

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

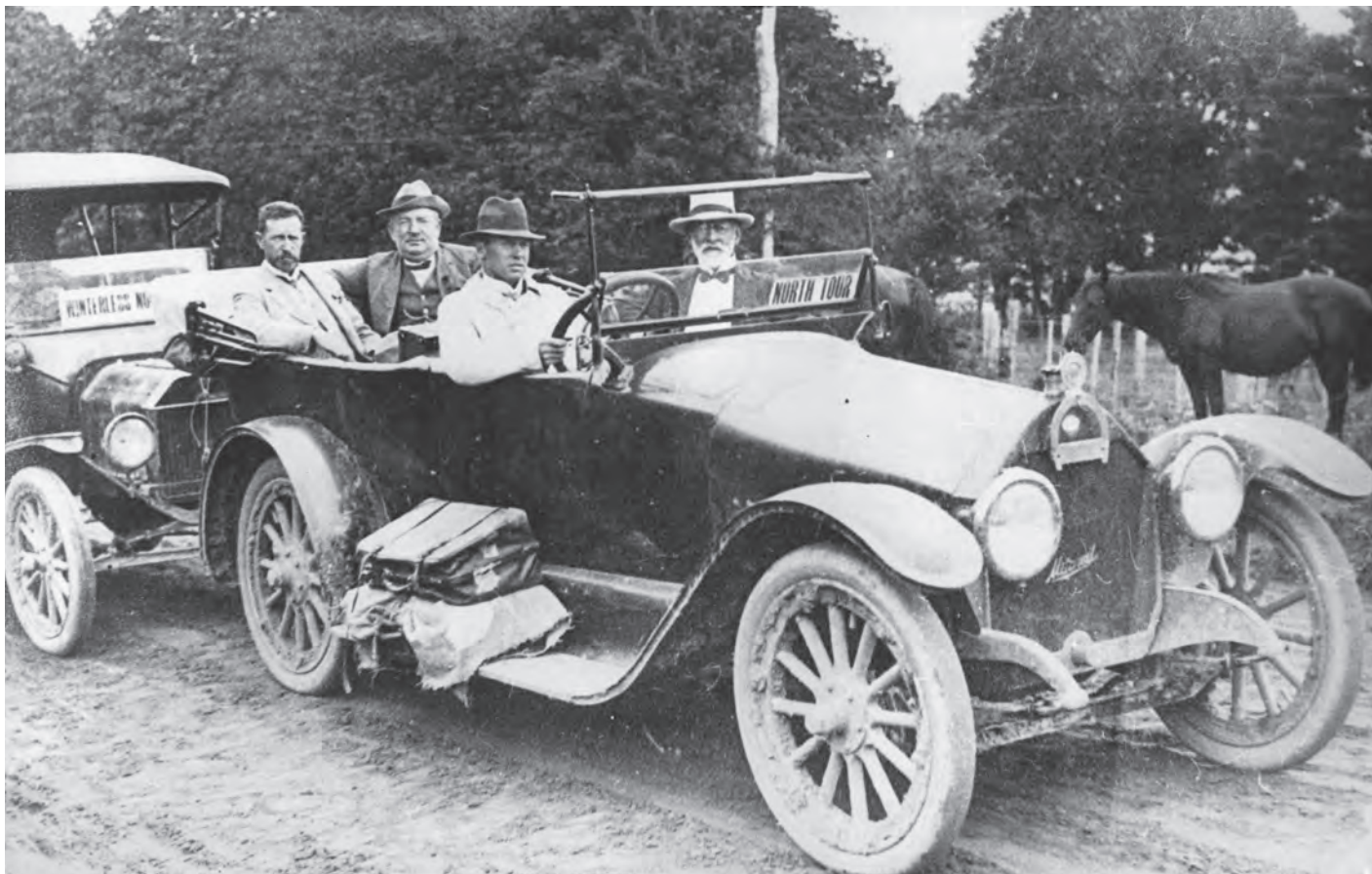
No. 335 August/September 2015

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2015 HADSTOCK DRIVING TESTS
5,000 KILOMETRES IN A
1913 HUPMOBILE
THE KING OF FUEL GAUGES





The Parliamentary Tour of New Zealand's Far North in 1917 has been well documented. Barry Birchall has supplied an article which features on page 22 of this issue along with these photographs.

Top: This Mitchell was the only car to complete the tour without fault.

Right: An Oakland fording Peria River and travelling through Herekina Valley.



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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 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 *Guff Sheet*.

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Beaded Wheels

Issue 335 August/September 2015



We revisit Colonel Bell's 1917
Parliamentary Tour of the North. Photo
supplied by Barry Birchall. See page 22.



Banks Peninsula Branch's Hadstock
Driving tests was keenly contested this
year. See rally snippets page 33.



This 1960 MGA coupe is looking for
a new home. Check out this issue's
marketplace. See page 38 for more
vehicles for sale.



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COVER

Jason Roberts driving Brad Govan's Austin 7 Hawk at the Hadstock
Driving Tests, organised by Banks Peninsula Branch, held on
3 May 2015, page 30.



president's message

This is the 35th and last message I will publish as President. As you will have received your annual statement of accounts and ballot papers for the four notices of motion and Management Committee election, you will know that your new President, Diane Quarrie will take over from me at the Dunedin AGM on 15 August. Diane and I have been preparing for the transition and I have previously introduced her to the membership through this column. If you would like to know about her background in the Vintage Car Club, you can read a brief CV attached to the ballot papers you have just received.

The fifteen years I spent as Secretary/Treasurer under three strong Presidents prepared me well for the role of President, a position I never envisioned that I would hold. While the Secretary's role was a demanding job, I found that the role of President brought with it a new level of commitment and an increasing number of challenges every year. Over the past six years I have been fortunate to have received support and advice from our Life Members and Past Presidents, and I thank them for helping make life easier for me. I have also enjoyed the support and friendship of the current and past Management Committee members who have all worked tirelessly to ensure the efficient management and future direction of our club. Many of you will have little knowledge of the amount of work that the Management Committee members undertake apart from attending committee meetings. While it is a privilege to serve on this committee, it also involves considerable sacrifice in both time and money. We have been fortunate in the calibre of the people who have been prepared to serve the club nationally, and I hope that we can continue to attract members who are prepared to make such a major contribution to managing our club.

At this time of year many of you have put the vehicles into the shed for wintering over and maintenance so there is less activity on the motoring scene. Some of you will be preparing vehicles to travel to the January 2016 Festival of Motoring event in Dunedin. Please remember to get your ID card applications submitted in plenty of time for approval before you enter the rally, and make sure you enter before the October cut-off date.

After a hectic year the past couple of months have been quieter for me but I have visited Wanganui Branch and Nelson Branch for 50 year badge presentations. I want to thank the Boyds and Chamberlains for hosting Christine and me at the Wanganui event, and the Mercers for their assistance at the Nelson function.

Branches have held their Annual General Meetings over the past couple of months, and I know there are new Chairmen and committee members in a number of branches. I congratulate you on your appointments, and look forward to meeting new Chairmen and delegates in Dunedin. Some branches have difficulty getting enough members to stand for election, and we thank all of you who have been prepared to take on these responsibilities. Please support those who are prepared to serve on your local committee. Without these willing members, branches would face a bleak future and there would be no local events to attend. Too often we all take for granted the tremendous effort required by a small group of members to stage our local and national events, which we all enjoy. A word of encouragement or a letter of thanks goes a long way towards supporting these unsung heroes.

As I sign off for the last time, I want to thank all of you who have supported and encouraged me in this role over the past six years. Christine and I have been overwhelmed by the friendship and hospitality so many of you extended to us and we have enjoyed staying in your homes. It has been a tremendous privilege to have visited so many branches and shared with you the major events and milestones of your branches. It has been a unique experience to share the many ways branches organise themselves, and the many different types of events which make all our branches special. I am always astounded by the range of talent we have within this club and the dedication and willingness to share knowledge and ability with other club members who need assistance. Special thanks go to our Management Committee members for their support, hard work and friendship, and to all those members on national committees who have helped to achieve the objectives we have set over the past years and the direction the club has taken. Lastly I want to thank Christine for her loyal support over twenty-one years and hosting scores of management members at our home when attending meetings in Christchurch.

John Coomber
VCCNZ National President



as we see it

Reviewing the contributions for this issue it appears that Vintage Car Club members are an intrepid bunch of motorists not put off by winter weather. We have received photographs from Hadstock, Irishman, West Coast Mudplug, Sandy Bay Hillclimb to name but a few events. We love the action pics and so do the readers so please keep on sending in your photos and written contributions. We do appreciate the time and effort required to put something together so get stuck in and make a name for yourself. Who knows – maybe you'll even become the cap winner for the month. Sometimes it is difficult to take an active part in your branch at committee level but at least by sending us an article you are doing your bit for your club.

I recently received a letter from a branch stating their support for Idle Torque in its current format. This came about because of the discussion that had previously taken place about its value to the magazine and the members. They obviously had a good discussion about the matter at a branch meeting with the result that a formal letter endorsing their views came my way. They also made some mention that they appreciated the work we do in producing the magazine. I appreciated the letter because it gave me their branch view and was valuable feedback (positive!).

I also recently received a letter from a member with some positive comments and a well thought out idea or two we are considering over the next couple of months and which I hope we can bring to fruition in the future. That writer also made mention of the recent desultory discussions that have been taking place about changing the name of *Beaded Wheels*. He is pro-change but as always the difficulty is what to change to. He has made a suggestion which included "classic" but I am not sure that would work in our favour. Bear in mind there are already two classic car magazines out there and we need to maintain our difference from them. The fact remains though that many of our members are using cars of the '50s, '60s and '70s for various valid reasons, and *Beaded Wheels* needs to cater for vehicles right from the beginning up to 30 years old.

