman Alister Stewart and Rally Route Organiser Ian Ridd.

On Saturday morning riders headed for Bannockburn and Ripponvale and completed the timed section at Lowburn Hall followed by field tests. Riders on the short route headed back past Cromwell towards Tarras, turning left just prior to

Tarras to head over the Red Bridge towards Luggate taking in the Transport and Toy Museum situated near the Wanaka Airport. Here there were more field tests, lunch and a good look over the toy museum, so called because of the great display of cars, planes and even some toy cars to be found here.

Medium route riders also went to Lowburn for field tests before heading in the same direction as the short route competitors. Their instructions had them going around the bottom of Lake Hawea before circling around towards Wanaka and SH6 to their destination at the Transport and Toy Museum. Long route riders left Lowburn for Arrowtown, through the beautiful Kawarau Gorge, turning off before Queenstown, riding through the main street of Arrowtown and heading back, taking a sharp left turn onto the Crown Range Road and up the

terraces. Twenty-six kilometres with many tight corners, steep ascents and descents before passing the historic Cardrona Hotel and a flat run to Wanaka, back onto SH6 to the Transport and Toy Museum.

Saturday night at rally headquarters, the guest speaker was Tim Hanna, author of *John Britten; One Good Run, The Legend of Burt Munro* and *The Kiwi on the Konig*. He gave a very informative talk on his experiences and knowledge of the people in the books that he has written. After Tim's talk all those who had the misfortune to suffer a breakdown on the rally, a total of fourteen ladies and men, came forward and received a memento of the occasion.

On Sunday morning everyone gathered at Highlands Motorsport Park near Cromwell. Around 80 entrants took the chance to try their bikes out doing track laps. All bikes could take part, Veterans, bikes with sidecars and even a Morgan.



David Mayhew, Douglas Dragonfly, tackles the blindfold field test.



The "Left Over" Southland team, winners L-R: Darren Kidd, Malcolm Hodgkinson, Mark Hodgkinson and Kerry Russel.



Percy Ravelston, Ashburton, takes a well earned break from riding his 1915 Douglas.



Overall winners, Robert and Lorraine Young from Northland.



Peter Alderdice at Loburn, Ariel Square Four. Note the hardluck award hanging of handlebars.

After Rally Tour

23 – 26 February 2015

Words Kevin Clarkson

Central Otago really turned it on for us. The weather was hot, the sky was clear and the roads were magnificent! The tour was a hub event based in Cromwell and on each of the four days the 98 of us spread out from Cromwell to explore the countryside far and wide.

On Monday Wanaka was the focus and we explored the Warbirds and Wheels Museum, well worth a visit, followed by a jaunt up to Glendhu Bay and further, to the start of the Treble Cone ski field road. Back to Wanaka and over the Crown Range to the Kawarau Gorge and back to Cromwell, some via Bannockburn for an orange drink.

On Tuesday Gore was the destination with great sights to be found at the Mandeville Airport and Croydon Vintage Aircraft Company. Some also visited the Hokanui Moonshine Museum. Others took the alternative route and went straight to Lawrence for lunch after a stop at Jimmy's of Roxburgh for a Jimmy's pie for morning tea. After lunch all roads led back to Cromwell.

Wednesday was the only day that we had a little cloud, a slightly cooler temperature and the odd drop of moisture. Nothing to worry about – the roads were great and today there was no other traffic on these little used roads. Ranfurly was the focus with visits to St Bathans, the Hayes historic engineering works and some even went on to Macraes Flat to look at the mining operation there.

On Thursday Glenorchy was the destination and what a road that is from Queenstown to Glenorchy. Magnificent! Spoilt only by having to keep a sharp eye out for tourists that may wish to use your bit of road at the same time. We all made it safely back to Cromwell in time for the farewell dinner at the Sports Centre that night.

Great roads, great bikes, great camaraderie, great people. Well done Central Otago.

Twenty-five at time dashed around the track at various speeds. Three bunches of riders and their bikes did the circuit. Two bikes that had trouble starting were then taken around the track with the pace car leading them watched by a large crowd. The museum was so popular there was some difficulty getting entrants to head outdoors for a group photo.

Rally organiser John Martin had arranged for the bikes to do an optional ride through the Street Sprint Racing being held that day in Cromwell. Just about everyone headed there after their visit to the Motor Sport Park. They were instructed to ride the track at a slow speed so the Speed Sprint fans could appreciate the bikes. Roger Bisset's V8 truck and Laurie Stanton in the backup vehicle also enjoyed an unintentional run following the bikes around the track. Leaving there everyone headed for the public display. In the afternoon six teams took part in the inter-branch field tests. Southland somehow entered two teams, with the second 'Left Over' team being overall winners. This was a couple of hours fun which kept everyone entertained with further excitement provided when a couple of the competitors tumbled off their bikes.

Clyde Dam, 20 minutes from Cromwell, has gates on the dam top that were

especially opened for riders to cross and many went there for this opportunity and to visit Clyde township afterwards.

At the Sunday night prize giving the winners' awards were presented by Kevin Clarkson accompanied by the usual good natured heckling for the winners. Glen Bull and his wife Maureen of Masterton came with three generations of their family, who all entered in the rally. Glen has attended 23 of the 24 national motorcycle rallies, only missing last year's rally due to health issues. The whole family were invited up on stage to a very generous applause and congratulations from Kevin Clarkson.

Nine visitors from overseas were Joan and Chris Weeks, UK; Nel and Harry De Boer, Holland; and our Aussie mates' Timothy Eunson, John Hughes, Tim Sieber, Adrian Wallace and Peter Van Linden. All were thanked for their attendance and we hope to see them again for the 25th National Motorcycle Rally to be held somewhere in the North Island. Riders reported that this was a well organised rally with excellent rally routes perfect for bikes and riders, plenty to eat, temperatures in the mid to high thirties every day, best scenery around and great fun. What else makes a great rally; people taking part. Central Otago Branch thanks you for coming.

BW

RESULTS

Montagu Trophy – Overall Winner

Robert Young 1952 Matchless G80S

Geoff Hockley Memorial

Harley-Davidson M/C Rally

Trevor Harris 1928 Harley-Davidson.

Helen Lane Memorial Plate

Best performance, Lady Rider

Catherine Bannan 1956 BSA Bantam

Trophy - Best performance, Twin Cylinder

Leo Fowler 1942 Indian 741B

The Canterbury Cup

Best Performance, Vintage Vehicle

Hec Browett 1927 Scott Flying Squirrel

Otago Cup - Best performance, Post 60 Vehicle

Terry Cole 1972 Honda 450

P.P.G Concours Cup - Best presented Vehicle

John Pateman 1928 Norton Model 18

National M/C Inter Branch Trophy

Southland Branch 'Left Overs'

The Waikato Cup

Best Performance Post Vintage Vehicle

Lex Westoby 1936 Royal Enfield

Combination Clock

Best Performance by a 3 wheeled vehicle

Paul Tomlins 1925 Harley-Davidson

Rob Knight Memorial Cup

Best Performance Veteran

Graham Reidy 1913 Excelsior

Young Cup - Best Performance Post War Vehicle

Robert Young 1952 Matchless G80S

The Northland Trophy

Best Performance Post 80 Vehicle

Neil Longman 1980 Honda

Entrants' Choice

Graeme Williams 1925 Henderson

Hard Luck

Trevor Lightfoot 1928 BSA Sloper



Auckland: Grant and Sharon Stott and Joy Woodgate starting the rally.



Auckland: Renault charabanc, 1913 Maxwell 6, 1912 Delage, 1909 Rover twin, 1913 Talbot, 1916 Ford T Rajo head speedster.

Auckland Veteran Rally

Auckland Branch

Words and photos John Stokes

Numbers were somewhat down for this year's Auckland Veteran rally, which started and finished at Merv Dorrington's excellent property in Ranui just out of Henderson. Merv's property is a very small rural oasis in the heart of ever-expanding and section-shrinking west Auckland. Thirteen entrants faced the starter. The branch Renault charabanc was almost a non-starter as it was discovered that the clutch had seized on the Thursday before the rally. Desperate attempts to free it on Thursday night were unsuccessful but Alan Price attacked it with a thin kitchen knife on Friday morning with good results, so the charabanc made it.

Only two London Brighton cars were entered, Barry and Nicola Birchall's 1903 Cadillac and David and Kaye Porter's 1904 Darracq. Out-of-branch participation consisted of Kevin and Mariette Beesley in their 1912 Delage from Waitemata and Grant and Sharon Stott of Wellsford in the 1918 Westcott; the Stotts took Len and Joy Woodgate from North Shore as passengers. Tim Edney was present at the start and when Barry Birchall heard that

Tim had got a warrant and registration for his 1912 Renault CQ he more or less badgered Tim into going home and getting it, so Tim had the car displayed at the start when the rallyists returned. The remainder of the field consisted of Model T Fords, two Talbots, a twin cylinder Rover and a six cylinder Maxwell. A long route of 40 miles and a short route of 25 miles gave competitors a choice and only three used the short route. Entrants nominated their average speeds and the faster vehicles were started first to avoid bunching and hassles with modern traffic. The route went via Ranui, Swanson, Taupaki and the back of Kumeu, where the routes diverged, the long route travelling a little way towards Muriwai before heading back to Kumeu, Taupaki and the finish at Merv Dorrington's.

David and Kay Porter had the misfortune to have the Darracq break down near the start and the trail car was able to organise a lift for David to collect his trailer and recover the car, while Norm Dewhurst remained with Kay for moral support. Kelvin Hawke and Lee Ann Gorringe went as lead car with Michael O'Kane as time check.

Barry and Nicola Birchall won the short route while Bob and Debbie Ballantyne won the long route in the 1912 Ford Model

T van. George Mihaljevich and Jack Nazer came second on the long route, satisfying a long held ambition of George's to come second and thus avoid any of "the winner has to plot next years run" nonsense. In Veteran affairs they don't. As far as I'm aware the rest of any results were quickly destroyed at the plotters request. Everyone seemed to enjoy the day and some went home with wire puzzles and hanging basket containers made by Merv Dorrington who was very pleased to have us there.

Veteran and Vintage Tour

Rotorua Branch

Words and photos Denis Burr

This tour was continuing a tradition set by Diane (ex South Island Club Captain) and Rob Ross. The Veteran and Vintage Tours are held on alternate years to the South Island Club Captain Tours. The North Island members who had previously attended several of these interesting and enjoyable events organised this event.

On Monday 22 September 2014 we left Rotorua in the rain in our 1930 Dodge to join the tour in Feilding.

We arrived at the start of the Desert Road to find it was closed due to snow,



Auckland: Tim Edney's 1912 Renault CQ.



Rotorua: Ross's Chrysler 77 in sunny Hastings.



Rotorua: Visiting a garage in Dannevirke.



Rotorua: Bill & Shona Weir's 1929 Chevrolet at Chateau Tongariro.



Rotorua: Tunnel at Uriti.

so we had to travel via National Park/ Ohakune to get to Waiouru adding approximately an hour and half to the trip.

We arrived in Waiouru needing fuel for passengers and car. Weather conditions were such that we had to sweep snow away from the pumps to gain access. We left Waiouru but had to stop several times to clear snow from the windscreen. Such are the joys of Vintage motoring.

Arriving in Feilding we met with the other tourers. Not all entrants had arrived, the South Island contingent had trouble crossing Cook Strait because of the storm. They joined us over the next couple of days.

The first day took us from Feilding to Ohakune. The route was of course via back roads and covered about 100 miles. We were taken over the Burma Hill Road which was the only area we met traffic.

The next day we headed for a visit to Smash Palace. Several guys obtained much needed spares and also had a good look around. We left here and visited the Raurimu Spiral travelling on to Taumarunui. The directions advised us to fill with fuel before leaving here. We travelled over the Okahukura saddle road and on to Ohuru for a night in the old State Prison, now operating as accommodation. Some people came prepared for this and arrived at the lounge in police uniforms, nurses and prison garb.

Day three we travelled backroads to New Plymouth. Kiwi Road was narrow and winding with several tunnels but was only about five miles long before opening out to lovely farm land to get us to Uruti school.

The afternoon drive was on main roads to New Plymouth where we had a free day with three optional routes around the mountain available.

Day five was back to Taumarunui through the farmland of Taranaki and onto the Forgotten Highway for lunch at Whangamomona Hotel. The question asked by the South Island contingent was:

"How do you get stock to stay on those hills?"