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

AUGUST

6 Sth Canterbury Quiz Night
8 Ashburton Garage Raid
8 Canterbury Around the Bays Motorcycle Run
9 Wairarapa Janice Groves Memorial Run
13 Wellsford/Warkworth Annual Prize-giving
15 Otago National AGM
16 Canterbury High Tea and Run
16 Central Otago Wanaka Run
16 Marlborough Sporting Trial and Mid-winter ride to Wairau Valley Tavern
16 Nelson Club Run
16 North Shore Triple Combined Rally
16 Taupo Club Captain's Run
16 Wanganui Maori Warden's Run
21 Nth Otago Dinner & 10 Pin Bowling Run combined with Waimate
23 Bay of Plenty End of Month
23 Waikato Ladies Rally
23 Wellington Leprechaun Rally
29 Rotorua Sulphur City Rally
30 Gisborne Club Run

SEPTEMBER

5 Banks Peninsula Levels Racing
5 Canterbury Women Drivers Rally
6 Waimate Swapmeet
6 Ashburton Opening Run Combined with Sth Canty at Timaru
6 Sth Canterbury Opening Run
12 Wellington Twilight Rally
12/13 Wairarapa Peter Smith Memorial Rally
13 Auckland PV/PW/P60/P80V Rally
13 Central Otago Omakau Run
13 Marlborough Run to Marfells Beach
13 Nelson Dennis King Memorial Trial

13 Waikato Kairangi Hill Climb
19 Manawatu Vintage Rally
19-20 Taranaki Motorcycle Rally
19-20 Wellington Tom's Tour
20 Otago P60/P80 Run
20 Taupo Champagne Breakfast Run
26 Central Otago Blossom Festival
26-27 North Shore Spring Tour
25 Bay of Plenty End of Month
27 Central Otago Swapmeet
27 Gisborne Navigator's Run
27 Nth Otago Opening Run & Tea Pot Rally with Waimate
27 Waikato PV/PW/P60/P80V Rally

OCTOBER

3 Otago Dunvegan Motorcycle Rally
4 Wellington Gymkhana
8-11 Bay of Plenty Brits at the Beach
9-11 Canterbury Swap Meet
11 Nelson Club Run
11 Wairarapa The Historic Places Rally
17-18 Banks Peninsula Hillclimbs
17-18 Canterbury Girder Forks Rally
17 Manawatu Swap Meet
17 King Country Journey Through Time
17-18 Nelson Biennial Rally
18 Ashburton Spring Rally
18 Central Otago Kingston Run
18 Wellington Heritage Rally
23-26 Hawke's Bay Safari
24-25 Auckland Hunua 100 Rally
24-25 Nelson Biennial Rally
24-26 Sth Canty Mt Cook Rally 60 Years
25 Bay of Plenty End of Month Run
30-1 Nov Banks Peninsula Ruapuna Racing
30-31 Wairarapa Peter Chisholm Rally
31 Canterbury Annual Veteran Rally
31 Waikato Veteran Rally

NOVEMBER

1 Sth Canterbury Motorcycle Run

4-6 Northland Far North Tour
6-8 Sth Canterbury Safari Weekend
7 Canterbury Annual Motorcycle Run
7 Otago Taieri Tour
7 Wellington Annual Rally
8 Bay of Plenty Swap Meet
8 Horowhenua Tararua Trundle Rally
13-15 Canterbury Show Weekend Tour
14 Sth Otago Clutha Rally
14 Waikato Swap meet
14-15 Southland Arrowtown Motorcycle Rally
15 Central Otago Wanaka Run
15 Hawke's Bay Homestead Run
15 Nelson Club Run
14 Nth Otago Swap Meet
15 Sth Canterbury Vet / Vin / Commercial Rally
15 Sth Otago 41st Clutha Rally
20-22 Auckland Motorcycle Rally & Swap Meet
21 Canterbury Annual Vintage Rally
21 Otago Commercial & Veteran Rally
21 Sth Cant Night Trial
22 Banks Peninsula Hawkwood Sprint
22 Bay of Plenty End of Month
22 North Shore Car Show & Swap Meet
28 Ashburton Commercial Run
28 Central Hawke's Bay Veteran Rally
28-29 Wairarapa Gold Medal Motorcycle Trial
29 Canterbury Homestead Run
29 Sth Waikato TTT Rally

DECEMBER

5 Nth Otago Windsor Rally
6 Ashburton Veteran & Vintage Run and Christmas Tea
6 Auckland Gymnic
12-18 Ashburton Oakley Run
13 Central Otago Glenorchy Run
13 Nelson Christmas Run
16 Bay of Plenty Christmas Cheer/Lights

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

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**national
office news**

National Annual General Meeting

The Club's Annual General Meeting and Executive Meeting take place in Dunedin on 15 August 2015. The executive also meet on 14/15 August. The executive is made up of each branch chairman and one other delegate plus the management committee. Your delegate will report on the proceedings. The minutes for the Executive Meeting are distributed to each branch secretary and all members will receive minutes of the Annual General Meeting, branch office details and a list of calendar of events as an insert in the October/November issue of *Beaded Wheels*.

Branch Annual General Meetings

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

VCC ID Card/Authenticity Statement Requirements

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

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

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

Change of Address

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

Branch Transfer

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

VCC Speed Events

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

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

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

VCC ID Cards Renewals

Please note that all VCC ID Cards expire upon change of ownership, or 10 years after the issue date (whichever comes first). Approximately three months prior to its expiration the VCC National Office will send a renewal advice out to owners of vehicles who have VICs due to expire.

Please remember that valid VICs are compulsory for national events which includes the International Festival of Historic Motoring 2016 Rally in Dunedin.

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.

Mega-buck Reproductions

I was intrigued when I first saw reference to the new category of vehicles, "Authentic Reproduction Vehicles", as the requirement for them to be newly constructed "to the exact specification of an original factory production vehicle" appeared to make it impossible for anyone to actually produce such a vehicle, unless it was a reproduction of a comparatively modern vehicle. Having read the article in *Beaded Wheels* 334, I see that the category is intended for "mega-buck" reproductions where it is possible for construction to be "exact in every detail down to the correct threads on all nuts and bolts and the horse hair packed into the seats..." However, I feel that this definition raises a number of issues that do not seem to be covered by the VCC Vehicle Technical Code and will require a great deal of thought, refining and discussion before the criteria for this category are finalised.

To my mind, these are:

1. What is meant by "to the exact specification of an original factory production vehicle"? The *Beaded Wheels* article implies that such vehicles will be "exact in every detail down to the correct threads on all nuts and bolts and the horse hair packed into the seats..." This could mean that the vehicles are constructed from parts made to the same pattern as the originals, but not necessarily of the same materials, whereas "to the exact specification of an original factory production vehicle" implies that all materials and assembly methods must be absolutely identical to the original. Thus, not only would the threads of all nuts, bolts and screws used need to be as per the original, but so would the chemical composition of the metal used to make them (and the body panels), as would the rubber compound, tread pattern and carcass construction of the tyres, the composition of the brake and clutch linings and any plastics used for trim or fittings and so on.

2. Assuming that money truly was no object and the exact specification of every component could be exactly reproduced, how will a VIC inspector be satisfied that this is, in fact, the case? What evidence will need to be provided to support the assertion?

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.

3. As these vehicles will be “newly constructed” and required to pass the LVVTA certification process, how will the LVVTA certifiers view such fittings as toughened glass windcreens, non-collapsible steering columns, absence of seat belts, presence of trafficators and absence of flashing indicators, provision of a speedometer marked only in “miles per hour” and the host of other period-correct factory production features that may be presented to them?

4. Having successfully cleared all the above obstacles, once the vehicle is three years old, I presume that it will become subject to Warrant of Fitness inspection and will then have to meet the emission standards applicable to new vehicles. How will this be the case for engines constructed to exact factory specification that were never designed with these standards in mind and for which, by definition, catalytic converters will not be an option?

David North

Not a BMN-P

I read with interest Rod Brayshaw's article on Authentic Reproduction Vehicles and the Notice of Motion he has proposed.

There is merit in his proposal, but I question his use of the word “exact”. My dictionary defines exact as correct in every detail and includes measurement and formulation in its definition.

Using a vehicle like the Alfa Romeo 8C 2300 Monza as an example, measurement should not be hard to get exact but formulation could be a different story.

Is the aluminium used in castings to the 1930s specification? The same applies to the steel used in chassis rails, crankshafts, gears and so on and on. Do you build in known weak points in a design or, as most people would have done over the years, modify the design and or materials to overcome a problem.

I like Rod's idea and intentions, but feel the use of the word “exact” may leave the way open for a “nit-picker to be bloody minded” over the eligibility of a particular vehicle in the future.

Bill Grant

Alexandra

P.S: I hope I am not seen as a “bloody minded nit-picker”. It is not intended.

Wheel Shimmy Correction.

In reply to John Loudon's letter regarding Model A Ford wheel shimmy.

Firstly, no Model A Ford of any year was factory fitted with a rubber ball at the rear junction of the front radius rods,

(wishbone). All Model As were fitted with two opposing spring loaded and lubricated metal cups enclosing the radius rod ball, which held the front radius rods very securely to the bottom of the bell housing, but allowed slight movement for the rise and fall of the front axle.

The front axle caster angle of a five degree forward tilt is factory set, and in no way is it ever intended or needed to be altered.

With the front radius rod ball correctly held, the correct factory front axle caster, and all other steering components in good warrant of fitness condition, there will never be any wheel shimmy. I have driven many, many Model A Fords in my 50 years of Model A ownership and restoration, and I have never ever encountered wheel shimmy in any vehicle. I have heard of it happening, in many cars of that era, where the mechanical components are allowed to deteriorate to an unacceptable condition, where wheel shimmy can occur. I have been told of wheel shimmy in Chevs, Dodges, Whippets, Chryslers, and it most likely happens in many more makes as well.

The Model A Ford is a superbly manufactured vehicle, not only pleasing to the eye, but a joy to drive with its motoring excellence and reliability. Just look at the number of Model As compared to other entrants on the Irishman Rally. That says something in itself.

Les Pearson

Rod's Cautionary Tale BW334

A very good letter and photos Rod, about your frightening experience in your ill-fated Ford Escort. Maybe I can shed some light on the problem. About 1974 my son, working in Tuakau, bought me a 1972 CF Bedford van to use as a camper. The van had been parked up and abandoned because of a severe engine fire. Apart from the engine compartment the van was complete with DB signwriting all over and was in very good order.

However, on getting it home to Te Puke an ex-pupil and now panel-beater friend told me that he had towed a number of these vans, plus contemporary Fords and Vauxhalls. On investigating he had found that the carburettors, all of the same make, had the petrol feed pipe nipple into the carb pressed or cast into the die-cast housing and it would eventually vibrate loose and pump petrol over the engine, especially the Vauxhall manifold. Lovely thought isn't it?

My answer was to remove the nipple from my replacement carb and gently

screw in a threaded nipple with Loctite. Nearly 100,000 km since and no trouble.

Trevor Mitchell

Hunting the Peugeot



I am looking to find this Peugeot 404 camper van. Please contact me if you know where this car is or if you know what might have happened to it.

Sven Slager

Phone 027 769 5919

sven@slager.co.nz

When is a restoration not a restoration?

It is quite strange that Neil Lucas would raise the question in Soapbox as to what is acceptable when “doing up an old vehicle”, what is a complete rebuild, and what is a renovation, or even a ARV, as I raised this question with the guys at our branch stores a short while ago. What brought it up was an article in BW 331 wanting help with a 1915 Waverly, they had a few bits but no axles wheels or even a chassis, and no body. We wondered what category this project would end up being in.

Not surprisingly opinion was well divided, it was suggested a renovation is where you have 90% of the original car to start with, but it remained a sticking point as to how much of the original car you must have to end up with a genuine renovation, before it becomes a rebuild or even a ARV, also what category is a project car that is made up completely of parts from many different cars all of the same year.

Correct me if I'm wrong but I have not found any VCC guide lines for the above.

I know that some will disagree but I think that proper indicators and brake lights are essential, no matter how old your car is if you use it on the road, and as Mr Lucas states these can be discreetly positioned as to blend in with the rest of the vehicle.

I am hoping to create discussion, Soapbox is a very good platform for such discussions, I hope it remains a place where one can express an opinion without censorship, or having content edited out.

Clive Blunden

Gas Producers

Graeme Rice has got it wrong about gas producers, they were made by Speedway Products of Penrose and they never burned coal they burned coke.

John Phillips
Warkworth

2016 Cannonball Motorcycle Rally

I am writing on behalf of a fellow motorcyclist who intends to compete in the 2016 Cannonball Motorcycle Rally held in the USA. The rally begins at Daytona Beach, Florida in early September then progresses to the finish at Tacoma, Washington about one week later after covering nearly 4,000 miles. The range of motorcycles is varied including many Vintage and classic bikes. Not surprisingly, Harley-Davidson and Indian are well represented English and European motorcycles also put in an appearance. The rally is of a non-competitive nature and is more of a long distance endurance run that pits both rider and his/her motorcycle against the clock to finish the run in a set time. The Nelson rider will be attempting to complete the rally riding a 1916 Sunbeam

500cc sidevalve single, no mean feat when all things are considered.

We are attempting to gather as much information, hints and tips regarding attending and competing in the September 2016 rally as possible at this stage. The Sunbeam is currently undergoing a complete engine overhaul, plus a conversion from clincher to wellbase type tyres designed to enhance safety and tyre availability. We would appreciate hearing from any previous Cannonball Rally entrants/participants, their experiences would be of great interest to our team.

John Shand
Phone 03 546 7699
john.shand@nzclassicmotorcycles.co.nz

Re: National Register of Jaguar Mk VII/VIIM/VIII & IX

I am continuing work, begun by Alan Belcher, on a national register of the Jaguar big saloons of the 1950s; the VII, VIIM, VIII and IX types. Information from your readers about such cars; their chassis number, condition and other details would be much appreciated.

For a planned-for publication, photographs and stories are sought about these important cars of which many hundreds were imported into New Zealand from 1951 to 1961. Especially photographs and stories of these cars and their owners in the 1950s and 1960s. Can readers help? Already I have gathered some fascinating stories about some remarkable surviving cars; some in original condition, others restored, and some off the road for many years.

It is not always easy tracing the early history of the cars. Case in point; my 1954 VIIM had a 1960s registration of CE9893. Does anyone remember the car? Where was 'CE' issued – maybe lower North Island?

Richard Waugh
Auckland
Phone 09 533 9400
rjw@ecw.org.nz



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

soapbox

Contributed by Jim McCutcheon

Undoubtedly my comments will ruffle a few feathers and I'll be written off as an eccentric old fart. So here goes.

As some will know, I am the proud owner of *Ernie*, a 1923 Model T Ford roadster. I owned him for the best part of 50 years as a pile of junk before I put a spanner near him. In the early '60s I collected many trailer loads of T stuff from farms around Norsewood in Hawke's Bay. My father, who completed his apprenticeship at Johnny Peach's Ford shop in Napier on Model Ts in the 1920s, was mystified that his son found them so interesting. To my father, and those of his era, Model Ts were a basic and sparsely equipped form of transport with little charm attached to them. In fact they could have a nasty habit of biting the hand that owned them as they attempted to crank them into starting. Here is my take on Model Ts back then in the '60s. The few road-going Ts were

generally in a parlous state, more often they had been trucked, or worse, turned into a sawbench for cutting up firewood.

So, where is this going?

Personally I get more of a charge out of seeing unrestored old vehicles as, to me, they are dripping with character. Don't get me wrong, the dollied up, shiny, immaculate examples are a credit to their owners but in a line-up the unrestored vehicles get my attention. (The trouble is that the dollied up ones are a damned sight more pristine than when they were new in a showroom and the colours?)

Ernie is not pretentious and has three letters from a Range Rover attached to the right rear of his bodywork and this stands for Rough As Guts. He would cause purists to clutch their chests. He has the wrong year bonnet, the wrong year boot, a top windscreen frame modified to fit at the bottom, a New Beauty spare wheel carrier and pushbike lights as day runners to aid being seen. Financial constraints mean that some of the upholstery is still in original condition, but otherwise he is all there. Well, enough to motor around in and enjoy. I have the hood bows in my basement but again no funds to do something about it. Anyway, who wants to drive around in the rain.

Since the majority of *Ernie's* tenure in my company was spent as a pile of parts he is now not destined to gather dust in my

basement and gets at least two runs around Howick each week.

He has featured three times in a local paper since a teenage girl tried to eliminate both of us; (the crash, halfway repaired, and back on the road. The reporter was game enough to go for a ride in it). When he is out for a gallop around Howick, I am often approached by people saying that it is great to see him out and about again. This may sound odd, but a half hour drive locally is enough for me and my 76 year old bones, coupled with dealing with morons in power assisted modern junk, and *Ernie's* not too refined springing and brakes does me. Endless miles on a rally do not light my candle so, local runs are just fine.

One last gripe – one thing that burns me up is when old geezers are out on a run in their old cars in number. Why do they travel so close to others with a self righteous expression on their face, holding up lines of later model cars? New Zealand is one of the few countries that still allows old cars to be driven on our highways - they will stuff it up for all of us.

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

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the way we were

The Club Archivist

It was with regret that I learnt in May that Marilyn McKinlay had relinquished her position as Archivist at the Vintage Car Club National Office. She was appointed to the job early in 2013 taking over from her predecessor Betty Wallace, who with husband Graham, had handled the archivist's job for many years. Betty carried on as Marilyn's assistant and the pair received much appreciated help from Marilyn's husband Ian, especially with construction jobs around the archive.

Marilyn has become part of a committee organising the 60th birthday celebrations for Canterbury Branch next year and we wish her well. I believe 2016 is intended to be one long year of activity and festivities for Canterbury Branch and I for one will be making the most of it.

Howard Porteous

Readers may remember my article in *Beaded Wheels* 325 that outlined my visit to Howard and Dianne Porteous on their dairy farm north of Hamilton.



At the time I was assisting at a junior hockey tournament there. To survive an illness Howard had had his left arm amputated in August 2012. Over the years he had restored many old cars and despite the loss of the limb was determined to rebuild a 1929 Chevrolet coupe that he hoped would be ready to drive in the International Rally in Dunedin next year.

I was always interested in Howard's progress with the vehicle and made contact with him recently. He and Dianne have relocated to a smaller farming block, leaving the dairy farm to their son to operate. Howard's new establishment has a well set-up workshop and he is keen to continue rebuilding and restoring old vehicles as his health permits. The Chevrolet coupe has the timber components finished and the bodywork assembled and this is now sitting on the chassis. Howard reluctantly admitted that it was now unlikely that the vehicle would be finished on time so he had bought a 1957 Chevrolet Bel Air with automatic transmission and left hand drive to take south. (I think the physical demand of driving

from Hamilton to Dunedin in the old car was concerning Howard too.)

Evidently working on restoration projects since his operation has meant that Howard has developed new ways to fabricate and assemble the parts needed, and he is finding fewer jobs that he needs assistance with, and the tasks are becoming comparatively easier too.

He and Dianne are still very active in branch affairs and when talking to them (this was in May) I found they had recently plotted the courses for the Waikato Branch Annual Double Fifty rally which attracted 96 entrants from 14 branches. I look forward to meeting up with them again in Dunedin.

From the Archive

I was looking through a few old publications in the Club archive and thought readers may appreciate some history I uncovered, written (I think) in the early 1900s, it was entitled *Early Motor-Vehicle Days in Canterbury*.

"Apparently the second car to arrive in Canterbury was a De Dion owned by a Mr. F.N.Adams.

A Mr. Oates imported a Rambler and with others that had arrived, a start was made for Hanmer one day, an adventure in the truest sense of the word with unbridged creeks and water races, no paving, no Automobile Association nor A.A. signposts in all the land. It is recalled that the De Dion made an alarming pace downhill and charged deep into a waterway at the bottom throwing one occupant clean out. The former occupant had a new suit of the period and when he emerged the dye from his red tie had spread across his shirt.

The serious aspect of the incident was the disastrous effect of the cold water on the overheated cylinder of the De Dion which had to be towed home.

These were the days when if a car broke down, swarms of people came round and jibed. All motorists carried extra chains.

There were no windscreens, there was trouble with wiring and the sparking plugs and lubricating oils were bad – everything it seems was bad.

There were very few magnetos; accumulators were used largely. A motorist always carried two accumulators, one connected and one spare.

The Orient Buckboard was one of the queerest contraptions ever to come into this country. It had an air-cooled engine on the back of the board and steering was by tiller. The engine used to get so hot that it would go on firing long after it was wanted to stop. If a man got out, or off, to light his pipe, he must keep hold of the back of the buckboard as it would keep on kicking down the street.

An old gentleman (O.G.) arrived in Christchurch one day intent on buying an Orient Buckboard and driving it back to Timaru. (100 miles south.) A pilot mounted on a motor bike was detailed to see the O.G. out past Hornby. The pilot went home for lunch the departure for Timaru being arranged for the afternoon.

When the pilot returned there was a large crowd, like a swarm of bees, moving along the road at about six inches at a time. The O.G. and his Buckboard was the centre of attraction. True to type, the machine was creeping along the road; the cylinders were hot and the engine and vehicle wouldn't stop. The O.G. was not keen to get back aboard. Eventually the problem was resolved, the vehicle mounted, and a start made.

At the outskirts of the city the pilot noticing the Buckboard going well, speeded up and rounded a corner but the O.G. did



Alex Shadbolt in the Orient Buckboard, photo taken 1974. Mansbridge Collection, VCCNZ Archive.

not follow and when the pilot turned back he could not see man or Buckboard. He was about to set off back to town to report when the O.G. raised his muddied self, and a portmanteau, from the wayside ditch. On top of a gorse hedge, wheels in the air, was the triumphant Buckboard.

What had occurred was that the O.G. had spied his portmanteau slipping off the end of the board behind him. He let go of the tiller and the vehicle ran up the hedge. The O.G. went on to Timaru by train!

The slightest movement of the tiller acted direct; it took the full lock. So light was the machine that to turn the thing around one lifted the front wheels and did it that way. It could do 30 mph.

The early Fords could do 35 miles an hour. First the engine was put in and everything was bolted on to it. When it was advisable to remove the engine, the back axle had to be removed first then the body and the engine last.

The 12-16 Talbots were very fine examples of motoring practice. They were four cylinder with dual ignition; coil accumulator or magneto."

(And for those interested a portmanteau was a large suitcase that opens into two halves.)



historical snippets
of motoring interest
from years gone by
Graeme Rice

timelines

100 YEARS AGO

1915 – If you have problems getting the right sized tyre for your motorcycle, spare a thought for 1915 buyers faced with hundreds of different rim sizes. Even rims that were supposed to be the same size varied as much as half an inch in width and quarter of an inch in depth. This, according to the Engineering Standards Committee, encouraged the potentially dangerous practice of bead cutting, resulting in variation in bead clinching which caused friction, or failed to hold the cover onto the rim altogether.

75 YEARS AGO

1940 – Buying a new Austin 8hp was claimed to be an effective way to save fuel and make the best use of the meagre petrol allocation. Auckland Mr Seabrook cashed up a two-gallon petrol voucher and drove the new Austin 114 miles from Auckland to Hinuera. He achieved 57mpg while always travelling at a safe and economical speed.

50 YEARS AGO

1965 – Aristocratic Lady Penelope, her gnarly chauffeur, Parker, and their six-wheeled Rolls-Royce burst onto our TV screens in a September 1965 Thunderbirds episode, "Trapped in the Sky." FAB 1, the 6.4 metre long, 3 ton pink Rolls featured a lethal armoury. A machine gun, lasers and harpoon launchers, plus oil slick dispensers and smoke-screen canisters complemented by hydrofoils and grappling hooks. Rolls-Royce helped with the styling and sold Thunderbirds a genuine grille and Spirit of Ecstasy mascot for close ups. Even in 1965 the full size plywood model cost £2,500.

30 YEARS AGO

1985 – One local road tester was convinced that the fuel injected, 2.2litre Renault 25 GTX was under-rated, a verdict that was reinforced after he parked it up for a few weeks while driving BMWs, Audis, bigger Toyota and Nissans. It seems it was an extremely comfortable and well balanced car with sparkling performance, good handling and a surprising 32mpg overall fuel consumption. Complete with 5-speed manual gearbox, an electric sunroof plus adjustable steering the 25GTX cost \$53,200.