From here it was a leisurely drive to our overnight stay.

The following day we travelled to Taihape with options as to our route. It was planned to have morning tea at Chateau Tongariro with views of the mountain. The options here were to either travel on and cross the Desert Road to Waiouru or go back through Ohakune to Waiouru.

Day seven was more relaxing with a drive out of Taihape to enjoy some magnificent views followed by a visit the Tangiwai Memorial.

From here we went to the Waiouru Military Museum for a conducted tour and a visit to the army vehicle sheds. This was a chance to see something very different to the usual shed visit. The collection of vehicles here should be on show to more people.

The next day we travelled to Hastings over the Gentle Annie.

Day nine was a free day in Hastings with an evening function at rally entrants Wayne and Shona Richards' home.

Day ten was to Dannevirke with a morning tea stop at The Terrace School organised by the Central Hawke's Bay Branch.

The next day we travelled back to Feilding after visiting a working garage in Dannevirke that had a amazing collection of Vintage, classic and hotrod cars. Then on to the Police Museum and the Tui Brewery. From here we went over the hill to Feilding.

Every evening we had an hour or so of discussion and hilarity about the area we had just travelled through and a prize for the person that had done something wrong or silly. Often this report was embellished but was always in good fun.

With six cars from the South Island and 14 cars in total we had a great time.

BW

Participants

Murray & Jan Burt	1930 Model T truck Katikati
Bob & Lois Butchart	1925 Nash Hawera
John & Janet Campbell	1930 Chev roadster Timaru
Graeme & Raewyn Fenn	Modern, Waihi Beach
Owen & Margaret Goldsmith	1930 Ford Model A truck Tauranga
Peter & Robyn Hadley	1930 Ford Model A Whakatane
Walter & Alison McFarland	1927 Chev roadster pickup, Whakatane
Kevin & Catherine Millar with Kerry & Terwsa Clements	1930 Dodge Darfield
Ray & Glenis Miller	1929 Essex Hawarden
Denis & Pat Burr	1930 Dodge Rotorua
Kathleen & the late Keith Perry	1930 Ford Model A Oamaru
Wayne & Shona Richards	1930 Ford A roadster pickup Napier
Rob & Dianne Ross	1930 Chrysler 77, Ashburton
Bill & Shona Weir	1929 Chev roadster, Timaru



Rotorua: Entrants enjoyed a lunch supplied by Uruti school as a fundraiser and the students took advantage of the offer of a ride in our cars.



Frank Metcalfe

two wheels and other things

The Vincent Project – Part 2 Design and Build

Our story started last issue away back in 1948 when Vincent Rapide, engine no. F,10AB/1/1398, was built and shipped to NZ. We moved ahead to 1983 when Roy Gardner finally realised the end of his search for a Vincent motor so he could build the motorcycle he had been dreaming about for years. Let's see how it worked out.

Like all good projects and long held dreams the carefully acquired Vincent engine needed a little 'under the bench' time to become acclimatised to its new home and new owner. In fact it spent a good deal of the next 13 years in a cabinet in Roy's lounge. It looked the part but it was destined for a more active life and one day the project would move ahead.

Jump forward to 1994 and we find Roy and the family posted from RNZAF Hobsonville to RNZAF Woodbourne and they took up residence in Renwick. That move required the move of the Vincent motor and that in turn gave new impetus to the project. The engine, disinterred from its lounge room cabinet found life on the top of a work bench and was stripped. While that revealed a certain amount of internal damage and wear it also persuaded Roy that this engine had not been internally tampered with since it left the factory and it still sported the original 6.8:1 compression pistons it had been built with. Remembering that the original Vincent had survived for only a very short period of time before its terminal accident and that the engine had probably done not much more than a few hours with the failed Hovercraft project the originality of the internals is understandable. The accumulated parts were stored where all accumulated parts are stored, in ice cream containers, and consigned once again to under the bench. Most of them are still in there.

However the project was alive and moving ahead with the real design and construction work kicking off in 1993 and carrying on through 1994. The major needs:

- To manufacture a frame

- To manufacture the required crankcase parts that would replace the sawn-off material and create the housing for the gearbox along with the primary chain case, mounting for alternator etc. and connect the front stuff to the back stuff via the swing arm
- To identify, procure and modify a pair of front forks and make the necessary steering head.

For a frame Roy had decided that he would replicate the very effective Egli Vincent frame. As a starter, he was lucky enough to find someone who had such a frame which he borrowed and produced from that a set of full size drawings, and then built a frame jig. I have looked at the drawings and the frame jig and I can only say 'you need to be skilled and clued up to do that kind of work.' The jig itself is clever and complex and will allow precise and relatively easy construction of future replicas. Perhaps the subsequent construction of the frame was the easy bit, I don't know; but the end result is a beautifully crafted replica Egli frame. It really is a work of art and to prop it up it needed wheels and forks. Roy had once owned a 650 Benelli and he reckoned that a set of those forks would do the job. They have been acquired and fitted and look the part although some, what Roy calls 'pretty straight forward', mods will be required to get them just right for the frame. A pair of Grimeca wire wheels has been added and a beautiful four leading shoe Grimeca front brake set up was acquired from a chap who removed this lovely piece from his late model Egli Vincent and replaced it with discs. A somewhat unusual change but Roy was the man in the right place when that 4LS hub became available: Perfect.

The Vincent crankcase and gearbox is a unit construction piece but the box internals occupy their own space with their own oil, so in essence the gearbox

housing plus primary case are part of the overall crankcase with the engine separated from the box. Thus when the box was 'hacksawed' from the rest of the crankcase the engine was undisturbed, but new parts were then required to create a new gearbox housing and to reunite engine and gearbox as part of the overall structure. And, of course, the new construction had to link with the frame and swing arm and, recognising that the inner face of the primary case had been sliced in half, the case had to be redesigned to create a new inner half that would match the existing remainder and could be attached to it with a design that would allow the Vincent outer case to be used.

A project not for the unskilled or the faint of heart and in facing this critical decision and design phase Roy needed to identify his objectives with absolute clarity. With the frame being constructed to Vincent specifications it followed now that the primary drive case must follow Vincent dimensions, be structurally sympathetic with a Vincent and aesthetically Vincent-like. It would have been possible to create a workable structure that was un-Vincent like but to have done so would have ruined the bike. With goals set Roy had then to decide how he would make the new parts and what gearbox he would choose. The contemplation gave rise to three gearbox options:

- Finding and refitting an original Vincent box
- A Harley-Davidson Sportster box (apparently used in a similar build project).
- The 4 speed AMC, Norton, box.

Choosing the Vincent box would have required the production of new castings to house the internals and finding a way to attach the castings to the existing crankcase. The Harley box was a possibility but in the end the British AMC box was decided upon and there were good



The frame jig.



Crankcase with new gearbox housing and frame plates under construction.

reasons. It is British, the standard 4 speed ratios are very close to the standard Rapide box ratios and the completely housed box together with its shape and size allowed Roy a much broader design canvas for the gearbox mounting and the structural plates which could now be designed to bolt to the crankcase. Welding was considered but Roy, wisely in my view, opted to stay away from the risks of welding alloy. With those decisions made and the chosen gearbox joining the parts under the bench the design and build of these vital pieces got under way. To assist the creative process Roy managed to persuade the UK Vincent Owners Club to provide him with a copy of the original crankcase and primary drive drawings. And he did have to be very persuasive about this as the keepers of such important documents were rightly concerned that someone was about to set up a remanufacturing venture.

Design and construction was a detailed and time consuming process but by late 1995 Roy had created the new pieces needed to allow the fitting of the motor into its frame complete with a remarkably clever primary case that will house the triple row primary chain and provides for the attachment and drive of a modern and compact 12v alternator. It all bolts seamlessly to the crankcase and connects the swing arm. I can only imagine the painstaking creative work that has gone on but I can tell you that I am well and truly impressed. The work is fabulous, and the end result is an elegant and beauti-



Seating the gearbox in its new mounting plate.



Rear view, chain case and gearbox.



Chain case halves reunited to crank case and swing arm.

fully designed response to the need and I can look at the basic machine, frame with engine and gearbox, forks, swing arm, wheels and steering head and am in awe. This is going to be a motorcycle that will knock your socks off.

There was another 'quiet' period from 1995 through until 2012 as Roy's work demands grew and then, as a career path change, he spent a few years in a teaching role overseas. However new impetus has been given by Roy's decision to complete the Vincent in time for the International Vincent Owners Club rally being held in northern Italy around mid-2015. The pressure is on and there remains much to be done.

At this point, toward the end of 2014, as Roy contemplates the range of tasks yet to be tackled; rebuilding the motor,

electrics and wiring, fitting the magneto, instruments etc. he has farmed out the construction of the fuel tank and is working on a seat. Not being happy with an original Egli Vincent tank Roy did his own design and created a polystyrene mock up with the intention that the end result would be a fibreglass affair. However with the decision to take the bike to Italy the tank is now being formed in aluminium as European fuels contain an additive which rather enjoys the destruction of fibreglass.

Next time, with a little bit of luck, we'll get a good look at the project on the home straight. I can't wait to see this magic machine come together, to hear it run and see it on the road.

BW



The elegance of the design begins to emerge.



Diane Ross
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brass notes

I have just returned from nine days of Veteran motoring taking in the Dunedin Brighton Rally, The Prince Henry Tour and the National Veteran Rally in Oamaru. No doubt the events will be documented elsewhere in *Beaded Wheels* so I thought I'd tell you about some of the vehicles that took part.

Mike Hanning of West Melton in Christchurch had the Buick that he imported from the USA four years ago on the Dunedin Brighton Rally.

The Winter's 1900 Wolseley is looking like new after an extensive makeover. It has been on every Dunedin Brighton Rally, Colin following his father into the driving seat and now Gary is vying for that honour.

Colin Pearce has overcome most of the problems that have dogged the 1913 Sunbeam and was seen racing down Dunedin's Forbury Road at the start of the rally like a man possessed. What an awesome car, sounds like it should be on a race track somewhere.

Ernest and Brenda George overcame a few problems that the 1915 Overland tourer presented them with during the Prince Henry Tour and were delighted to complete the tour on their own four wheels. The Georges imported the car from the States in 2008. It was in original



M Hanning's Buick.



1915 Ford T Depot Hack owned by S Townshend.

condition and remains a work in progress. It now has a new hood, a new set of wooden wheels, rims and tyres, and a reconditioned motor.

A recent restoration was the 1911 Ford T owned by Alister and Denise McKenzie from Christchurch. This car was previously owned by the late Russell Cross from Timaru and was well known around South Canterbury in the early days of Vintage Car Club motoring. In 1970 Russell shipped the car from Lyttelton to Sydney then returned from Melbourne to Lyttelton for \$235.27 plus \$30 customs and inspection fees. Does anyone know what event Russell took the car to Australia for? Alister has gone right through the car including a full overhaul of the motor and also making the hood bows. Replacement lights were sourced and new plumbing for the gas lights is all in place. The car was painted green when the McKenzies took possession but they have changed the colour to a very dark blue, very close to the original for that year. This compliments the beautifully grained cherry ply woodwork. The T has been back on the road for 12 months and has clocked up 1000 miles with a trip south to Timaru followed the next day by the South Canterbury Veteran and Vintage Rally. The trip to Oamaru for the National Veteran Rally being its longest trip to date.

Stephen and Helen Kidd were motoring in a very nice and very authentic 1914 Talbot. This vehicle was found by Stephen on a farm between Balclutha and Gore in 1962. As is often the case the motor was being used to drive an implement and the other parts were scattered far and wide, some even buried. With considerable effort most were recovered and rebuilt into the car it is today.

Also nearly completed is their 1908 Talbot. It is at the stage of being painted so should be on the road before too long.

Next on Stephen's list is a very rare completely original 1913 Darracq that was bought new in Masterton and last registered 1937/38. In latter years it has resided at the Southward Museum but on becoming surplus to requirements it was offered to the Kidds with the understanding that it would be just cleaned up but left in its original authentic state.

Stewart Townshend from Waimate had his 1915 Ford T Depot Hack at Oamaru on its debut rally. I learned that Depot Hacks were vehicles built for taking families and supplies between farms (or should it be ranches) to the numerous railway stations across America in the early days. Stewart's example has fold-up seats in the back to make more room for a load. It came into Stewart's hands from David Paton's estate in North Otago. So far he hasn't managed



New Members and Branch Transfers

Keep an eye out for the following new members and members who have transferred branch into your area.