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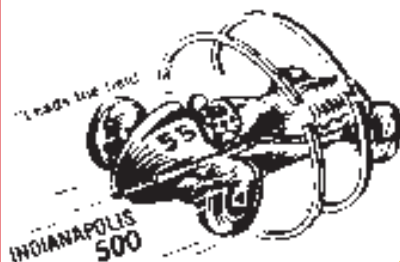
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Nicola Wilkinson
Rally Director 2016

2016 rally update

Winter is certainly well and truly upon us. I hope that no-one was affected by the recent floods and snow falls from the polar blasts. Let's hope that after all this adverse weather we are in for a great summer.

Registrations

Registrations are tracking well although as with previous events accommodation bookings are currently higher than actual registrations. Please remember to get your entry in before the end of September to avoid the late payment fee. Even if you are not sure of which vehicle to bring – we're happy to accept your registration now and update the vehicle details later as it helps confirm numbers for catering, entertainment and merchandise.

Accommodation

Speaking of accommodation – if you are still looking for somewhere to stay there is a converted seminary in Mosgiel that is able to accommodate large groups and has plenty of free, safe, off-street parking. The seminary was originally the homestead of Arthur Burns, one of the early settlers of Otago.

If you would like more information please contact Susie in the rally office on admin@historicmotoring.co.nz or alternatively you can contact them direct :

Holy Cross Accommodation and Events Centre
Phone 03 489 2600
holycross@cdd.org.nz

Sun Alliance Trophy

The Sun Alliance Trophy is a national trophy that is presented to the branch (excluding the host branch) with the highest percentage of members attending any nominated national rally. The trophy was donated by Sun Alliance Insurance (now Vero) to commemorate the 50th Anniversary Rally in Christchurch in 1996. As we will be celebrating the 70th anniversary of the VCC of NZ during the festival we have arranged for the Sun Alliance Trophy to be available for the Festival.

Train Trip to Oamaru

As I write the train trip to Oamaru is almost full. There are still a few seats available so if you are still interested – please contact Susie in the rally office on admin@historicmotoring.co.nz or ring 0800 446 676. You are also welcome to drive up to Oamaru to take part in the festivities. The Whitestone Heritage Trust is arranging a gala day for us which will include live entertainment throughout the day along with local stall holders and the Steam Punk Museum will be open. There is plenty to see and do around the Historic Precinct and Oamaru.

Loan Vehicles

Thanks to members who have come forward to help with requests from overseas entrants looking for a vehicle they can either borrow or travel in as passengers. We still have a number of requests to be answered so if you are able to help with either lending a car or taking a couple of passengers please contact Susie – details as above.

Condenser

I hope that you have been enjoying reading the *Condenser* each month. This

has the most up to date information about the festival so if you have missed any issues they are available on the website www.historicmotoring.co.nz under Rally News.

Pomeroy

We can now confirm that the 2016 Pomeroy is going to be held at Timaru Levels Raceway on Thursday 14th January 2016. Details regarding start time and timetable will be forward direct to entrants once these have firmed up.

For those who have already entered the Pomeroy, thank you. For those who have only registered for the main part of the Festival and would now like enter the Pomeroy please email Susie on admin@historicmotoring.co.nz. If we receive too many entries we may be required to close entries early and if this is the case you will be advised.

During the recent roadshows around some of the branches we have been asked to explain what a Pomeroy event actually is so I felt it timely to reprint the article written by National Speed Steward Tony Haycock and published in the December 2014 *Condenser*.

What is a Pomeroy?

Well, in simple terms, it is just a great way to have some fun in any car, no matter how old or new, fast or slow. So your mate keeps telling you how much better his Model A is than your Morrie Minor? The "Pom" is the ideal way to win bragging rights. What it is not, is a race, or something which will kill your car. But what actually is a Pomeroy?

It goes back to post-war England. Motoring journalist Laurence Pomeroy Jr was wanting a way to compare modern cars with their predecessors in a fair manner and he came up with The Formula, a totally incomprehensible mathematical calculation that can pit a single cylinder Cadillac against an XJ6 Jaguar in a fair contest to find which is the ultimate touring car.

Pomeroy took into account the age of the car, the size of its engine, wheelbase, two or four wheel brakes, disc or drums. Because this is a test intended for touring cars, there are other considerations as well. Most importantly, there needs to be room for a passenger (not carried during the event!), suitable accommodation for a pair of Pomeroy regulation-sized suitcases, and the passenger's foot-well is not considered a suitable place to accommodate them.



Weather protection is important for touring cars, so open cars must have a hood to avoid penalties, and for certain parts of the event, the hood must be erected to prove its practicality. Of course, penalties also apply if the car isn't road registered or doesn't have a WOF and a road section forms part of a Pom.

The tests are simple, but each target focuses on a separate facet of the qualities required in a touring car.

- The standing ¼ mile sprint is of course for acceleration.
- The flying ¼ mile for top speed.
- The brake test, obviously tests the efficiency (or lack of!) of the car's ability to come to a complete halt from speed.
- The wiggle-woggle will find any handling or steering deficiencies.
- Then comes the final part of the on-track activities, the 20 minute reliability trial. Each competing car is allocated a target number of half laps needed to be covered in 20 minutes, based on The Formula. You will be on the track, with cars of similar performance in the interest of safety, not racing, but driving your car as quickly as you feel comfortable, hopefully meeting the target set by Mr Pomeroy. Should your wheels cease to rotate in the direction of the track i.e. if you spin or stop for any reason, penalties again apply.

The great thing about the Pom is the tests are you against the clock and The Formula. You all know your own and your car's limits and there is no pressure to go beyond these limits. Indeed, if any driver is seen to be going beyond what is safe for themselves or their fellow competitors they will be called in for a little chat with the chief marshal.

Absolutely any car on the rally is eligible to take part, no extra documentation is required. You will need a crash helmet and a pair of overalls (normal cotton overalls are acceptable) and your car will be scrutineered prior to the event to ensure it is safe. So get together with your mates and tick the box on the entry form for the Pomeroy. It is a fantastic fun event and will give you tales to tell at the bar for months to come with evidence to prove your car is better than the next!"

While a Pomeroy event is primarily geared towards cars, motorcycles will be accepted but obviously with a slight change in format and the requirement to wear full motorcycle leathers.

BW



Is your vehicle's VIC valid?

2014 Roycroft Trophy event. Photo Neville Bailey

Valid ID cards are compulsory for all

VCCNZ National Rallies, VCCNZ International Rallies and Speed Events

This is a reminder that to enter VCC National, International and Speed Events, it is compulsory that the vehicle you are entering holds a valid VCC ID card.

A VCC ID card, once produced, is valid for ten years UNLESS there is a change of ownership or a modification to the vehicle and in these cases, they will expire at the time of the change of ownership/modification.

When the ten year expiration date of your ID Card is drawing near, a renewal advice is sent out by the National Office (approximately three months in advance). Please make sure

you complete this and return everything directly to your branch who will then undertake their duties and forward them to the National Office for completion.

If you own or are lending a vehicle and are entering a VCC National, International or any Speed Events, you will be required to provide your Valid ID Card number on the entry form. This is cross referenced with the Club database and if it is not showing as valid, the rally organisers will be advised. Members must have this paperwork up to date to attend these events.

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Impressions of 5,200km in a 1913 Hupmobile

Words and photos Lois and Bevars Binnie



Heading towards Kata Tjuta (The Olgas).

Bevars Binnie is the newest member of the Beaded Wheels editorial committee – together with wife Lois he tackled an epic Veteran run through the center of Australia in 2014. Their diary gives us an insight to life on the dusty and sometimes smelly road.

A Veteran Rally from Adelaide to Darwin seemed a once in a lifetime opportunity. Organised by Mark McKibbin from the Victorian Veteran Car Club, and to be run in August 2014, it would be 4,000 rally kilometres over 22 days with just three of them rest days. The additional 1,200 kilometres would be getting to the start and incidental mileage done on side trips as we did not have a modern follow-up vehicle.

For a number of reasons none of our Veteran vehicles were in a suitable state for such a long rally. Fortunately a mate was selling his 1913 Hupmobile Model 32 so I sold a couple of motorcycles and bought it. I didn't drive it many miles before the big rally, but I knew its history and was fairly confident it would make it.

In late July I flew over from New Zealand and drove the Hup 750 kilometres from Warrnambool, where the car was stored, to Nuriootpa just north of Adelaide. Rain, hail, howling winds and a few flakes of snow made this an interesting trip, but the Hup showed its

strength by not missing a beat. Lois joined me at Nuri and on Sunday 3 August the big adventure began. There were some 45 entries, from the sublime (a 1904 curved dash Oldsmobile) to the ridiculous (a 1917 American LaFrance fire engine with a 14.5 litre engine). About 15 entries were single and twin cylinder motorcycles, plus a couple of slow Vintage entries that were allowed in when initially it looked as though entries might be a bit low.

On the Road

Day one is fine and frosty with the rally starting at the Birdwood Motor Museum and going to Burra via the beautiful Torrens, Eden and Barossa valleys. All are looking green and lush, with the dams full to the brim. The Eden Valley has lots of big old remnant gums scattered through the paddocks, which seem to be full of happy looking sheep and cows. This is the prettiest we have ever seen this area and it is a delight driving through the avenues of old gum trees.

There is something very settled and permanent feeling as we drive through the little villages filled with cottages built with that warm sandstone in the distinctive South Australian style. There were lots of early wattles in flower, along with clumps of rogue almond trees at various spots. Then we are into Big Sky country with large tracts of green wheat and occasional paddocks of yellow canola. Burra is a lovely little town full of heritage stone buildings. We stay in the Paxton Cottages,

originally housing for the workers at the copper mine. They probably didn't have the luxury of electric blankets and heaters. We need them, as although the weather would be fine and almost without a cloud in the sky for the rest of the rally the next week and a half would be cold with frosts. We have a beautiful gourmet pizza for tea – maybe the last really good meal before Alice Springs.

The next day and a half we travel to Wilmington then over the Flinders Ranges via Horrock's Pass out to the coast near Port Augusta. Again we travel through unusually green countryside, really saturated intense greens which we have almost never seen in Australia. Most is due to the vast areas of wheat and canola, plus the recent ample rainfall. The locals say they are so sick of the rain, something that doesn't happen often here.

There are still lots and lots of trees dotted across this rolling green landscape, even in amongst the crops, although mostly along the creek valleys. Almost all of them are eucalypts, with some wattles and pine. Many of the creeks are deeply incised valleys with vertical banks of bright red soils, a taste of things to come. We discover that canvas side curtains and hood do not provide much protection from the powerful odour of road kill. And once inside the car it takes a long time for it to go away.

Descending Horrock's Pass brings us out to the coast and onto the main road south of Port Augusta. It is saltbush desert



1913 Hupmobile At
Horrock's Pass Lookout



1915 Model T at Daly Waters

country and we see the last of lush green countryside for the rest of the trip. At least three cars don't make the grade and end up on trailers. I'm not sure if they were got going again. It is amazing that, despite being on the same rally, you never really get to see all the vehicles.

We leave Port Augusta and head north on the Stuart Highway. It feels as if we have left civilisation and entered a vast nothingness. We are now in road train country. These trucks are huge (up to 53.5 metres long) and we feel very small and vulnerable. The motorcyclists probably feel more so. There are miles and miles of saltbush country interspersed with scrubby gums, their black trunks often making lovely silhouettes against the endless blue of the sky. Lots of road kill, mostly 'roo, but a number of sheep as well. Fortunately most are not yet smelly, or perhaps they are beyond that!

There is a slight hill ahead, then we drive over a crest into nothingness. Desert and red dirt and rocks, and more and more of it. Then out of nowhere the most amazing mesas and hills appear. Nothingness, and then spread before us is a lagoon and salt pan, or a lagoon with the most amazing small hill popping out of it. A fascinating landscape.

Woomera is the last bigish settlement before Uluru. Used as a rocket testing range by the British and Australian Governments it is now much reduced in size and is semi derelict. The cabins in the caravan park are quite comfortable though. Glendambo

the next night is just a road house, but the accommodation is quite good and the food great. This isn't to be the case at every place we stay. Looking closely as we motor along the variety of plant life is amazing, everlasting daisies in flower, billy buttons blooming yellow, an unidentified red plant, another with a small purple flower, low growing shrubby wattles in bloom, and the star attraction, the astonishingly brash, bright red, one eyed Sturt Desert Pea flowering profusely.

In amongst the nothingness we come across the glorious Lake Hart. A vast lake, usually dry, but now holding lots of water and ringed with wide salt flats. Most of us stop here and we find it to be an amazing place. Lois walks down the hill to the lake edge across white sheets of salt crystals glistening in the sun. The light is so bright it hurts her eyes, even with sunglasses on.

On to Coober Pedy where we have our first rest day. Dry and dusty with mullock heaps (tailings) everywhere from the opal mining, it is still a fascinating place with 60 or more percent of it underground. It is apparently illegal to fill in the mine holes, as someone could easily hide a body in one of them then fill it in. There are tens of thousands of them. We think we are crazy doing this trip in these old vehicles, but we come across a bloke doing Port Augusta to Darwin on a 1950s Velosolex. All 49cc of raw power and an average speed of about 28 kph! We see him a number of times as he puts in longer days than us, and places to stop are limited.

On to Marla, then Erldunda. The single cylinder Sizaire Naudin of rally organiser Mark McKibbin is hit by a Canadian tourist as Mark is turning into a rest area for lunch, even though he has indicators on, right hand out and it wearing a hi viz vest. Luckily it is a glancing blow to the right front wheel, but the front axle and steering column are badly bent, and the petrol tank is split among other problems. Mark thinks his rally is over, but a remarkable ten hour effort by some dozen talented workers and the mobile workshop of one entrant means that he is back on the road the next day and finishes the rally.

Next day is a side trip to Uluru (Ayers Rock) followed by another rest day. The big rock is everything that the tourist publicity promised, especially as a few clouds block the sun as it is setting. Then at the last moment the cloud clears and the rock turns a brilliant red almost as if someone has turned some lights on. We spend the rest day motoring around the rock and visiting Kata Tjuta (the Olgas) which are even more beautiful than the rock. At this stage we have done more than 2,000 kilometres and apart from some very minor magneto problems the Hupmobile is motoring well.

It is -6° leaving Uluru with a strong head wind. Absolutely freezing. The motorcyclists reckon it is some of the toughest riding they have ever done. We start to have some fuel problems which we put down to using the 91-octane "Opal"



Scotty's barn find 1913 Model T.

fuel, a special petrol with low aromatic content. It is stocked in the outback to stop the locals sniffing petrol. We changed to high-octane fuel which fixes the problem, but the pumps are locked and we have to get the key before filling up.

The next few days takes us through similar, but ever changing country. Back to ERLDUNDA for another night, with stops at Alice Springs, Ti Tree, Wauchope, Renner Springs and finally Daly Waters. It is finally warming up, still cool at night, but with top temperatures in the mid 20s.

Ti Tree is a dump, with truly appalling accommodation. We fervently hope that it doesn't get any worse! We are into termite country, but the mounds are still small. They get much bigger later. Daly Waters is a little oasis in the desert. A charming pub with good food, and some good cabins. The camping ground however is a red dust bowl. Fortunately there is no wind, so it isn't as bad as it could be, but the campers are not happy.

We move on to Katherine and suddenly we have temperatures in the low 30s. We have our last rest day here, which is just as well because Lois has a dose of food poisoning and can't move from the cabin for 33 hours. I go on the beautiful Katherine Gorge cruise, but Lois has to be satisfied with photos. We have now done over 4,500 kilometres with another 700 kilometres to do in the last four days. The Hup is still motoring strongly so we have our fingers crossed that it will make the distance.

From Katherine we go to Cooina in Kakadu National Park, a World Heritage area. We are expecting tropical forest, but are still surrounded by eucalypts and dry landscape. We are a little underwhelmed until we take the two hour Yellow Water Cruise. Lots of water, crocodiles, birdlife, water lilies. It is pure magic and really the only way to get a small glimpse of what this very special place is all about. A very

original Model T Ford has run a big end bearing so their evening is spent pulling the motor down in the caravan park and replacing it. No mechanical repairs are allowed in most of these parks, but we fend off criticism by saying that this sort of thing is just routine maintenance for these old vehicles.

We move on to Mary River Caravan Park. It is a lovely peaceful spot and we could easily stay another night. We have to carry on as we have only two days motoring left. We go to Coomalie which is an old WWII air base where the local (and that means within a radius of about 1000km) pilots put on an air show for us. We have to head 50km south for this, but it is a memorial celebration of the start of WWI. There is no accommodation here, so we stay at Adelaide River a bit further south.

This leaves us 113km to go on the final day. We have no problems until 40 kilometres from the finish when we get a puncture with the outside lock ring coming off, our first major problem. The ring bounces up the road, but I see where it lands and find it okay. However every bounce bent it a little more and it takes over an hour in the hot sun to straighten it out and get back on the road. A little under an hour later we cross the finish line and the big adventure is over. There are a lot of happy people with some reduced to tears. At the celebration dinner that night we learn that some 38 of the original 45 starters finished the rally. Not too bad for such old vehicles.

There is great enthusiasm for someone to organise another big rally in a few years time. I am not sure if this will happen, but if it does we will be trying very hard to find a way to be part of it. Most of the time it was fun, we saw some great countryside, met a lot of lovely people and have memories that will last a lifetime.

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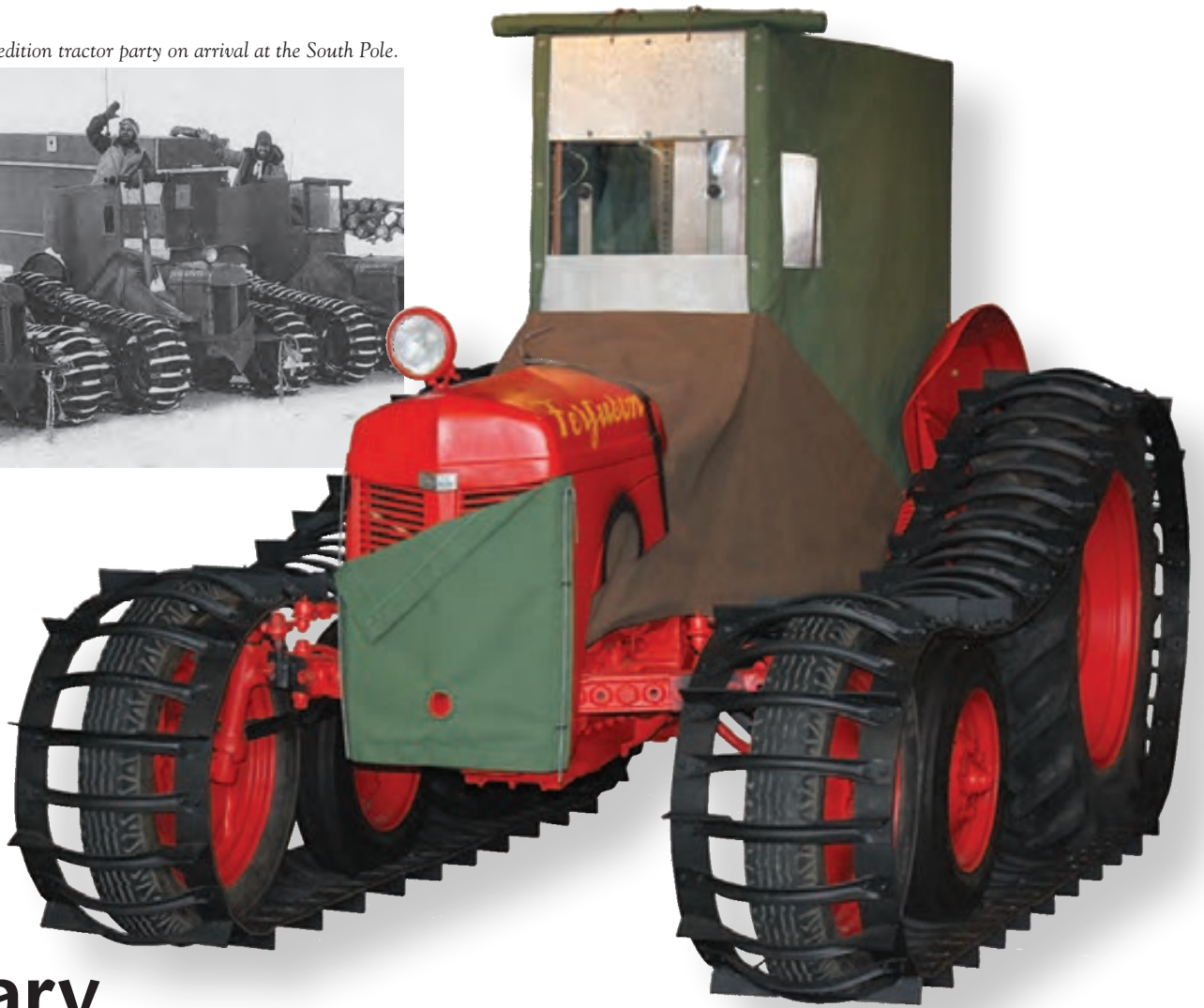


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Trans Antarctic Expedition tractor party on arrival at the South Pole.



Hillary Tractor Re-creation

PART II

Words John Callesen,
photos John Callesen, Antarctica NZ

Part two of John Callesen's article
chronicling the recreation of a piece
of kiwi Antarctic history.

The cab and other equipment

Cabs were a priority but they only had materials on hand that had gone down on the ship. A safety frame was made in case they dropped into crevasses. This turned out to be needed. The base of the frame was $\frac{3}{4}$ " thick and was bent to be attached under the rear guards. I couldn't figure out how they could have bent it using oxy/acetylene. After magnifying photos taken of this area I finally deduced they had bent two $\frac{3}{8}$ " plates separately and welded them together.

The cab was made out of dexion shelving; luckily the correct type was

here on the farm having been used to construct a hay sledge. Even the original dexion bolts were usable after sand blasting. To get the size of the cab I used John Kennedy's photos from the French tractor and counted all the holes in the Dexion. This gave me exact sizes and angles of the entire cab including the safety frame. Luckily Geoffrey Lee-Martin had taken colour photos on the trip so the correct coloured canvas covering could be matched. Basil Shailer who upholsters our Vintage cars worked on this. In photos we could even see how they sewed the hole for the window. All bolts that held the canvas were placed exactly as in photos taken at the South Pole. Aluminium was also used on the front of the cab and to hold the radio. We tried to work out how to oxidise aluminium to make it look old. Stan Turner, also of sheet metal fame, studied books but in the end we were wandering out the back of his workshop

one day and there lying against a tree was the perfect piece.