- Auckland** Mr G Fair, Miss Sophie Zhao
- Banks Peninsula**
 - Mr D J & Mrs M A Banks (ex-Canterbury)
- Bay of Plenty** Mr J & Mrs K Lloyd, Mr M Macdonald, Ms L Downey & Mr D Brown, Mr R Mcgarva, Mr A & Mrs R Versteeg
- Canterbury** Mr J & Mrs S Bithell (ex-South Canterbury), Mrs R & Mr M Pearson (ex-Auckland), Mr T Horwell, Mr G & Mrs B Johnstone, Mr G Pullan, Mr M Tucker, Mr G & Mrs M Reed, Mr S & Mrs L Forsyth, Mr B Ricketts & Ms K Smith
- Central Hawke's Bay**
 - Mr R & Mrs J Day (ex-Hawke's Bay)
- Central Otago** Mr T Saunders & Ms L Ferrier
- Far North** Mr S & Mrs M Pooley
- Gore** Mr R Soper, Mrs Donna North
- Horowhenua** Mr D Ashwell, Mr G Mccosh
- Marlborough** Ms K Roberts, Mr I Wilson, Mr J & Mrs P Anders, Mr G Vercoe, Mr B Waters
- Nelson** Mr D Martin (ex-Ashburton), Mr C Turner (ex-Canterbury), Nelson Brake Services Ltd
- North Shore** Mr B Engleback (ex-Auckland), Mr G & Mrs H Leckner, Mr P & Mrs L Mills
- Otago** Mr J & Mrs B Bishop (ex-Central Otago), Mr P Gilchrist, Mr V Hodge, Mr G Tisdall, Mr K Mason
- Rotorua** Mr W & Mrs G Piper, Mr D Tomlinson & Ms F Maunsell
- South Canterbury**
 - Mr R & Mrs C Gibson (ex-Waimate), Mr B Milne (ex-Waimate), Mr R & Mrs D Wilson (ex-Waimate), Mr D & Mrs J Armstrong, Mr R Leech, Mr C Porter & Mrs K Sutherland, Mr J Crowther, Mr A Mackenzie, Mr P Rowland
- Southland** Mr G & Mrs B Mcallister
- Taupo** Mr T Guest
- Waikato** Mr C Harmon, Mrs L Hoggard, Mr D Nordell, Mrs Anne Ashby
- Wairarapa** Mr E & Mrs T Goodin, Mr J Percy
- Waitemata** Mr S Wilkins
- Wanganui** Mr J Francis, Mr J & Mrs T Keene
- Wellington** Mr P Mansford
- Wellsford/Warkworth**
 - Mr L & Mrs C Tyler (ex-Taupo)
 - Mr H Metz
- West Coast** Mr S Mckay, Mr N Mckay



Colin and Gary Winter waiting to start the Dunedin to Brighton Rally.

to find an authentic motor. Can anyone help? The rebuild has taken about six years and the woodwork is eye catching. It was all done in Stewart's shed using old woodworking tools rather than resorting to modern technology.

The 1908 Jackson Dog Cart restored by the late Ken Woodhead with Graham Wiblin's help is now residing in Te Awamutu with new owners Gordon and Claire White, Gordon being Ken's nephew. When Ken's health was failing Graham and Gordon were able to get the restoration to the running stage so that Ken could have the pleasure of seeing it. It has now been fully complianced and the Whites have had it out on several events. In memory of Ken the number plate is KW1908.

Another incredible coincidence – In the December Brass Notes column I mentioned that Digby Young was beginning to think about starting the restoration of his 1909 Vulcan. That same month Jack Porter from Christchurch was at Akaroa giving rides to cruise ship passengers in his Model A Ford. During conversation one of his passengers happened to mention that he carved brass mascots for old cars and had just finished one for a Vulcan. He and Digby have now

been in touch and Digby has been offered the mascot in return for the cost of postage.

BW



Waiting for a bus at Carey's Bay Hotel near Dunedin.



Stewart Townshend's 1915 Ford T undergoing restoration.

I am always happy to receive historic or restoration articles and updates on Veteran vehicles as it is only by readers' input that this column can continue. Email your Veteran stories to me at randross@kinect.co.nz



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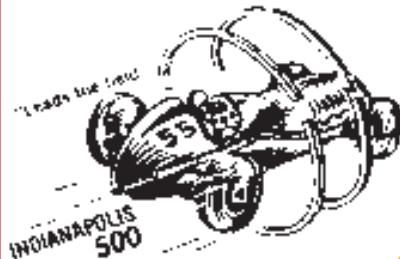
Please contact me if you wish to discuss an idea for an article.
Kevin Clarkson, Chairman Beaded Wheels Editorial Committee.
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Our lucky winners of the Beaded Wheels caps for this issue are Di Humphries and Peter Lloyd

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50 Year Awards

Dennis Milne

Dennis grew up in Papakura and has been interested in old cars from childhood. With help and encouragement from his father he built a 1936 Morris 8 based special while at secondary school. When he started work in 1964 the Morris was replaced by a 1928 Austin 7 Chummy and with this he joined the Auckland Branch of the Vintage Car Club. The Austin was replaced in 1966 with a derelict 1934 MG PA and this was returned to the road in 1968. Dennis met his wife Judy in 1969 and they were married in 1970. On their honeymoon near Nelson Dennis spotted his old 1928 Austin 7 Chummy on the road and stopped the driver to talk.

Manawatu

Judy like the idea of having an Austin so Dennis acquired enough 1930 Austin 7 bits to build a van.

In 1972 they shifted to the Manawatu along with the MG and the bones of the Austin 7 van. The MG was replaced with a 1947 Rover 12/4 and the Austin 7 van project was completed in 1974. Dennis soon became involved with branch activities. He has served the branch for 15 years in various roles - committee member, secretary, chairman, and club captain. He was publicity officer for the 1992 Pan Pacific Rally, organised the 50th Ruahine Ramble and is on the committee for the VCC National 5th Commercial Rally – Easter 2015.

Restoration projects continued over the years with a 1930 Austin 16/6 farm truck being built as a shooting brake. A 1928 Austin 12/4 tourer was enjoyed for 11 years, an 1930 Austin 7 special was built for son Matthew, and then a Gordon Routledge bodied 1931 Austin 7 special was completed. The current project is a 1930 Austin 12/4 Post Office van rescued from under a Macrocarpa tree.

60 Year Members

Geoff Owen

Banks Peninsula



THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

National Office: PO Box 2546, Christchurch 8140. Telephone: 03 366 4461

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 15 August 2015 at Savoy Hotel, Princes Street, Dunedin, commencing at 9.00am.

Rule 8: ELECTION OF OFFICERS

Nominations for the Management Committee must be received in this office by 5pm 20 June 2015 accompanied by a current biography and photograph of the nominee and their association with the Club.

The biography shall contain the name, address and occupation of members nominated for each position.

Not less than 75 clear days before the Annual General Meeting the Management Committee shall cause notice to be given to all members intimating the date for closing nominations for the offices of:-

President

Club Captain – Northern Region

Club Captain – Southern Region

Secretary/Treasurer

Beaded Wheels Editorial Committee Chairman

Registrar

Speed Steward

Three Other Members of the Management Committee

and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to be signed by the Member nominated, their

nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President.

Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for at least six months prior to nomination.

If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place.

Job descriptions may be obtained from the Branch Manual. Contact your Branch Secretary or National Office.

Management Committee 2014-2015 Present Officers

President J Coomber
 Hon. Secretary/Treasurer M Lavender
 Club Captains–
 Northern Region P Collins
 Southern Region A Mayhew

Registrar R Brayshaw
 Speed Steward T Haycock
 Beaded Wheels Chairman K Clarkson

Three other members of management committee
 E Boyd, T Bartlett, D Quarrie

marketplace

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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

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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

1951 FORD PREFECT, 1955 Hillman Californian. Both cars partly restored but excellent prospects. Plenty of spares. Phone John 06 751 5554. MEM

1984 TOYOTA COROLLA 1300CC. Original metallic brown. Body sound except small rust area. New wof & reg. Manual shift, mechanics sound. Superb build quality, one of the last of this model manufactured in NZ. Phone Ken 09 627 0905. MEM

BACH/GARAGE fully insulated two bedroom for relocation by March 2016. Built 1999 with Taupo CC permits. Located central North Island. Could easily become a garage/workshop for your treasured vehicle(s). Trademe #853473826. \$15,000 ONO, phone 06 327 5697 MEM

BRAND NEW 1930 ESSEX EXHAUST MANIFOLDS. Price \$1085. Delivered anywhere in NZ to your door. Overseas inquiries welcome. 1959 BSA Rocket race bike, last raced 3 years ago. Excellent order. Phone Barry Davis 03 572 8631 or email izabel@slingshot.co.nz

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

DELAGÉ DI PARTS 1923-1928. An assorted range of spares. Contact us and we will check for you. Contact David Mehrtens phone 03 487 6028 or mehrtz@ihug.co.nz

MODEL A FORDS. I hold a database of sellers and buyers of Model A Fords. I place buyers and sellers together. No hidden costs. Whether buying or selling, contact vintagecars@xtra.co.nz or Phone 03 528 7924 for a brochure. Other vintage makes considered.

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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. We buy and sell magnetos of all types except aircraft. 728 Waimutu Road, RD2 Marton 4788. Phone Warwick 06 327 3849, 027 281 8066, walandlynn@farmside.co.nz MEM

MORGAN 3 WHEELER V TWIN Project for sale. A fairly complete and sound collection of bits to make a 1930s 3 speeder. Would also be a very good basis for a racer build with its many new parts and fancy gearbox. \$10,000 ono. View in Napier. Contact David on dirgeandsal@orcon.net.nz for full details or ring 06 835 9492. MEM

NEW FORD ESCORT FRONT BUMPER about 1980. Rubber insert model \$380. New camshaft suit 1939 Chev, still in original packaging, \$180. New tyres 450/475 x 21" Firestone, 2½" whitewall, set of five \$1,200. New tyres 450/475 x 21" firestone black, set of five \$1,000. Phone Bruce 03 442 1351. MEM

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Ronald Lever, 87 Tui Rd, Papatoetoe, Auckland 2025. Phone 09 278 3888 evenings.

ROVER 9/20 CIRCA 1925. Engine with crank handle, clutch, gearbox, fan, water pump, generator, starter motor, magneto. As is \$200 only. Phone 03 354 9264. 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

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1964 RILEY 4.72 Near original condition runs very well. This car has had engine reconditioned. 5,000 miles before being stored for 17 years then vined and warranted and put back on road. \$5,000 ono. Phone Julian 027 607 4969. MEM



1956 BSA B31 A much loved motorcycle, owned for over 30 years. Documented history, service records, owners' handbook, workshop manual. Fairing and top box. Tools, spare, receipts, original engine/frame numbers. 29,900 miles. Unleaded mods. Reg & WOF. \$9,000. Phone 07 218 8288, Tauranga. MEM



1953 JAGUAR C TYPE REPLICA Tempero alloy body. First registered January 2000. Only travelled 9,000 miles by original motor sport engineer owner. Created new millenium history by circulating South Island, NZ under 24 hours. Outstanding performance, ¼ mile sprint 13.5 sec, 104.6 mph. Serious enquiries to John Rush 027 434 0224. MEM

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1910 NAPIER LANDAULETTE. Fully restored 4 cylinder 15hp Napier taxicab/hiring landaulette commonly seen in London pre WWI. Running extremely well, excellent for rallying. Always a crowd pleaser. Could be interested in trading a Triumph TR, MG T series or 3.4 Jag. \$85,000. Paul Hicks at hicks.family@xtra.co.nz or 09 425 7015. MEM



1937 D2 INTERNATIONAL VAN, strong Southland history with the AC Millar family baking dynasty, full rebuild, verified original historic vehicle, runs well & competed in many local rallies since restoration, estate vehicle, parts, manuals, docs go with. \$16,995 ono. Phone Simon 021 828 397.