The windscreen was a real hassle. I still don't know how they rolled perspex into shape in the 1950s. We finally succeeded and then found some rusty sheet metal to form the surround. It now all looks 50 years old.

Reports on the trip stated angle iron was used to strengthen the front axle. My study revealed they used waratah fencing standards! It was some act trying to explain to the French curator what these were. Presumably they were used to construct windbreaks for the dogs.

On the initial trip from the ship to Scott Base the tracks kept coming off. It turned out the front wheel wasn't adjustable to centre the tracks so with only a hacksaw they cut a slot through $\frac{1}{4}$ " plate that had been used to fasten the front steering so it could be adjusted. Note how

I've recreated these slots on the front axle steering fasteners (see photo page 20).

They also found that the centre jockey wheel wasn't putting enough downwards pressure on the tracks. The reason was that the spring loaded units were made for tractors fitted with half-tracks. A few were used on New Zealand farms as they gave more traction but could still be steered normally. However these units relied on the pressure of the tracks around the jockey wheel forcing it backwards against the spring units. On the fully tracked Hillary tractors the jockey wheel was just floating on the tracks. Hillary's team had to increase the angle of the shock-absorber units to create more downwards pressure. On researching this I found they used spare linkages they had on hand and grafted them into the top shock absorber mounts. I therefore had to do the same after I had already made them based on the half-track version.

Remember that the tractor could only be steered with the brakes. In New Zealand, levers were placed outside the piece of canvas to be operated by hand when sitting down. These were changed to be inside the canvas and welded to the brake actuating arms. To get more traction they cut a triangular piece out of 1/4" flat steel and welded it to each side of the hump in the track cleats. They must have spent half the winter doing these as it took ages to cut and weld 128 of them on with an arc welder just as they had. To stop the track cleats hitting and jamming against the rear guards 1/4" flat plate was welded to a piece of channel and fixed just inside the rear of the guards. Originally the cleats were attached to chains but by the time they had unloaded the ship they were forever breaking so they came up with the idea of mounting them on 1/2" x 3" rubber belting. Welding and assembling the tracks took us 170 hours! The rear half of the bonnet was cut off so that the battery, originally placed in an exposed position by the diff, could be mounted up by the engine. Remember they only had oxy acetylene to cut steel, I've recreated all the scorch marks on the bonnet.

How to fasten it closed? Well they welded a piece of angle iron on the rear of the bonnet, slotted it and of course fastened it with No 8 wire. This also gave easier access to the petrol cap as it was removed often, sometimes after only nine miles, when doing only 1.1mpg. Once the tractors reached the Polar Plateau they lost considerable power because of the altitude.



John Callesen's Hillary tractor recreation on display at The Hermitage, Aoraki Mount Cook. www.hermitage.co.nz

From the normal 2200rpm the governors were cranked up to 3000rpm all the way to the South Pole. Not bad for a Vanguard-based motor.

Originally the bonnet grill had radiator shutters to keep the engine at the correct temperature but this system drove them nuts and was discarded for a piece of canvas. This was fastened and made adjustable by welding three 5/16" washers on each side of the bonnet, slotting the canvas and holding it once again with No 8 wire.

I have replicated all the modifications which were performed at Scott Base and painted them matt black so they can be seen and won't rust. The team at Scott Base had no tractor paint so all the steel used was in its natural state and looks black in photos.

There was no canvas on top of the cab while driving to assist escape when falling into a crevasse. They did however have a piece of canvas rolled up that could be pulled back when they slept to keep the snow out. From photos I tried to work out what they would have used to tie it when rolled up. In those days I reckoned I would have used a leather boot lace but where to find one. When taking the tractor down to the museum we over-nighted with John Hastilow, a Vintage Car Club friend in Christchurch. I mentioned the leather

bootlace idea and he said "wait a minute and I'll get one". He had one in his 1912 Cadillac!

The cab setup gave some protection but wasn't windproof, consequently the drivers froze and at times only survived an hour before they had to change with a driver who was warming up in the Caboose.

On the journey they had A frames attached to the front axle so they could be towed. There was not enough room in the museum for this so I welded a piece of flat steel on to show where they attached it and cut it off as had been done to Sue (the tractor).

The rear hook for towing the sledges was a drop-down device and took quite a bit of making. An equipment-lifting rail was attached to the hydraulic arms.

The ammeter was original TEA but as they didn't have temperature gauges an after-market one was installed on all three tractors. This I managed to get reproduced in New Plymouth.

The final paint colour was very difficult to get right. All the museum tractors had been repainted and coloured photos taken on the ice had different shades of red. Some even looked orange like all the American planes and vehicles at McMurdo Base. TEAs were always painted grey and today's MF agents couldn't come up with



Rear view.

any reds for 1956. Some articles say the tractors were painted once in Antarctica for visibility but we know that is not the case as they were working as soon as the ship arrived and photos show them already red. Eventually I had our PPG agents come up with an orangey red and had it flattened right back to look old. The Ferguson name on the bonnet was reproduced by Capture Signs of Palmerston North to match the same size, font and colour as seen in the photos.

Leaving Scott Base.

4.30pm, Mon 14 Oct 1957, -22° F

Hillary, Ellis, Mulgrew and Balham set off with the three tractors plus a Weasel, Caboose and seven sledges with 10.8 ton of equipment and supplies. After five miles Hillary's sledge was in a crevasse and they had to unload twelve 44 gal drums of petrol weighing 350lbs (160kgs) and other equipment to get it out, taking many hours.

The temperature was often around -30°F and because of the crevasse danger the tractors were roped together. They were so cold they had to stop and have a brew of cocoa every three hours. After 180 miles to Skelton Depot the Weasel's distributor drive shaft broke and the repairs to that and a main spring took two days. The dog team was still in front reconnoitring the

route. Ice cairns were built with yellow drums on top to mark the route for Fuchs. There were miles of crevasses that the tractors were lurching into. At one stage they crossed 100 crevasses that were three feet wide. Visibility was so bad that at one point they passed within a few metres of a dog team that had been forced to stop and never saw them. The Beaver continued dropping in mail as it flew dogs and gear ahead.

30 Oct

They reached the polar plateau where it was -40°F (-40°C) 8200ft high and 290 miles from Scott Base. Interestingly only 10 miles closer to the South Pole than Scott Base.

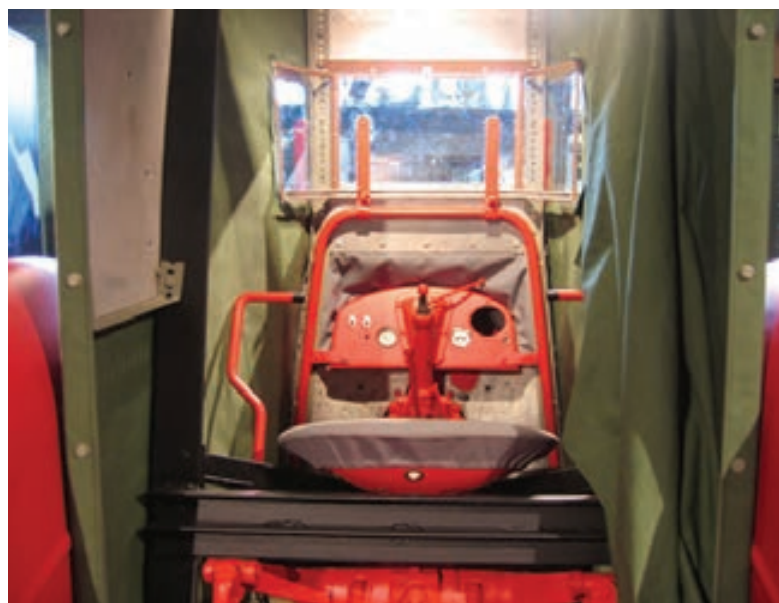
The tractors were going well so Hillary decided to continue with them to Depot 480. The Beaver flew in petrol, oil and rations for Fuchs' party as well as Hillary's, plus dog food. A complete nine-dog team with all its field gear, with the sledge fitted under

the wing, was flown in as a fully operational unit. At one point Mulgrew fell off the Caboose roof onto the steel drawbar fracturing ribs while Ellis strained his back. Both were flown out to Scott Base along with Ron Balham who had to get back to continue his biological studies. Ron Balham was another reason I took on the Hillary tractor project as our family had an affinity with Ron Balham. A few years before he was selected for the expedition Ron stayed with my parents for a few months while completing a thesis on ducks here on Karere Lagoon. Turns out he fell head over heels with my late father's sister. Unfortunately she was already engaged. The family always said Auntie should have married Ron. He also sent the family a First-Day-Cover from Scott Base. A further twist was the fact that many years later she married Ron Balham's brother Peter!

Gawn, the radio operator, and Wright the cameraman, were flown out to the tractors but that meant only four drivers for four vehicles. The dog teams left on 8 November and the tractors five days later with 11 tons of gear which they could hardly pull! In fact they had to relay the sledges up slopes and that made for very slow going. At one stage the Weasel was pulling five tons while three Fergies roped together were pulling only six tons. Often they had delayed starts in the morning as the sledge skids were stuck to the ice. Towing the sledges was a tricky business going downhill as they would crash into the back of the tractors. (For the next Antarctic seasons rigid concertina drawbars were designed and made). They also tried different ways of towing the sledges as the tractors were no good in soft snow. On Sunday 24 November two tractors fell into crevasses so Hillary went ahead to flag a route. On the next day they



TAE 'Sue' Tractor caught in crevasse, Ed Hillary's tractor. ©Antarctica New Zealand Pictorial Collection



Note Brake levers.

arrived at Depot 480 having now covered 210 miles since leaving the polar plateau depot. Here the tractors were checked over and the sledges repaired. One tractor was found to have burnt out valves so they just replaced the whole head. They also had to build up the track sprockets on the Weasel using oxy-acetylene.

The two RNZAF pilots were alternating flying the Beaver to supply Hillary and the dog teams that were doing the survey work. As the tractors were doing much of the work intended for the dog teams two more teams were sent out on survey work

The Beaver used a radio compass that could pick the radio homer in the Caboose 40 miles out. Bill Cransfield said "he was never so fortunate and the best range he ever got was five miles", so that was impressive navigation across the vast icecap.

On 1 December the dog team left to survey the route to Depot 700. The tractors had to wait at Depot 480 for the Beaver aircraft to fly in 11 x 44 gal drums of petrol for Fuchs plus food and kerosene. I asked Bill Cransfield "why they were flying in so much kerosene." Turns out that the glycol antifreeze they had taken to Antarctica ran out so they came up with the idea of using kerosene in the radiators. Ellis and Mulgrew, now recovered, were also flown in along with McKenzie while Gawn was returned to Scott Base.

On 6 December the tractors and the Weasel left Depot 480. To overcome the lack of traction in soft snow Hillary changed their tactics and from now on travelled at night, as the snow was colder and thus harder. Hillary was forced to 'pole' a route through crevasses that the tractors followed taking eight and a half hours to travel three miles! They were still changing drivers every hour due to the cold. The Weasel had major clutch and differential trouble 130 miles out so Hillary

set up a depot that was not planned for and called it Midway Depot. Once under way the Weasel's thrust bearing disintegrated. Bates made a bearing by building one up using bronze welding. They tried various methods to keep it cool but after half a mile it failed. Thus the Weasel had to be abandoned about 100 miles from Depot 700. This meant the tractors had to now pull everything.