1973 BEDFORD CRESTACRAFT Pop-Top campervan no.85144. Nissan diesel and auto, Cert. WOF. Reg. RUC. Very original inside and out. Awning, fridge, cooker, watertank, sink, foldout bed. \$150 annual reg, 28mpg. \$10,000 ono. Might trade pre-'73 350cc motorcycle. Phone 07 823 5712 or atepushrods@gmail.com MEM



PLYMOUTH SEDAN 1929 Motor not run in as yet since \$5,500 spent on overhaul. Current wof and registered. No rust, good overall condition. Expressions of interest, please contact Murray Smith, 03 389 8677 or 027 274 0086 or murglen@xtra.co.nz MEM



FARGO 1928 LIGHT PICKUP TRUCK Rego on hold will WOF on sale. C Cab - one off this type of vehicle. Phone Murray Smith 03 389 8677 or 027 274 0086 murglen@xtra.co.nz MEM



1929 PLYMOUTH COUPE, 1928 FARGO TRUCK, 1929 Plymouth Roadster. All in good order. All have current WOF and Rego. Expressions of interest, please contact Murray Smith 03 389 8677 or 027 274 0086 or murglen@xtra.co.nz



MAZDA MX5 1999 1800cc, 6 speed manual, 135,000 Km. An excellent vehicle. We could be interested in doing a deal involving our obtaining a interesting vehicle from the 1950s. We are in Wellington. Phone Jim 04 528 4621 or hibbspekay@xtra.co.nz. MEM



JAGUAR MARK 1 2.4 1957, manual overdrive, two owners. Barn find, no Reg or WOF. \$3500 Phone 03 442 1965. MEM



1917 OVERLAND 85/4 ROADSTER. Restored 1996. Drivers age and health reason for sale. Genuine enquiries to Russell, phone 07 847 7784 email rrhut@hotmail.co.uk MEM



1977 MGB ROADSTER US Spec car converted to RHD and chrome bumpers. Has been the subject of a nut and bolt restoration. Straight and rust free. Fitted with overdrive gearbox and laminated wood rimmed steering wheel. Excellent condition and very nice to drive. Located in the North Waikato. Price \$15,000. Phone Steve 021 798 687



1987 HONDA VFR 750CC. Excellent condition, only 87,000 km. Tyres, chain and sprockets all as new condition. New gellcell battery. New reg and wof when sold. Asking \$2,345 full price. Phone 03 578 6133 any time. MEM



1929 BUGATTI T43 Replica with many original parts. Beautiful car restored by David Nordell, Te Awamutu. Chassis reproduction Paulien. Contact Hans via email, hvandeventer@hotmail.com



1975 HILLMAN HUNTER GL 1725cc 4spd Auto. Deluxe model with exterior chrome, interior woodgrain, bucket seats, and centre console T shifter. Factory standard in orig condition (although had repaint in original colour sometime previously) Reliable, easy to use and comfortable to drive. Contact Dave 027 575 5828.



1937 CHEVROLET SEDAN STD. Recon motor and head, new valve/guides. High speed 3.7 diff. New leather upholstery and carpets. Well maintained in original cond. Only 2 family owners. Has WOF, Reg, VCC VIN. Go touring today for only \$26,000 ono (spare parts included). Can send photos. J R Miller 03 434 8844, judith.john.miller@xtra.co.nz MEM



VINTAGE: 1924 DELAGE DI Alpine sports tourer. 2.0 Litre 4 Speed. Well known car throughout NZ and is a reliable performer with a lot of class! Many accessories and personalised plates. Expressions of interest to David Mehtens phone 03 487 6028 or mehrtz@ihug.co.nz MEM



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1936 NEW IMPERIAL MODEL 23 A much loved motorcycle owned for over 30 years. Older complete restoration, documented history. Owner's handbook, workshop manual, spare parts booklet. Tools, spares, receipts. Authenticated engine/frame nos. Reg & wof. \$9,000. Phone 07 218 8288. MEM



RARE 1933 ROLLS ROYCE Phantom 2 Hooper Landaulette. LWB, divider between rear and driver's compartments. Speaker tube in rear. Rear seats five, two in front. 6 cyl engine, dual ignition. Professional chassis-off restoration. Six wheel equipped, has wire wheels and covers. Power brakes. Concours winning vehicle. P.O.A. Phone Australia 0061 4 1741 6851.



1966 TRIUMPH TR4A one owner, 68,100 miles. Hard top, surrey top, o/drive, oil cooler, wire wheels, leather seats, stainless steel exhaust system, new tyres and battery, wof/reg. New brake/clutch master cylinders. Always garaged Phone Ashley 03 612 6644, tandinas@xtra.co.nz with your best offer. MEM



CHRYSLER 58-4 ROADSTER 1925 Good condition, very motorable, early restoration, new hood and bumpers in 2013. Reconditioned motor, excellent upholstery, great rally car. Reg and wof. \$26,000 contact Doreen 03 332 7429 or 027 644 4267. MEM



1906 DARRACQ GRAND PRIX

Well known car with exceptional history. A full rebuild was completed in 2005 around the original engine which ran in the 1906 French Grand Prix driven by Louis Wagner, and won the Vanderbilt Cup in America that year.

Later purchased and raced at Brooklands by Malcom Campbell from 1910 to 1913 it was the first "Blue Bird".

14.25 litre, 4 speed, 100+mph. The current custodian, Anne Thomson has campaigned and demonstrated the car in France, England, Australia as well as here in NZ.

In 2006 she achieved fastest Edwardian time at the prestigious VSCC hill climb at Prescott in UK as well as winning or placing in other major UK events that year.

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DELAGE. 1913 TYPE AI SERIES 5, Number 10249. 2.3 litre, 4 speed. Remarkably original, repaired rather than restored. Brisk, sporting performance and enduring French chic. NZ new with outstanding pedigree in every respect. Contact Kevin Beesley at k.m.beesley@orcon.net.nz or 021 765 860. MEM



1913 DELAGE AB4. Delightful elegant French Veteran, matching numbers, totally restored, new 2+1 skiff body, 2L, 4 speed g/box, new wire wheels, superb brass period jewellery. Easy to start and drive, a top shelf example of a desirable marque. NZ\$110k. inc spare correct engine gearbox & front axle. Ph Wallace, 07 838 2882, v12@xtra.co.nz



1936 FORD CX Restored 1985, runs well. Four cylinder, 1172cc, 6 volt. 56,000 miles. Excellent overall condition. Current WoF and Rego. \$10,000 ono. Phone 027 449 7412 or johnfgbutler@gmail.com



1974 CATERHAM SUPER SEVEN. First registered in New Zealand August 1975. Owned & raced by Wyndham Gray of Amberley, Chch 1981-2002. Alfa engine/gearbox. 16,000 miles. Reg, WoF, VIC, MSNZ logbook, large history file. \$17,500 ono. Phone 021 172 3281 Email northd14@gmail.com (Riverton) MEM



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

MEM.



TRIUMPH 2.5 TC Automatic, power steering, original paintwork, some surface rust showing, interior excellent for age including woodwork, 138,000 km Shed stored, Rego on hold, last on the road 2005. \$1200. Phone Tom Dean 027 509 5734. Northland

MEM



FORD CONSUL MK 11 Last of MkII 1959, better than average, original wheels, plus set of good mags. Upholstery needs work over, body quite good, \$1000. Phone Tom Dean 027 509 5734 Northland



CLASSIC CAR STEERING WHEEL COVERS Quality reproduction 1940s/60s style steering wheel covers with foam backing. Made to measure with a choice of colours, includes stitching cord, a bodkin and fitting instructions. Diameter of your steering wheel and rim(grip) required. \$63.00 each including freight . Phone 06 868 4846 or 027 478 0872

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 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

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 _____/_____

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

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CONDITIONS OF FREE ADVERTISING

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

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

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

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

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 \$80,000 ono. Phone 09 836 4795, 027 497 3311, email khawke@vodafone.co.nz MEM



1930 AUSTIN 7 ROADSTER Regretfully for sale. Vehicle has just had finished recondition of motor, suspension by professional race mechanic to tune of over \$7,900. The vehicle has wof and reg. Make a reasonable offer. Phone Tom Dean 027 509 5734 Northland MEM



MOTORCYCLE SIDECAR ENGLISH BUILT Busmar model, totally enclosed. Good condition. All fitting attachments 3,000 ono. Phone 03 537 4392. 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



AMERICAN JEWETT Deluxe Cabriolet Roadster Manf by Jewett Motors 1926. Total restoration 2010. Believed to be the only model of its kind still roadworthy in the world. Wind up windows, dickey seat, convertible hood. 6 cylinders 4300cc. Will accept offers. Phone 03 302 6120 Ashburton email mariecousens71@gmail.com MEM



1956 FARGO FLAT DECK 15CWT TRUCK \$8,000 ono. Numerous spares, as is where is, goes well. Phone 03 434 5103, 027 434 5102. MEM



JAGUAR XK140 Drophead Coupe for sale. This is a restoration project and the picture is only representative of the car. Enquiries to Ross phone 021 314 956. MEM



1942 HARLEY-DAVIDSON 750 SIDEVALVE Fully restored. 6,500 miles. Wof and reg on hold. \$25,000 firm. Phone Graeme Poulter 07 863 6370. MEM



1928 AUSTIN 16/6 BURNHAM This is Austin's first six cylinder car. Refurbished in mid '70s by the present owner of 46 years. Very motorable, always registered and warranted. Phone 021 116 3412, email williamn@xtra.co.nz MEM



VAUXHALL LUTON 1930S HANDBUILT ¾ finished. Running and driveable. Standard chassis, Bedford 3 litre motor. Three SU carbs, free flow manifold. Six new tyres. Jag-Moss 4 speed gearbox 1934 Chev wheels CB spot lights. Vision patrol brake. XJS Jag gauges. With trailer \$4,500, car only \$4,000. Phone 021 210 8714. MEM



MATCHLESS 1953 G9 500 TWIN Good runner, needs tidy up. Reg on hold. \$6,000 or may trade '82 Triumph Bonnie Electro. Phone 021 063 4597. MEM



1939 PLYMOUTH. Dual fuel. Runs well on LPG with aux. petrol tank. Older restoration in v. good condition. No rust; v. good paintwork, upholstery/lining. Good dash with minor defects. 12V electrics, towbar. 225,068 miles. Spares, service manual, recent receipts. Reg to April. WOF to 17 August. \$13,000 ono. Phone 022 084 8963. MEM

WANTED TO BUY

1909/10 BROUHOT ENGINE or any other parts information, literature or contacts Alex Selley, phone 0061 9 537 3409, email alexkaye@iprimus.com.au

1925 RUGBY SPEEDO CABLE WANTED. Phone Graham on 07 308 7683, 027 773 731. MEM

1972 VAUXHALL VICTOR Crankshaft pulley wanted. This pulley is from the 6 cylinder motor. Phone Greg 07 378 9109 or 021 136 3155. MEM

1975/77 JAGUAR XJC COUPE WANTED. Must be in good shape bodily. Phone Warwick, Christchurch 03 352 3705, email warwicknaish@xtra.co.nz. MEM

36 X 4.5 TYRES IN ANY CONDITION. Must be able to hold air. Needed to shift a project around the workshop only. Will consider anything. Contact Brian 03 454 4569.

BARE CHASSIS ONLY FOR 1930 DODGE DD. Rough condition preferred. Also a set of 16 inch rims for '35-'36 Oldsmobile. These are the pressed steel spoked style which was popular in the mid thirties. Phone Neil Lucas 021 145 6173. MEM

BICYCLE MOTORS. Any parts to aid in the restoration of a Trojan Mini-Motor (especially the lifting mechanism & support hoop) and a Power Pak (especially the fuel tank). Phone Paul Furkert on 06 379 5355 or email paul.furkert@xtra.co.nz MEM

BULLNOSE MORRIS PARTS wanted for 1925 MG project. Front and rear road springs, speedo cable, pair of Gabriel Snubbers, a decent 3-spoke steering wheel, an 'oval section' gear lever, and a 1920s 80mph Smiths speedo. Phone Neil 06 273 4366 or email carter.435@hotmail.com MEM

CLUTCH PLATES for a 1953 Royal Enfield 250cc (Clipper) gearbox, please phone 06 752 2569 or dl.dawson@slingshot.co.nz MEM

CYLINDER HEAD FOR 1948 Vauxhall 14 J wanted. Must be crack tested. Phone John 03 302 8039. MEM

FORD 1932-1936 COUPE, sedan or pickup original. Going or not will look at anything. Price to suit. Phone Ray 022 314 1345. MEM



BIG TREE I am looking for any signage, bottles, tins or any other Big Tree related items. Any considered. Please phone Walter 03 327 5546 or 021 042 5656 or email classichev@clear.net.nz MEM

DR. HEINS CLASSICS is looking for an old-school mechanic who is familiar with and enjoys working with Vintage cars. Part time position, hours to suit. Woolston, Christchurch. Phone 021 950 745

FORD ANGLIA 105E front bumper blade wanted, prefer nice straight one in good condition. Please contact Roger at ferrari.sailing@gmail.com or 021 0254 6184 MEM

HILLMAN STRAIGHT 8 1929/30 gearbox case or complete gearbox wanted as vehicle is now off the road. Also Hillman 14 or Vortic gearbox and bell housing would help with repairs of this car. Phone Trevor Larsen 09 810 9031 or 021 104 0787 or email: tlarsen@hotmail.co.nz MEM

HONDA CB 50 MOTORCYCLE. Prefer runner with live plates but any condition considered. Phone/txt 027 238 9692, email brucebiles45@gmail.com MEM

MARK II HILLMAN IMP or SUNBEAM IMP cylinder head or complete engine, in reasonable condition. Phone Peter Powell 06 344 8110, email pcp.lmn@xtra.co.nz MEM

NORTON 1930 MODEL 20 OR 18 motorcycle parts wanted. Any condition contact Jeff 021 033 5270 or jeff_kirby1@hotmail.com

PARTS WANTED - A Brooklands style lever action petrol filler cap. One or more 1935 Ford V8 16 inch wire wheels. 1934-35 Hupmobile engine, radiator and other parts. kimhunter22@nowmail.co.nz Phone 06 844 0464 027 446 1986. MEM

RESTORATION PROJECT WANTED. Morris Minor or similar, Wolseley, mini or ute. Around \$1,000. Phone Glen 03 575 7227, 027 575 7227. MEM

RESTORING AC 2L SALOON If anyone has any parts please contact: Nelson Bell, phone 07 574 5822, bellcyl@xtra.co.nz MEM

SOLENOID TO FIT BORG WARNER overdrive as used in Austin Westminster or Wolseley 6/110. Would consider complete overdrive. Please contact John 03 7626 538 or jcfowler@clear.net.nz. MEM

SUNBEAM MOTORCYCLE, 1916 to 1923 500cc sv, complete bike restored or not, or parts, motor, frame, gearbox. Phone 03 546 9688, a/h 03 546 6304, or email steven.scullion@nzclassicismotorcycles.co.nz

THREE ITEMS TO COMPLETE MK1 JAGUAR SALOON. Large Trico glass screenwasher bottle with vacuum pump in lid and mounting bracket; angled hand-grip bolt with flat plate that secures the spare wheel; small round tin with Lockheed script that carries brake bleeding tube. All items common to several late '50s Jaguar models. Phone Bill 03 312 6866. MEM

TRIUMPH SD GEARBOX and chain guard and footrests wanted. 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 MEM

WANTED - "DEAD OR ALIVE" A pre 1905 Veteran car complete or restorable bones, anywhere in the country. Any information to Doug Hamilton, phone 09 422 2271 or email doug.hamil@xtra.co.nz.

WANTED BUDA TRUCK ENGINE to complete WW I Duplex 4 WD project 1914-20 era. Similar engine could be a possibility. Phone 06 327 8566 Geoff Briant or gjw.briant@xtra.co.nz MEM

TWO 1930 ESSEX LOCKING door handles. Phone Barry Davis 03 572 8631, email izabel@slingshot.co.nz

WIND WINGS or fittings only to suit a roadster. Interested in a top, side curtains and bows that might fit a 1927 Dodge being resurrected for the Irishman. Also need grille teeth for a 1953 Chevrolet - any condition. Please contact Kevin Casey on 03 453 0818 or caseyleadlights@xtra.co.nz

SWAP MEETS & RALLIES

VCCNZ Ashburton Branch
SWAPMEET
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 Club Grounds 86 Maronan Road, Tinwald Ashburton
 No Dogs Allowed • Catering by Ashburton Lions Club

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Arrive Friday night or Saturday morning
Get together over a BBQ Friday night or a car will be available for those wanting to go "down town" for fish and chips.

Vehicles on display from 10am - 1pm with interested folk invited along
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Lunch will be in the club rooms and we will have a short run to view a collection of military vehicles and enjoy afternoon.

A bus will be run for those that wish to leave their vehicles on display

A meal will finish the day with a farewell BBQ- type breakfast on the Sunday morning.

It is planned to invite Classic Trucks and Tractor Clubs to our weekend and to have Bill Hohepa's Talking Trucks videos playing in the club rooms.
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EVENT HOSTS;
Reg Ridley 07 827 6766

&

Peter Storey
07 825 7882

Email; prstorey@wave.co.nz

PLEASE NOTE!!

Entry Forms are available off the Waikato Vintage Car Club web page (www.wvcc.co.nz)

If you do not have the facility to retrieve a copy off the net then please contact Terry Pidduck for a hard copy.



Rotorua Vintage and Veteran Car Club

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SITE ENQUIRIES

Neville Harper
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mobile 027 494 7249
email daharper@gmail.com

EVENT COORDINATOR

Roger Nelson
ph 07 350 3136
email diana.nelson@xtra.co.nz

ADMISSION

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Northland
Vintage Car Club
with Whangarei Rod &
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Display & Show

Sunday 26 April 2015

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NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE



Ashburton: Otago supporters Joe and Judy Barker Vs Canterbury on the Ashburton Branch night trial.

Ashburton

Diane Ross

Our Annual Rally in January, organised by Trevor and Craig Begg, took participants over new ground. Trevor has been a truck driver for many years and his inside knowledge is a real asset when planning routes. This year the rally went through Inverary, Mt Possession and Edendale Stations in the Mt Somers area. During lunch at Edendale the owners explained their farming practices before allowing those interested to drive further up the hillside to take in the spectacular views. The Oakleys in the 1925 Hupmobile were the overall winners. David Oakley has found room in his shed to start the rebuild of his 1915 Rover. At the moment he is making one gearbox out of the four he has. Kelly Kingsbury has bought the 1932 Vauxhall that David and Margaret Banks used to own. Colin Sweetman is happy now his shed is full having added a 1984 Rover and a 1974 Leyland that was owned new in Ashburton by George Lovett. Not to be outdone Ian Harrison found a 1978 Triumph that has now had some mechanical repairs and been painted.

Bevis and Dawn Begg, Andrew Sim and the Ross's took part in the National Veteran Rally in Oamaru with Andrew being successful in winning his class.

The new Vice Club Captain, Neville Ross plotted this year's night trial. We begin our night trials with a barbecue followed by the trial and finishing back at the clubrooms for supper. This seems to be popular with the members.

Auckland

John Stokes

Motorcycles: David Warren has completed his 1928 Harley-Davidson Model J and rode it from Warkworth to Penrose for our February meeting. Guest speaker at this meeting was Kerri of Motorcycle Safety Wear. Hugh Anderson spoke at the January motorcycle section meeting. Some 39 motorcycles did the New Year's Day run to Kiaua. Perhaps the most notable performance was by Clive Hallam of Waihi who rode his 1926 Douglas there and back. A new motorcycle member is Geoffrey Hanna with two BMW R 80 RTs.

Vintage: Alan and Shaaran Price have sold their rare 1927 Packard 326 sedan. Colin and Pam Bell are recommissioning their 1929 Buick 116 roadster and Colin and Lenise Bott have sold their 1930 Dodge DD. Lloyd Green has joined with a 1929 Dodge, he also has a P80V Dodge.

PV PWV: Murray and Penney Firth have brought a 1950 Riley RM. Alex Reid

has joined with a 1933 Standard Little Nine and he also has a Leyland P76.

Commercial: New member Geoffrey Fair has two 1926 Ford Model T pickups. He also has a 1938 Ford V8 standard sedan.

General: Our library has had a busy month with significant donations of books. Some 76 members enjoyed our Christmas potluck dinner. John Campbell and his son displayed four AMC vehicles at the Kumeu car show. They also displayed at the Galaxy of Cars at Western Springs. A number of other members displayed their vehicles with appropriate one make clubs.

Bay of Plenty

David Joblin

In place of our Anniversary Rally this year a Veteran Tour was organised and open only to Veteran and early Vintage rear wheel brake cars. Five cars took part including a 1911 Daimler, 1910 Hupmobile, 1914 Dodge and 1928 Singer Jnr. The route over two days took in the sights of Rotorua and surroundings.

The branch is ticking along well with visits to the Cambridge velodrome and a good attendance at the annual Rotorua Lakeside Show. We also journeyed to Hamilton to view the latest collection in Tom Andrew's Classic Car Museum coupled with a demonstration by the Hamilton Rock and Roll club. 25 cars took part in a very pleasant Serene Summer Saunter to Tauranga's McLaren Falls Park.

Twelve members with Model As are going to the International Rally at Wanaka, which is a good percentage of the Model As in the branch.

Doug Wood's restoration of his 1929 Morris Sports is up and running. There is just the body to attend to. By last reports Gideon De Lautour has just about finished his 1955 TR3 and will start on a rare 1925 Talbot 10/23 roadster.

New members welcomed are Michael and Valerie Steiner, 1962 Wolseley 16/60; David and Rhonda Dymock, 1953 Bentley



Auckland: Campbell family vehicles at the Galaxy of Cars L to R. M422AI Mighty Mite, 1983 CJ 8 Jeep, 1974 AMC Javelin, 1980 AMC Spirit.

R type, 1955 MGA roadster, 1953 Bradford van; Bert and Helen Dove, 1948 Pontiac Torpedo convertible; Westell and Margaret Marshall, 1960 Jaguar XK150S, 1997 Jaguar XK8; William and Colleen Moore, 1966 Ford Mercury, 1958 Chevrolet Apache pickup; Neville and Laraine Pearson, 1976 Mercedes 230/6, and John Mead.

Canterbury Tony Becker

What a summer for motoring our toys. Every event is attracting keen support. Like the many members who turned up for the year's first mid-week 9-90s outing in February. Not the foggiest idea where the run was taking them, yet fifty-odd hopefuls gathered at one of our favourite departure points, the Belfast Hotel carpark. The otherwise well prepared organisers ran out of run sheets necessitating a bit of follow-my-dust motoring over some miles of less-travelled North Canterbury back roads. Members were rewarded on arrival at Jim Ashworth's farm however. They entered a barn full of heritage stuff that included a serious collection of Massey-Harris tractors, implements and heavy-duty horse-drawn wagons. Complimenting these were three delightfully original '40s and '50s Ford V8s and a nostalgic collection of interesting yesteryear memorabilia. A sunny farm picnic followed with the usual hilarity of leader John Kuipers' raffle session and a prize for the oldest car on the run.

Canterbury Branch's weekend-long 2015 Annual Rally attracted at least 100 vehicles. First day lunch time, volunteer marshalls rolled out some interesting field challenges at Motukarara's Waihora Domain. The all-weekend event had kicked off at Cutler Park, travelling various long and short route plans to the venue. Concours contenders and picnic groups set a pleasant scene, sporting a wonderful variety of VCC certified vehicles of all ages. The Graeme Sword catered dinner at Cutler Park on the Sunday night was abuzz with the usual banter about successes, failures, breakdowns and ribbings. All indicators pointed to a happy Annual Rally and social weekend.

February Noggin Night, first of the year, featured a display of some members' hobbies. What a diverse bunch we are! Creations, crafts, collections, intricate handmade model engines, lathe turning, old field radios, marvellous machinings and model making. Many inventive and innovative skills exist in our ranks.

Tim Palmer sent the Annual Rear Wheel Brake Rally on its way from the beautiful Edmonds Memorial Garden on another stunning Sunday. Three routes



Canterbury Branch: Rear Wheel Brake Run - Jim and Kaye Paterson, Austin tourer.



Canterbury Branch: Rear Wheel Brake Run - time for Convenor Tim Palmer's instructions.



Canterbury Branch: Rear Wheel Brake Run, Cars line up at Edmonds Memorial Gardens.



Canterbury Branch: Rear Wheel Brake Run. Dick and Trish Appleyard Kaikoura, Studebaker roadster.

converged on two historic venues. Entrants from Kaikoura to Ashburton took part.

Central Hawke's Bay John Foot

The Branch is progressing well with good attendances at club nights and events along with a gradual monthly increase in membership. Nineteen vehicles and 40 members attended our January event that took us to the Elsthorpe Scenic Reserve, this is a very mature example of lowland podocarp forest, then on to Kairakau Beach.