Boredom was relieved every Sunday night as Radio NZ put out a half hour programme 'Calling Antarctica'. They all stopped to listen by cramming into the Caboose. On 15 December they finally arrived where the dog teams were waiting. Amazingly the Beaver was now flying 700 miles in from Scott Base taking six hours and carrying only half a ton via an intermediate depot. When I spoke with Bill Cranfield I said "while I admire what Hillary did I was in awe of you two guys flying 700 miles in from Scott Base." His reply was "we wouldn't be allowed to do that today". P/O Bill would arrive at 8.30am and Sqd Ldr John Clayton at about 8pm.

By 20 Dec Hillary's team had completed their task of fully equipping the depots all the way for Fuchs' trip from the South Pole to Scott base.

With Fuchs well behind schedule Hillary decided to carry on south and plot a route for Fuchs through crevasse areas, as it was still 500 miles to the South Pole.

On 20 Dec Hillary, Ellis, Bates, Mulgrew and Wright headed off towing six tons of equipment with the three tractors. This was a debateable decision by them, as they could no longer be serviced by the Beaver. The cold was still getting at them and the tractors were still dropping into crevasses. At one time they nearly lost the Caboose. Now they were at 10,000 ft altitude and losing still more power to the extent that if

they turned too quickly the engine nearly died and they sank into the soft snow. Second gear was the order of the day and petrol was being used at an alarming rate.

When they were 200 miles from the South Pole and progress was only six miles in six hours they discarded as much equipment as they dared including all the spare parts. Hillary carried man-sledges that could be used if they ran out of petrol.

On 2 January they still had 70 miles to go so drove for 24 hrs straight hardly doing three miles per hour. By 8pm on 3 January they sighted the South Pole way in the distance. They signalled 'Rhubarb' to the Ross Sea Committee in Wellington, which was a prearranged signal that they had sighted the South Pole.

At midday on 4 Jan 1958 all three TEA farm tractors rolled into the South Pole with 20 gallons of petrol left between them. That's half a 44-gallon drum! They had been on the tractors for nearly four months.

The American Pole Station was built by parachuting everything in from giant Globemasters. This included vehicles, fuel and buildings. When Ed Hillary arrived, the South Pole was marked out by a huge circle of empty fuel drums.

What happened to the tractors? It seems Hillary had made a deal with the commander of the American Deep Freeze operation Rear Admiral Dufek that if they made it to the South Pole he would donate the tractors to the Americans if they would fly his crew back to Scott Base. And the rest as they say ... is history.

The replica Ferguson tractor is installed at the Hillary Gallery at The Hermitage for Kiwis and tourists alike to admire and reflect upon the privations and danger of that trip to the South Pole.

BW

Down Memory Lane

Words Robin Brickell

I wonder if anyone who lived in the Auckland areas of Remuera, Meadowbank, Ladies Mile or Mt Wellington areas in 1930s are still living?

My family, particularly me and my three brothers, were all fans of motor vehicles from a very early age. My older brother John, would double me on his push bike from Kelvin Road to Ladies Mile and then down Abbots Way which crossed the recently drained St John's Lake to the massive scoria quarry excavated by Winstones long established carrier firm near Mt. Wellington.

The big attraction was watching the ancient quarry trucks that were used to haul loads of scoria out of the quarry to dump in piles next to the road. From here the scoria was loaded onto more up-to-date vehicles and taken to various construction sites around the city.

The quarry trucks were possibly repatriations from World War I or early Winstone purchases as the firm phased out its huge horse drawn fleet in favour of motor trucks. The quarry trucks were simply a rigid chassis with 4 cylinder cast iron engine blocks fed by a gravity fuel line from a tank

in the scuttle. The driver sat on a wooden seat in a completely exposed position behind the petrol tank. His hands gripped the large iron steering wheel which was almost horizontal. The steering column was almost vertical as it passed through the floor boards. On the driver's right side there were usually a couple of brass gear and brake levers. Behind the driver was the large wooden sided tray which on one or two trucks could be manually cranked up into a tipping position. However most of the trucks were fixed deck and required unloading with shovels. All the trucks were chain driven and had very gashed hard rubber tyres.

Emblazoned across the top of the cast iron radiator surrounds were names like, Leyland, Thornycroft, Fisher, White, Republic and even one Pierce-Arrow. John and I would watch these ancient trucks from the top of the quarry. The trucks seemed to position their trays beneath a huge hopper which would open to discharge a couple of tons of scoria into a truck which then began to move out with a highly revving motor to tackle the steep ramp which led to the top of the quarry.

I don't think any of the trucks had mufflers because 80 years later I can still hear the noise of them crawling up the ramp in my mind.

Truck drivers had to be a hardy specimen to manually hand crank the engines, to sit on un-upholstered wooden seats and unload their trucks with a shovel perhaps 15 to 20 times a day.

When I rode along Lunn Avenue a few years later I noticed an overgrown field in which most of those old trucks had finally been pensioned off.

Being the years of the Great Depression many kids would scavenge the great packing case bonfire before it was lit. Next to the quarry was a large flat area where Auckland firms burnt their cardboard and three ply packing cases and crates. Packing, before the invention of plastic, was all in boxes filled with straw or shredded paper. Local kids soon discovered that many of the crates still contained retail items such as torches, china and even the odd tinsplate toy. I remember finding a large willow pattern plate in the sawdust of one crate. My parents kept that serving plate for years.

BW

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COLONEL BELL'S 1917 PARLIAMENTARY TOUR OF THE NORTH

Words and photos Barry Birchall



Three cars on tour.

In the early days the roads in the province of North Auckland were the worst in the country. Colonel Allan Bell, a land owner in Kaitaia, wanted to demonstrate to members of parliament, road board members, prominent businessmen, and journalists just how bad the roads were. The Automobile Association in Auckland got right behind him and together they found 34 motor cars to carry the 130 participants on a tour around the road-less north.

Since dust was going to be a problem there was a ballot to establish the starting order. The calvacade of cars left Devonport on 17 January with almost 40 members of parliament, and over three weeks they toured the north. The route took the party up the eastern side with overnight stops at Wellsford, Whangarei, Russell, Mangonui and Kaitaia. It was just north of Kerikeri in light rain that the roads turned into a bog. Chains were fitted and they cut Ti tree, to feed under the back wheels. Quite often they had to lever off a fence post to move forward. They arrived in Mangonui quite late at night and the whole town turned out to see them come in. When they arrived in Kaitaia the cars went out onto Ninety Mile Beach where they were meet by a haka party.

The return trip came down the western side with planned stops in Kohukohe,

Kaikohe, Dargaville, Port Albert and Helensville. Where there were no hotels the party was billeted. Many of the drivers were inexperienced on the rough muddy roads but were about to get some lessons. In the Manukau Gorge the road was just a sea of mud. Nikau and manuka was chopped down to place across the bog. In one place a bullock team had to be coupled to the cars to drag them through the mud. Running almost eight hours late, they arrived in the small village of Herekino, where they were forced to stay that night. Some slept on hay in a barn, others slept in the hall or in their cars, as the small hotel only had accommodation for eight participants. In the evening Maoris and gum diggers arrived for a dance in the hall, so the recumbent figures rose up and joined

in the revelry, until an argument ended in a stand up fight and put a stop to the party.

Generous hospitality greeted the road weary travellers at every stop. The road though to Broadwood next morning was not much better as it took them four hours to cover 30 miles. More problems south of Kaikohe when one car went down the bank on a mud slide. When they did get back to Dargaville, most had had enough of the mud and took the ferry back to Helensville and the train back to Auckland. Only five cars went back though Port Albert to Helensville. The run finished at the Auckland Town Hall.

BW





Crossing ford.



Minerva being extricated from a tricky situation.

Early in 2017, the Auckland Veteran and Vintage Car Club is going to re-enact the tour again in similar cars and maybe with members of parliament, so please don't sell your Veteran car just yet. The run will be over eight days in the summer and be open to cars manufactured before 1918. More information to follow.

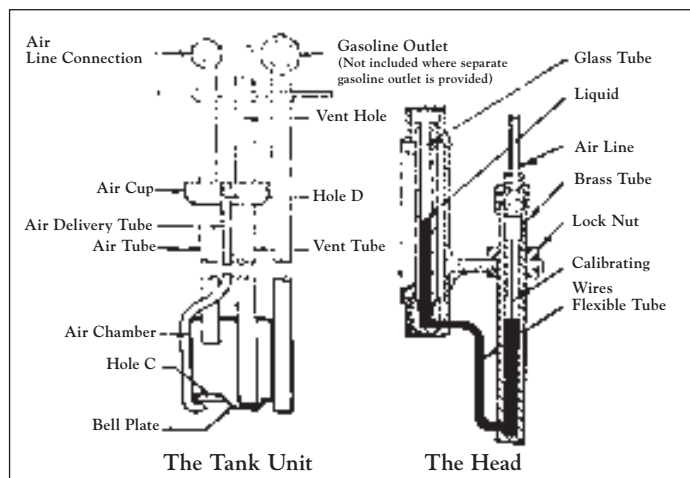


Fig 1. Dyke's illustration. The tank unit has been simplified by showing only one air cup.

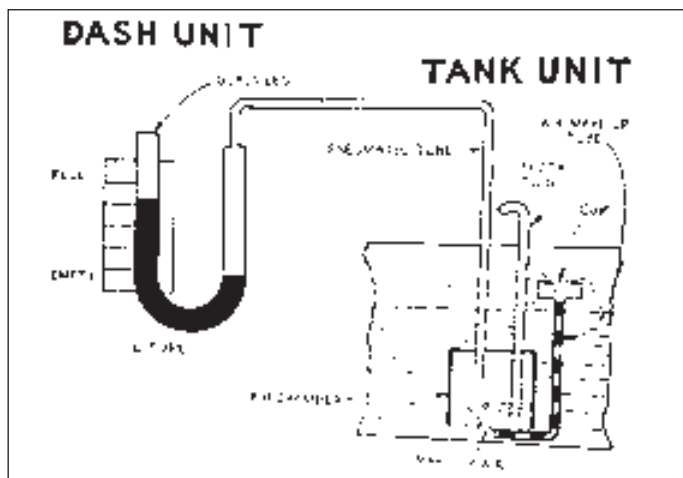


Fig 2. Audels' illustration is easy to understand

The King of Fuel Gauges

Words and photos Kevin Casey

Today we take the fuel gauge for granted but in the early days of motoring it was unheard of. In a process of natural selection those who lit a match to check remaining fuel were eliminated although most drivers would use a graduated stick, either homemade or one of the many available from, or possibly given away by, petrol retailers. Some of these dipsticks were imprinted with three separate scales for round, square or oval tanks. By the late teens many manufacturers had incorporated a gauge in the rear-mounted tank; not exactly hi-tech, merely a pointer activated through a bevel gear by a cork float arrangement, but an improvement just the same.

The story of how the first dash-mounted gauges evolved is an interesting one. After a career building dams an engineer named Horace King joined Ann Arbor's University of Michigan engineering faculty in 1900. Around 1919 Detroit Edison hired King to develop a method to measure the depth of water crossing its hydroelectric dams. The system he came up with utilised a bell jar on the riverbed connected by tube to a gauge on the land. The pressure of the air trapped inside varied in proportion to water depth and naturally this pressure variance was transmitted to the gauge, scaled to register depth.