Three vehicles took part in a tour, on back roads, from Waipukurau to Wanganui for the Wanganui Vintage Weekend and Burma Rally.

Our February event was to the annual Wheels with Attitude and Swapmeet in Dannevirke. Some of our Veteran vehicles took part in the Triangular Veteran Rally in Masterton. Central Hawke's Bay has also been represented at the Taihape Gumboot Rally, EBoP Branch East Coast Rally and Gisborne Branch Three Rivers Rally.

Several members also took part in the Art Deco celebrations and the Crosses continued on to take part in the Auburn Cord Duesenberg Tour with their nicely restored 1935 8 cylinder Auburn 851 phaeton.

At our last club night there was considerable time spent discussing the four remits and members who were present are very positive in their thoughts on these items. It

is also with deepest sympathy to Maureen Peach and family that we acknowledge the passing of Philip, a founding member of our branch.

Central Otago John Loudon

I was talking to Murray Pryde about his 1909 de Dion. The engine of this model is the only year that had a two main bearing crankshaft fitted (same as Austin 7). The other 4 cylinder engines were three bearing as normal.

The passing of North Otago Branch member Keith Perry was quite a shock to us as I once lived in Oamaru. I moved to Alexandra in 1969 and met up with Wilfred Miller and he soon convinced me to join the Otago Branch. I transferred from the Otago Branch when we formed our own Central Otago Branch.

Allan Porter's Humber restoration process is slowing at present due to health issues.

John Martin and Roddy Maxwell have finished a 1930 Chev roadster that's been on the go for a couple of years. It is a lovely car and a credit to them. The late Bob Turnbull's 1934 Bugatti roadster is now finished and registered. This Gangcoff Model 57 is the only one in the world. Bob was a very talented man and there is a full history on Bob in the *Otago Daily Times* of 14 February 2015. Trevor Tamblyn's mid 1940s Ford V8 truck is coming on nicely



Central Hawke's Bay: Lynn and Sharon Cross's Auburn 851 cabriolet.



Eastern Bay of Plenty: Cars at Te Kaha, East Coast.



Central Otago: John Chapman's Como Villa, lunch stop, tasting room and museum shed.



Central Otago: Lake Hayes Church fair day.



Eastern Bay of Plenty: Branch cars at Tokomaru Bay Wharf, East Coast.

and has been painted in its original livery of Fulton Hogan colours.

On a recent Sunday run our lunch venue was at John Chapman's vineyard complete with all the old sheds and machinery and one room full of antique gear as originally used. John has a very nice 1924 Dodge pickup he used for promotional purposes and to deliver the odd load of wine around the area. After lunch we carried on to the old Shingle Creek Hotel which has been turned into an antique shop.

Eastern Bay of Plenty Les Costar

Three cars from our Branch attended the Wanganui Burma Rally and Vintage Weekend.

Our Waitangi Weekend East Coast Rally was a great success. Starting at Edgecumbe the Rally took us through Awakeri and Taneatua, Stanley Road, through Ohope and Whakatane ending at Kawerau for lunch. The afternoon run took us to Thornton Beach for a gymkhana and back to Edgecumbe, where the prize-giving dinner was also held.

The following week six cars took a trip, organised by Allan Stewart, around the East Coast, to Gisborne for the Three Rivers Rally. They stayed at Hicks Bay Thursday night and on to Gisborne Friday for the rally, where Barry and Tessa Keene took first place in the P60 class.

Gore

The Gore Branch is lucky we have people who aren't afraid to put their shoulder to the wheel. Gerry Kennedy is one of those and he organises the Tuesday Ramble, our once a month run for those with spare time during the day. He even grew a white beard for the Christmas party. We have seen places such as a New Zealand Heritage flaxmill at Waimatuku, and a church with the interior full of dolls. Another trip was to a native plant nursery then onto an unused dairy factory full of cars. There were Fords from 1909 through the years till the 1980s and some early threshing mills.

We visited a wedding venue in another restored church and a collection of miniature houses, then an early electric distribution substation used as a museum.

This month's run was to a scout camp site at Romohapa where the caretaker told of the history and then the development of a hazelnut orchard and ponds of native crayfish.

Our branch was asked to organise a stage of the first South Island Targa Rally, which entailed taping some 140 gateways and ten side roads, using 2000 metres of tape. The quickest car averaged 104mph, unbelievable for a Vintage club, and by what we hear and read the North Island crews loved the South Island roads.

Jim McFadzien

Hawke's Bay

Esther Smith

Our Annual Art Deco Rally has come and gone with 165 cars entered. On a stunning Hawke's Bay weekend, the branch hosted over 400 people for morning tea and a car show at the clubrooms on Saturday. There, representatives from major sponsor ANZ had the task of judging the best dressed in various categories. Our feature marques this year were Auburn, Cord and Duesenberg.

The feature car of the rally was a 1934 Duesenberg belonging to Robert and Lynette Duncan from Wings and Wheels of Wanaka. On Saturday morning this car lead the grand parade of 240 pre-1945 cars up Emerson Street.

The public, many dressed in Art Deco attire, flocked to the centre of Napier over the weekend, either to watch the parade or to promenade around the sound shell area among the Vintage cars that park there for various events during the weekend. During the day it's a colourful spectacle with the people, and all modes of Vintage transport including cars, traction engines, planes, motorbikes and bicycles. During the evenings the mood changes as the jazz bands come out to play, the dancing starts and Wayne Clarke and his fellow Vintage machinery enthusiasts get the giant WWII searchlight sweeping across the sky.

On Sunday morning the clubrooms were again in use to host a brunch for 170 people. It was another opportunity to



Horowhenua: Wendy and Andrew Heffey 1916 Ford T.



Horowhenua: Cottle VCC cars.



Horowhenua: Peter Nightingale 1919 TT helping with the harvest.



Horowhenua: Left to right Ivan Bengge, Mike Kuhll, Don McIntyre.



Horowhenua: Branch trucks on display.



Horowhenua: AFS 1914 Model T ambulance.

have a look at the cars and maybe grab a thrilling ride around the ground in a Veteran car which the owners had brought along and were more than happy to take passengers for a spin.

As a branch we were thrilled that Duesy and Ramon Farmer were able to bring the ex HB Branch 1922 Rolls-Royce to take part in the weekend's events. Ramon went out of his way to visit people who had been involved with the car during its time with the branch, including Hank and Jocelyn Hurley who had used the car for their wedding.

Horowhenua Peter Nightingale

Plenty of activity in the last couple of months starting with the Levin A and P show. Local branch members put together a display with memorabilia from WWI as part of a national effort to mark 100 years since the start. We were able to borrow the AFS 1914 Model T ambulance for this and it was used in a display in the local library then at the A&P show. The display included a bell tent, display of horse gear and a replica Vickers gun. The Levin Adopt An ANZAC had information on the locals who served. Also records, newspaper cuttings and two books written for this area containing an amazing district history of the local involvement. My thanks to

all who supplied bits and helped as club members

Members with Vintage trucks joined with the Vintage Machinery Club for a harvest weekend on a local farm. The Sunday run was enjoyed by a large number of people driving to the farm and spending the day there and members enjoyed a picnic lunch and examined the stationary motors, traction engines, horses and tractors.

The Triangular Rally was the first Veteran run for Andrew and Wendy Heffey. The T went well with its newly built motor and Wendy's wheel chair fits nicely on the running board. The rally was hosted by the Wairarapa Branch and 21 cars attended and enjoyed a great run out to Martinborough and back to the branch clubrooms

Marlborough Chris de Wagt

In February the branch suffered a loss with the passing of Frank Renwick, Honorary Life Member, Past National President, Speed Steward, Executive Member, Vehicle Technical Committee member, and Club member for 59 years. Our thoughts are with Nicky and the family.

We welcome new members Peter Steggle, 1961 Triumph motorcycle and Adrian McMull, 1947 Royal Enfield, 1945 Harley-Davidson Servi Car, 1970 BSA and a 1961

Dodge truck. Also new to the branch is Colin Hill, and we look forward to seeing you all out and about on club runs.

Forty-six members and 22 vehicles visited Trevor and Doreen at their bach in the Sounds on 2 January.

The Fairweathers, Winstanleys and Prestons headed south to attend the 61st Dunedin Brighton Veteran Rally and the following weekend at Oamaru attending the National Veteran Rally.

After a break for Christmas it was pleasing to see a good turnout of 17 bikes for the ride to Havelock in January. New member Adrian McMull enjoyed his first club run.

Sixteen branch members took bikes and headed south in February for the National Rally in Cromwell. The committee hosting the rally did a grand job and there was a good turn out from all over the country. The central Otago weather played its part and it was a great weekend.

On 6 February we had our main branch event of the year, Heritage Day. This was at Brayshaw Park and included a large number of club vehicles for the public display. The group of Fords old and new created a lot of interest and we thank the sponsors from McKendry Ford for their participation in the event.



Marlborough: From old to new – Ford at its best with the new provided by McKendry Ford Blenheim for the Brayshaw Park Heritage Day Display.



Marlborough: left to right (front to back) Lorraine Payne, Viv Broughton, Rose Preston, Jenny Smith, Denise Corbett and Dulcie Mant-Old.



Nelson: Nelson VCC cars at Takaka A&P Show.



Nelson: Nelson swap meet, another successful event and this Sprite found a new home.

Nelson Jim Wareing

Fifteen cars from Nelson Branch travelled to Takaka to support the Golden Bay Collectable Car Club mounting a display totaling 65 cars for the Annual A&P Show. Most had a night in 'the Bay' which made for a very relaxed weekend.

Two members; Sices with their 1911 Mitchell and Wareings with their 1913 Model T travelled south to join the Dunedin Brighton Rally and the National Veteran Rally in Oamaru.

The big event for the start of the year was the inaugural Nelson Swap Meet held on Saturday 21 February at the new clubrooms in Richmond. Seventy-eight sites were sold and most of the dealers reported a successful day. Many of the stalls had old car parts and two motorable cars were sold. With a hot sunny day and food stalls on site the 1,000 people through the gate had an enjoyable time. Thanks to the stall holders and members who travelled from Christchurch and Blenheim to support our event. Some even travelled from Wellington to grab the early bargains. Planning is underway for an even bigger and brighter Nelson Swap Meet in 2016.

A trip to the proposed motor sport park, now known as Kohatu Motor Sport Park located near Tapawera approximately one

hour from Nelson had to be cancelled due to the fire risk as access is via a forestry road. Consents are in place for its development and fundraising is now a priority.

Northland Keith Thompson

The Northland branch continues to go from strength to strength. More members are coming to our social events and runs and rallies.

The Northland branch had a site at the Whangarei A&P show this year with branch and member vehicles being displayed. Members were at the stand all weekend and a lot of talking went on. This is great exposure for the Vintage Car Club.

The branch Christmas function was attended by about 85 members who enjoyed a spit roast. Aunt Daisy was there and she gave us a sample of her show and of course Santa came and gave out gifts. (Who is Aunt Daisy? Ask your more mature members.)

We have started our RR&S (Rest, Relax & Socialise) evenings at the branch and a good number turned up to enjoy the evening.

We have had our first Dawn Breaker Breakfast for the year at the Town Basin. Twenty-two cars and one truck turned out for a couple of hours of coffee, good food,

good company and the great atmosphere of being with friends in such a scenic place.

Our Motorcycle section had its first combined run in February, combining with the cars and the bikes, a little bit of a slow start but a really good run.

We are attending the Roycroft Trophy Historic Race meet at Hampton Downs at the invitation of the Waitemata Branch. We will be taking the branch's 103 year old SCAR (Société de Construction de Reims) to display at the weekend.

North Shore Mary Lloyd

A good start to the New Year with eight members attending the Galaxy of Cars at Western Springs despite the wet weather. Then there was the gift of a lathe from Rangitoto College, not in perfect condition but the Thursday lads soon got it working again and are finding it very useful.

Our annual Summer Saunter up north saw six cars and 14 people taking part. We headed off to Wellsford along SH16 turning off at Te Hana for Bennett's Chocolaterie at Mangawhai where we had a delicious lunch in the charming French themed café. The chocolate displays were amazing and so tempting but we had to resist because it was a steaming hot day and the thought of melted chocolate didn't



North Shore: Summer Saunter.



North Shore: 1923 Minerva.



Otago: Jackson rally, motorcycle winner Bruce Murray. Photo Graeme Duthie.



Rotorua: Proud owners of Vanden Plas Princesses Mike King (1965 4 Litre R) and Ronald Mayes (1964 1100).



Rotorua: A rather unusual Mini.



Otago: 2015 Dunedin Brighton Rally.



Otago: 2015 Dunedin Brighton Rally.

appeal. We visited the new Waipu Museum and were impressed with the history of the area, especially since it included the family history of member Brian Cullen. This is a very interesting place to visit and a real eye opener to see the trucks and tractors used in the early pioneering days.

Our next stop was at Frank and Lyn Parkers' collection of cars. The men drooled over this impressive display and reminisced over the '50s and '60s cars. Frank kept us entertained while Lyn treated us to her mouthwatering scones. One car in particular stood out, the 1923 Minerva. This car is enormous and has a lot of history attached. We stayed overnight at Brian and Gaylene Cullen's lovely home in One Tree Point and had a nice relaxing day on the Sunday. A most enjoyable weekend.

Otago Graeme Duthie

January is a busy month fitting everything in and trying to satisfy different aspects of our branch. The year started with a hiss and a roar. Our first event as always was the Jackson Rally. This was followed by the Brighton Run and we try to

join the Brighton Gala Day, but that does not always work out.

The Jackson Rally must include the Otago Peninsula so we toured the opposite side of the harbour including Port Chalmers and back up the hill to the old main road, through the town and along the top of the peninsula to finish at Harwood Hall. The winners of the GC Jackson Memorial Trophy (car) were Stu and Lynette Neill in their 1939 Dodge. The winner of the Mary B Jackson Trophy (motorcycle) was Bruce Murray on his Sunbeam.

This year we had 33 entrants for the Dunedin Brighton Run, the weather was good and everybody appeared to have a great day. It was nice to have 17 entrants from outside our area. The atmosphere in the Octagon is just something to be proud of and the cooperation with the council and other helpers makes you proud to be taking part.

Our Vintage Venture rally has also been run thanks to Alistair Graham and Merv Thomson. This included a tour of the outer city taking in some very steep streets, and finishing at Waikoutaiti Beach.

The winner was Graeme Duthie in a 1923 Model T Ford. Unfortunately some cars did not finish due to breakdowns and others stopping to help.

It was great to have the National Management Committee meet at the clubrooms on 14 February.

Rotorua Ronald Mayes

The third January car show at the Rotorua lakefront village green once again attracted about 200 vehicles ranging from a Ford Model T pick-up to a 1998 TVR. Several one-make clubs have made displaying their vehicles a regular event, with the Auckland and Waikato Rover clubs using it for their annual show and shine. \$1,000 was raised for the local branch of the St John Ambulance Association. Their 1960s Dodge ambulance, formerly kept in Rotorua but now resident in Feilding, and the newest ambulance was on show, the latter resplendent in the latest bright livery. At the February meeting the donation was presented to a St John's representative. On show was Warren Harris' 1924 Maxwell.



Rotorua: Club night. Close interest in a 1924 Maxwell.



Rotorua: Hoods down and ready to go to Lake Okaro. **Southland:** Ashley Bell 1912 Renault and Wayne Nicoll 1908 Cadillac at the Southland Rally.



Southland: Southland Rally, Robert Eunson, 1925 Royal Enfield.



Southland: Southland Rally, Ron Irwin, 1926 Sunbeam.



South Canterbury: Members vehicles and picnics, prepared by the men, at Otaio Gorge, Ladies Rally, 11 January 2015.

Branch runs have begun again with good turnouts. The Club Captain's run on 15 February took us to see a collection of vehicles in a country workshop (many barn finds there await restoration) followed by lunch in an enthusiastic couple's magnificent country garden.

The following week, in continued fine weather which saw the hoods of all the tourers folded, a short run was taken to Lake Okaro, with time there for lunch, a brisk walk around the lake and the chance to drive a member's radio-controlled model launch.

Southland Stuart Francis

Another Southland Rally has been and gone. Entrants left the clubrooms and headed out through Gorge Road over to Matura Island through Wyndham and on to Tullock Park in Matura, for field tests and lunch. The more modern vehicles took a longer route out through Seaward Downs, with a little traffic direction from the Club Captain. There were 62 vehicles on the run including two motorcycles, Robbie Eunson 1925 Royal Enfield, and Ray McCulloch

1984 Yamaha. The variety of cars that turn up never ceases to amaze; oldest was Wayne Nicoll's 1908 Cadillac along with six other Veterans, great to see them out. The only casualties were David McIvor's 1914 Sunbeam, a flat battery (quickly replaced) and smashed windscreen, and Ray Tressler's Austin 7 lost power on the way home and had to be towed. Entrants then all headed to the clubrooms. Overall winner was Neil Longman in his 1965 AMC Rambler.

The engine of the branch's 1907 Darracq has been removed and stripped down to repair a damaged piston, a worn big end and a worn main bearing. The opportunity is also being taken to add an electric starter and do some maintenance work on the capricious Bosch magneto. David McIvor has machined a starter ring to fit the flywheel, he has also machined, tapped and plugged a hole in the damaged piston. Ray McCulloch is checking the crank and will re-metal the white metal big end and main bearings.

Sth Canterbury Shannon Stevenson

The annual Ladies Run was held on 11 January, organised by Ron and Linley Hammer. Thirteen vehicles attended, the route directing members through Timaru streets named after women, and to Southburn and Otaio Gorge. A key objective of the run was for the men to make a picnic for their wife; the prize pinny being awarded to 1958 Morris Minor owner Don Cameron.

An Open Day was held at the branch clubrooms on 17 January, where the public could see our facilities, have a barbecue meal and view members' vehicles on display, covering different classes. A positive spin-off of the day was a number of new membership applications for the branch.

In late January we were saddened to hear about the passing of Jack Mehlhopt in a microlight accident over Seadown. A member of the branch since 1965, Jack had participated in many branch events, often combining his automotive and aviation interests, most notably in a 2014 100th year re-enactment of the first airmail flight from Timaru.



South Canterbury: Photographed on the weekend away to Akaroa at Hilltop. Overlooking Akaroa Harbour is Dave Roddick's 1959 Singer Gazelle, Tony Roddick's 1957 Vauxhall Velox and John Foster's 1939 Buick.



South Canterbury: Winner of the Lady Drivers Rally Pinny Trophy Don Cameron, alongside wife Heather. Don joined the branch in early 2014, after purchasing a 1958 Morris Minor 1000 in Christchurch. In the background is Rodney Don, a branch member since 1962.



Taranaki: A spontaneous run to Stratford Pioneer Village.



Taranaki: Beryl and Jim Watson, winners of the 42nd annual Waitara Mini-vin Tour with the trophy and first prize.



Waikato: At the gardens.



Taranaki: Peter and Lyn Ingram's latest addition Model A, sporting the Ferguson Tractor Service symbol and his families Scottish coat of arms.



Waikato: Austins on display Hamilton Gardens.

A Weekend Away, organised by Barry and Carla Barnes, was held on Waitangi weekend, and eight vehicles travelled to Akaroa, via Mayfield, Methven, Barrhill and the Selwyn District.

On 22 February the annual Chairman's Rally was held. This run took members along scenic back roads to Waimate and its bush town heritage precinct. When visiting Bush Town in October 2013, the branch sponsored and planted a totara, and it was interesting to see its development since that time.

South Otago

John Cook

Six Blue Smoke and Pedals members got off to an early start on 11 January to a rally based at the Thornbury Vintage Machinery Club. This club and collection has grown a lot since my last visit 20 years ago and is well worth a visit. Southland Branch members and organisers Bruce Marshall and Lindsay Johnstone planned a very interesting day for us. This included a visit to Netherton Farm at Fairfax where the owner's pride and joy was a North American buffalo bull. What a big boy he

was standing nearly two metres tall at his highest point, with a very capable running speed of 60 miles an hour! The buffalo is used to cross with beef cattle to produce lean and tender beef.

Five branch members attended the National Motorcycle Rally held at Cromwell during February with Phil Sell picking up a place in PWV section on his 1951 Norton Dominator and Alan Budge 1930 BSA third place in the Vintage Time Trial.

South Otago Branch members also attended the Gore Branch Festival Rally. What a great and well organised rally this was with South Otago's Ian and Wilma McDonald winning the P60V section in their 1979 Holden Torana.

Taranaki

Colin Johnston

It has been a busy time in Taranaki. We had a very successful Waitara Mini-Vin Tour in February with 27 vehicles taking part. This was held for the 42nd time and this year it was won by Beryl and Jim Watson in their 1929 Chrysler roadster,

Michael and Raewyn Kruse placed second and Pat and Dave McDowell were third.

The Big Hay Day held on Honnors farm on Waitara Road was attended by our branch to have our vehicles on show. The Taranaki Vintage Machinery Club who organised this event had supported our motor show last year. There was an amazing collection of different machinery from the hay making era of a bygone day to stationary motors and miniature traction engines. There were maypole dancers, pioneer living with coal ranges all in working order and a huge military vehicle display. Our members' cars fitted in with the theme of the day and attracted a lot of interest.

Our 50th Jubilee Maunga-Moana rally will have been held by the time this issue gets to you. At time of writing we have 85 confirmed entries. A jubilee booklet has been produced with over 84 pages including a wonderful array of photos from past Maunga-Moana rallies. A full report will be in the next issue of *Beaded Wheels*.



Wairarapa: Peter and Nola Groves in their Austin 20 on the Remembrance Rally.



Waitemata: Waitemata display at the Ellerslie Concours Car Show.



Wairarapa: Remembrance Rally winners Ray and Loris Whitcombe.



Wairarapa: Stuart Barton at the beach in his Chrysler.



Wairarapa: Oh we do like to be beside the seaside ... at the beach on the Coastal Run.



Wairarapa: Wellington visitors Norman and Cristina Willis's 1925 Fiat.

Taupo

Greg Natrass

February saw our year kick off with the branch barbecue held at the clubrooms. We had a great turnout of members, well in excess of 50 enjoying a great barbecue courtesy of Marty Sutherland on sausage cooking duty and Dave Beddoe flipping burgers by the dozen. This was supported by a number of ladies in the kitchen preparing the salads and desserts. Sunny weather helped make this one of the best barbecues the branch has held for some time.

The following Sunday was the picnic run to Mangakino with six cars, including a Model T Ford, turning up and heading towards Mangakino in warm although slightly overcast weather. Half way along Poihipi Rd some light drizzle set in and this meant that a couple of open top cars completed an abrupt U turn and headed back to Taupo to change over to their chosen tin-tops to later join up with the main group. The drizzle was short-lived and the group arrived at various times at Mangakino to a warm and pleasant afternoon. Mangakino was busy with water-ski races so the group enjoyed the

entertainment and great late summer weather.

Waikato

Ian Patton

Our year commenced with 20 bikes and plenty of spectators attending our annual picnic day – Blue Smoke and Pedals. This event attracts all sorts of contraptions to contest gymkhana type events with competitors rewarded with a chocolate fish.

The Katherine Mansfield Garden Party held at the Hamilton Gardens saw a good turnout of member's pre-1940s cars to participate in the activities for the Hamilton City Council promoted event. A gorgeous setting with the rose gardens looking stunning, lots of public dressed up and a variety of musical entertainers made for a very memorable occasion.

Our Wednesday midweek runs have been well supported. Recently a site visit to a local engineering workshop and next month a scheduled visit to Tirau shopping.

Numbers were down for the gymkhana and the Vintage Venture Rally due to a clash with the Art Deco weekend. Both of

these events were won by Graham and Pat Holmes.

Coming up we have the Mooloo Meander for the bikies and also the Commercial Campout. Billets are available or sleep under your truck.

There is still strong support for club nights where we all learnt something from the battery man. Coming up is our Shiny Parts auction. Finally the Twilight Run continues to replace our night rally and signals the coming winter months.

Wairarapa

Kevin Ball

A hectic time for the branch, with a cruise to the coast, a couple of school visits, across-farms run on wet grass that had cars slipping and sliding and a great Triangular Veteran Rally.

The annual Coastal Run, organised by Neville Taylor, took cars to remote Pahaoa Station on the east coast. A very scenic drive, most of it on gravel, but blazing heat made the ocean a welcome sight. Ralliers struggled to find patches of shade to eat their lunch at the bach provided for our use and a few dabbled their toes in the sea. Following the run members enjoyed a barbecue and social time at Neville and Beth Taylor's home.

The children at Eketahuna and Gladstone schools were delighted by the old cars and gave us a big welcome.

The Remembrance Rally was memorable, mostly because of unseasonal rain throughout (our farmer hosts were delighted!) We visited Henry Chistenson's farm museum, then drove across paddocks to the neighbouring property of Jim Campbell, which features a large wetland habitat. Jim, a Ducks Unlimited Veteran, jammed us all into his lodge and gave a fascinating talk about his private reserve.

It was Wairarapa's turn to host the Triangular Veteran Rally, which attracted a fabulous turnout of 22 cars, all but three of them over 100 years old. Twenty-one faced the starter in showery conditions and 19 completed the course, from Clareville to Martinborough and return. Two cars vied for oldest vehicle, Tony Prebensen's Holley and Wayne Richards' Oldsmobile, both from 1903.

It was notable that two 1908 Holmans entered, one from Stu Barton and the other from Tom Gleeson. There are only three of these high-wheel horseless carriage lookalikes in New Zealand, and the third resides at the Southward Museum.

Waitemata

Di Humphreys

We thoroughly enjoyed the Gymkhana Day organised by Don and Anne Suckling at their Albany farm. After weeks of hot,



Waitemata: Vaughan Beesley being timed reversing into the garage.



Wanganui: 1912 Austin entrant in Restoration of the Year.



Wellington: New Year's Day at Tunnel Gully. Photo: Diane White



Wairarapa: Peter and Suzanne McCool in their 1917 Model T pickup on the Triangular Rally.



Wellington: British Car Day. Photo: Hal O'Rorke.



Wanganui: Trevor Roberts' 1916 Overland won the Restoration of the Year award.



Wellington: Trevor Stone and navigator Denise McElwain being presented with the Club Captain's Safari Trophy by Peter Simpson.



Wellington: Sunday morning scenic drive through the Pohangina Valley

dry weather it was a shock to have rain the night before the event and Sunday 31 January initially still looked rather damp but as the day unfolded it improved. Don had organised a number of driving tests, all timed, and as an avid golfer, the final test was the hardest of them all, for some anyway! The driver was to park his vehicle, take up the golf club and put the silly little white ball into the hole with as few putts as possible. The younger generation from the McNair/Thomson family was there in force and all thoroughly enjoyed the day. It's a great way for them to learn more driving skills without the hazards of speed and dense traffic on the roads. Kevin and Hamish Andrew tried to get the Wolseley mobile but they were not successful so spectators they had to be. Kevin and Mariette Beesley in the Talbot 90 and Vaughan Beesley in

the Hotchkiss completed the tests in a very gentlemanly manner. Lawrence Poolman in the MG C Type found that clutch slip very early on forced him out of the running for 'winner of the day'. Don had a play in his farm run-about and I had some fun in my Smart fortwo.

Waitemata was represented at the annual Galaxy of Cars and we also had a display at the annual Ellerslie Concours Car Show. Lionel Rogers with the Bugatti Type 55, Terry with the Roycroft Bugatti, Vaughan Beesley with the Hotchkiss, Hamish Andrew with the Wolseley and Lawrence Poolman's MG C Type all helped to make our stand a very interesting display. However, to young and old the darling of our display was the Kevin Beesley 1913 Delage.

Wanganui

Fay Chamberlain

The Wanganui Vintage weekend has now come and gone, and what a delight it was. Having communication between Mainstreet, Vintage Car Club and various other community groups, Wanganui had full houses at motels, and many smiles throughout the three-day weekend. Preparations have already begun for next year, bearing in mind that a lot of our members will be heading south for the 2016 International Rally at that time.

Restoration of the year winner for 2014 was Trevor Robert's 1916 Overland. Already Mike Marshall is continuing the trend with another Veteran, this time a 1912 Austin.

Membership for the branch remains steady and meetings have been very casual with the hot weather of late. Bason Reserve drew many to the barbecue tea under the trees in January. Club nights have also been well attended with around 50 enjoying the locally made *River Rats* movie, encompassing the joy of owning a paddle steamer on the Wanganui river.

Many vehicles travelled to the Summerset Village to give rides and share stories with the senior citizens there. Ian Chamberlain's 1920 Model T truck (with built in organ, monkey, drums) played great fairground music as we all enjoyed a cuppa.

Wellington

Ann O'Rorke

Wellington members saw in the new year with a picnic at Tunnel Gully. This was



Wellsford: Display at the Warkworth A&P Show
Photo Doug Hamilton.



Wellsford: Display at the Warkworth A&P Show
Photo Doug Hamilton.



Wellsford: Stopping for a history lesson on Warehine, enroute to Hargreaves Historic Homestead. Photo Doug Hamilton.



West Coast: Line-up at the historic Jacksons Hotel.



West Coast: Graham Hunter presenting Chairman Kevin Tucker with the Frances Hunter Trophy.

the site of the historic Rimutaka railway between Wellington and the Wairarapa and has the 253m long Mangaroa tunnel, built between 1875 and 1877. The tunnel's working life ended in 1955 when the new Rimutaka Tunnel was opened. Twenty vehicles included three Essexes, two Morgans, sports cars and motorcycles. The picnic was made even more special by the attendance of the Swiss Ambassador and his wife who brought Swiss chocolate.

Summer wouldn't be complete without the British Car Day at Trentham. Several of the branch's motorcyclists are also BSA Club members and displayed their vehicles.

The Club Captain's Safari in February is a popular event that, this year, took members away to the Manawatu and Rangitikei. Trevor Stone and his navigator, Denise McElwain, won the trophy in a 1962 Vauxhall Viva.

Our intrepid Classic Striders, Elisabeth and Fred Smits have just been to the Daytona International Speedway to watch the Daytona Rolex 24-hours. "Having arrived on Thursday afternoon we made camp at the race track camping ground and saw the selection racing on Friday. On Saturday morning we saw the Ferraris racing. It was a fantastic race of some two hours with intermittent heavy downpours resulting in most cars aquaplaning over the track. Quite exciting but fortunately no serious accidents!"

Wellsford-Warkworth

Anne Hamilton

This brilliant summer just goes on and on. Our most recent outings were 38 attendees at the Brick Bay picnic and 20 cars on the visit to Hargreaves Historic Homestead on the Kaipara Harbour. What a wonderful welcome we got from Jane, John, and son Ross. This lovely property has been in the same family for over 150 years and the history was well displayed with documents and photos. A few mishaps marred the event somewhat – a burnt out clutch, an exhaust system that went awol on a cattle stop and a Wolseley protesting the holdups by boiling.

Preparations for our swap meet in late February and the National North Island rally in March continue apace. A lot of effort but a staunch committee makes it all seem effortless.

Grahame Power has once again taken over the reins as treasurer when Chris Field could no longer continue. There is just no retiring for some people!

We have a member who is looking for a pre 1905 Veteran car either complete or restorable bones, anywhere in the country. This car is wanted for the 2017 London Brighton run so quite an exciting project. Contact details are in the Wanted Column.

West Coast

June Campbell

In January approximately 30 vehicles and 59 people visited the Jacksons Tavern

on SH73 between the West Coast and Otira where we held our annual Christmas/New Year luncheon to begin the new year. The photo shows a line-up of cars in front of the hotel but the adjacent car park was also full to the brim.

Locals enjoyed seeing the Model Ts from Canterbury Branch when they passed through Greymouth recently on their tour of the West Coast.

January's club run was the Francie Hunter picnic at Waiuta. Many members will have enjoyed Francie's hospitality when they have attended events in Reefton over the years, and also met her at branch events with her husband Graham. Sadly Francie passed away late last year and as she was very involved with the conservation of the old gold town of Waiuta, we considered it appropriate to hold a day there in her memory. Her family presented the branch with the Frances Hunter Trophy for presentation within the branch each year. We will miss Francie and her willing input immensely and our appreciation goes to her family for joining us on the day. We were joined by the Greymouth Stray Cats Club for the day; they are a classic group of vehicles who motor each month. This gave a wide array of vehicles of all ages. We had a game of cricket on pretty rough ground – all ages again, non-existent rules and surrounded by bush, a really enjoyable day in the sun.

OBITUARY

Frank Renwick

I first met Frank in the middle of a hornets nest, actually at the Banks Peninsula Branch monthly noggin and natter. I had been despatched by the VCC management committee to explain our proposals to revive our relationship with MANZ (now Motorsport) the most controversial of which was to be the introduction of racing licences.

BP branch was adamant that we should not be controlled by the bureaucracy that was Motorsport. We would do our "own thing" and that was that. The debate raged for an hour or so without resolution, but one man stood out with reasoned arguments that would allow some progress. That man was Frank Renwick.

I went away that night with grudging respect for Frank. Over the next 25 years, that grudging respect turned into total respect and full blown friendship. Our debates would continue throughout this time, often well into the early hours of the morning, sometimes well lubricated! Not always agreeing, but always with the same objectives and passion for our Club.

Frank was a highly talented creative and practical engineer who never let any challenge get in his way. He was educated at Papanui Technical College and was apprenticed at Mauger's Garage where he became an A grade motor mechanic. In 1956 Warner Mauger introduced Frank to the delights of the old car world by taking him to the first Irishman Rally. Frank was hooked; little did he know then what an important part the VCC was going to play in his life.

In 1958 Frank purchased a 1921 FIAT 510S a large and powerful Vintage car which he used in many South Island rallies, including the Picton Rally of that year and the 6th FIVA Rally (Haast) in 1965.

During this time he met Nicky Linton from Nelson and they were married in 1961. What a powerful couple they would become, full of life, love and achievement!

Frank worked at Fropax industries for a number of years and then in a life defining move shifted to NAC (later Air New Zealand). There he established and managed the department to maintain the incredibly diverse ground support equipment, everything from tugs to movable stairs, a very challenging task.

Incredibly Air NZ, in a fit of restructuring, decided to outsource the work.

Initially gutted that they would throw out the department that he had worked so hard to establish, Frank soon realised that someone had to do the work, so why not him?

He and his business partner established Airport Ground Support Services which became a successful and important Airport Company. As well as the Air NZ contract they also serviced the US Air Force equipment.

During this time Frank and Nicky had an incredibly busy life, raising three children, running business and hobbies. Frank had become increasingly interested in all things aviation. He found time to obtain his glider and private pilot licences and he owned and maintained two aircraft; a French Druine Turbulent and a home built replica of a Hawker Fury. He was secretary for the NAC Flying Club for many years and was elected a life member of that organisation.

In the mid '70s Frank became active again in the VCC and was one of the founding members of the Banks Peninsula Branch. He served as branch delegate and chairman. During this time Frank showed his skills and energy by building a Lotus 23B replica. This was a fabulous piece of work that looked and drove just like the real thing, but that was just the beginning. The next was the restoration of a 1920 CO Delage, a daunting task completed with aplomb. That surely was enough achievement for any one man, but no, a 1926 Bentley 3 litre replica and a 1952 Jaguar C type replica followed!

These were all extraordinary cars which showed the Frank's skills to the maximum. Frank was generous with these vehicles in the extreme and many club members were able to enjoy them in rallies and tours.

Interwoven with this was Frank's tenure as VCC President. We needed an astute business man, with a vision, someone with the energy and drive to get things done. Frank was our man for the time.

He got things done; he drove the streamlining of our financial reporting and the development of the VIC cards and the introduction of the technical committee as well as improving communication with the branches.

Importantly he changed the way the management committee operated.



He introduced the concept of management members being billeted rather than staying at motels. This not only reduced the costs but significantly improved the working harmony of the team. His seven years at the helm was very productive.

On retiring from the Presidency he was elected as Speed Steward and continued in this role for a further seven years. During this time we enjoyed renewed activity with Motorsport.

In 2014 Frank was elected as the seventh Honorary Life Member of the VCC.

Frank and Nicky opened their home and hospitality to countless members of the VCC in a way that cannot be forgotten. They welcomed Diane and me as members of their family ... you cannot put a price on that.

Frank would not want us to mourn for too long, but to get on and get things done; he had no time for inaction... but I cannot help that little tear in my eye. Frank will be missed but remembered by his achievements and the smile on his face when I took him for that last ride in the C Type.

Roger White

Passing Lane

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



Bulloch, Wally	Northland
Cate, Gordon	Rotorua
Clarke, Ian (Nitty)	Canterbury
Hossack, Ian	Rotorua
Jenks, Jean	South Otago
Heald, Colin	Canterbury
Hughes, Jim	Canterbury
Welch, Rod	Auckland
Yakich, Nedijko (Eddie)	Northland

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