Hal Seeley, a neighbour and friend of Horace King, ran a thriving company that made automobile windshields. He had the vision to see the true potential of King's invention – in the massive motor industry. Could the principle be incorporated into an accurate dash-mounted fuel gauge? King agreed it could so they formed a company and, assisted by a team of graduate students, invented the first such gauge which was in production by 1922. Growth was extraordinary. More graduates were hired and King-Seeley Corp went on to become a huge company, employing 2,000 staff at its peak. They made a wide range of instruments for vehicles plus numerous other products such as power tools,



This early fuel gauge shows a 1909 patent. The reverse side reads: **BIG TREE MOTOR SPIRIT Everywhere.** Why?

woodworking and metal machinery, picnic coolers and even thermos flasks. Although a major defense contractor during WWII the company was in decline by the 1960s when it was absorbed by Household Finance Corporation in 1968. Chrysler bought the instrument part of the business at this time.

Many American car manufacturers used the King-Seeley Hydrostatic Fuel Telegage, to give it its full title. They tended to be at the upper end of the price scale, including Duesenberg, Lincoln, Auburn, Pierce-Arrow, Studebaker, Nash, Pontiac, REO, Willys-Knight and Graham. Ford adopted them from 1932 to 1935, accounting for more than 2 million sales. They were also manufactured under license in the UK by Hobson. Makers that used it there included Rolls-Royce, Daimler, Alvis, Aston-Martin, Sunbeam and Riley. King-Seeley's new electric gauge replaced the now obsolete hydrostatic type in 1936.

Most Vintage car types will be familiar with the gauge's glass sight tube, containing a special liquid that sinks rather too rapidly on the big cars! The instrument itself is essentially a form of manometer, the principle being the same as King's riverbed invention. Air pressure in the tank unit, varying with fuel depth, causes the Telegage liquid to rise and fall accordingly. This liquid is acetylene tetrabromide, a very stable mostly non-evaporative fluid with a specific gravity of 2.95. The SG is critical; if it is wrong then the reading will be wrong. It is three times as dense as water and over four times as dense as petrol. No other liquid will do. The red dye was and maybe still is, known as "Durant scarlet dye." Acetylene tetrabromide is toxic and corrosive; gauges can rust at the top where vapours are deposited on the metal stamping.

So how does it work? Fig 1 is found in Dyke's Automobile Encyclopaedia while Fig 2 is from Audels New Automobile Guide (1938). The Dyke's illustration is useful as it depicts the mechanism

fairly accurately. However, it is easier to follow Audels' simplified drawing and their explanation is more concise...

"The gasoline runs down the air supply tube and in so doing draws with it a few bubbles of air. At the bottom of the tube this air bubbles out and rises under the air chamber. The air, being lighter than gasoline, rises and enters the air chamber through the hole at the bottom and pushes out any gasoline which may be there. When the air chamber is filled with air, these bubbles pass off and are not used. In operation, gasoline tries to rise to the same level in the air tube as it is in the tank. This is not possible because of the air trapped between the air chamber and the liquid in the U tube. However, the effort of the gasoline to get into the air chamber presses on the trapped air and this pressure transmitted to the liquid in the U tube forces the liquid down in one leg of the tube and up in the glass leg, where it registers on the scale."

Although not shown in the Dyke's illustration, tank units have an upper and lower cup, the lower cup ensuring fuel splash will keep the unit charged with air when the tank level is low and fuel may not splash as high as the upper cup. It should be noted the vent tube is there simply as a safety device to protect the gauge against high pressure. Also, if you see a wire in the glass tube, leave it there. This calibrating wire is essential for accurate operation. It compensates for differences in glass tube diameters and the correct amount is inserted in each gauge at the time of manufacture.

We now know what it is and how it works but can it be fixed and are parts available?

The good news is, yes. A few years ago I tired of dipping the Nash's tank and looking ruefully at the "empty" gauge. Dyke's told me it was made by King-Seeley so I googled the name and, lo and behold, Classic & Exotic Service Inc. stock all the parts. Go into www.classicandexotic.com, click on parts catalogue and then King-Seeley. They seem to be the main supplier as several other sites lead back to the same outfit. They certainly have a complete range but you could check out Ford suppliers such as Snyders or A & L Parts. The metal bodies are not cheap but fortunately mine, although corroded and cracked, was useable. I ordered the tubing with vial combination and then decided to add an extra vial, which was fortunate as it turned out. I suggest you do the same as there is little to spare and you may need to top up the system occasionally. New tubing is relatively cheap and worth the investment. It's the freight that hurts! The tubing has a very fine 3/64" bore, easily damaged, so clip it securely out of harm's way. I had to phone the company to sort out a shipping price problem after adding the extra vial and found them pleasant and easy to deal with. The vial is wrapped in foil to minimize UV light which can lighten the red dye over time.

Charging the system with fluid is quite straightforward. It is easier to have the gauge out to do this – only two screws. Use an eye-dropper to add fluid into the open glass tube. Very little is needed so go slowly, a drop at a time. Hold the gauge on the same plane as when it's in the dash.

If the dash is angled then hold the gauge at that angle as it makes a small difference to the fluid level. Stop when the fluid is exactly on the scale's empty mark. If you overfill with fluid the point of a toothpick will absorb the excess. Dip the point only as it will quickly absorb too much; a "drop is a lot" in this operation. Refit the gauge taking care to keep it upright. You now have to thoroughly purge the line and tank unit with dry air (do not use compressed air). Hook up a bicycle pump and give it the recommended 40 – 50 strokes before connecting the line securely.

It needs that much to ensure the bell is full of air. You will probably find the gauge is now reading; if not a trip around the block will splash fuel about in the tank and activate the gauge, so long as the tank is not full. In that case there would be no splash to push air into the tank unit. As a check I had drained the tank and refilled it to exactly ¼ of its known capacity and it was very pleasing to see that is what the gauge read. Not so pleased the next day when it read empty! A defective soldered joint from an old repair to the head unit was the problem; easily fixed and recharged. Twice in the last six years the gauge has started reading low. This was remedied by going through the process again and in each case less than an extra drop was

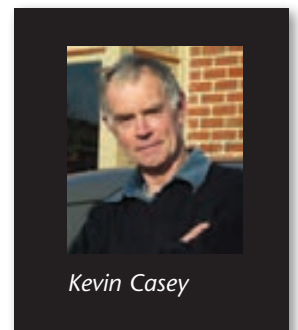
needed. There is no sign of a leak and I can only assume there is very minor evaporative loss. It is claimed the fluid is mostly non-evaporative, not completely.

What can go wrong? Not much that we haven't talked about really. Condition of the tubing and tight connections are vital as any ingress of air will mean an "empty" reading. The tank units rarely give any trouble and if they do, it is most likely a simple mechanical fault such as a broken soldered joint or perhaps a split in the tubing somewhere between the air bell and tank connection. If the car has not been used for some time and the gauge reads low, try driving it to restore the correct reading. If that fails, disconnect the line at the gauge and pump air through as detailed earlier. If this is unsuccessful you will have to remove the gauge to check its fluid level.

Like so many other companies King-Seeley was only a bit player in the sweeping history of motorised transport but it was an interesting and useful bit just the same.



Rear view of the head unit. The die-cast housing is bound to be fragile. Treat it tenderly!



Kevin Casey

BW



Postman Dennis and his Postman Van

Words Mark Gibson, photos Bruce Hutton QSM FPSNZ

Lunch was provided at the Kumeroa School on the Saturday of the 5th National Commercial Rally at Easter. We drove through the hedgerow and into the driveway to be greeted with vehicles already ahead of us. Parked in full sun, resplendent in its red and polished black livery, was Judy and Dennis Milne's 1930 Austin 12/4 Royal Mail van. The colour caught my eye sitting in the sun, Dennis had parked it for all to see!

The van doors were open and something displayed on a board in the rear. Clearly this vehicle was something special, so special there was a story to be told. The timberwork was begging to be touched and inspected. I ran my fingers round the doors admiring the light construction and commenting to myself how strong it was. I began by looking at the photos, immediately realising this was a major restoration and that it had only been completed recently. Dennis, who I hadn't met at this stage, came up to me and began talking about the woodwork when he saw my hands being run around the frame. Within a second the realisation struck, this bloke

was pretty proud of his workmanship. Rightly so!

A short while later I was asked (not by Dennis) if I could write an article and take the van for a run. I declined immediately, I am merely a boy in the world of the Vintage Car Club, my experience driving early Vintage vehicles extends to once driving a 1919 Dodge! I was formally introduced to Dennis, where he told me promptly to forget the advance and retard as it wasn't necessary! And changing gear was a cinch! It became clear this arrangement had been jacked up earlier completely unbeknownst to me! Two weeks earlier it turns out!

Dennis, not concerned in the least that some unknown was about to drive his



This vehicle possibly never had doors in its original form. Dennis and Judy decided it would be safer when giving children rides. A sound decision!



precious vehicle on its maiden voyage, suggested a demo first with me taking the wheel down the road. The Austin had only completed some 100 miles since getting back on the road, having languished under a Macrocarpa hedge for 40 years. As I saddled up in the passenger seat I was acutely aware this was like the Post and Telegraph man getting into his new delivery vehicle for the first time. It would have been a special occasion. This is a brand new car, beautiful wood grained dash, highly polished instrumentation and well appointed in typical English fashion.

Taking my position, I sat in a very comfortable bench seat, 85 years better than the Post and Telegraph man would have had. Dennis, I think, watched me

fold myself into the 'C' cab through the half door and where I began admiring my surroundings. He commented 'and the seat is four inches further back than it was'. He thought I was uncomfortable! I wasn't, the passenger's seat is great. He was judging the effort involved in squeezing in my solid, not quite so athletic, prop forward 6' 3" frame.

This vehicle possibly never had doors in its original form. Dennis and Judy decided it would be safer when giving children rides. A sound decision! The dash is beautiful in a timber finish. The glove compartments are open and finished with an oval nickel plated trim. They look very smart. The interior of them has a felt finish, much more luxurious than the

postman would have had. English cars always catch my eye, especially the ornate instrumentation. The clock and speedometer have an almost nautical appearance and stand well proud of the dash with lovely polished surrounds. There are two instrumentation lights, but I'm not so sure the Post and Telegraph Department would have been that generous to their staff in 1930. Great period accessories! For me everything was at an easy glance away and well positioned.

A run round the block and it was my turn. Into the driver's seat and not so spacious this time! To fit I had to rest my right foot on the brake, release the handbrake, it moves closer to the seat and then negotiate my left knee past



the steering column but in front of the brake lever. Operating the clutch was the next problem! Dennis made an excellent suggestion, 'take ya shoe off! Yep, that works. The clutch is very light and easy to operate, remarkably the travel is very short. Now I had difficulty locating the accelerator. I think I've got that squared and we can move off. Away we go! I stuffed the first to second change and a quick tutorial on double declutch ensues. I pull the van up and stop with a twinge of frustration, off comes the second shoe! Now I'm right, lucky the socks were clean on that morning! Off we go and I master the changes with sufficient space to operate in.

Now I get a feeling for this machine, it is remarkably peppy, light to steer and, now my space is sorted, comfortable. Too bad if I need the handbrake, that's now an ornament. Immediately I find I'm enjoying this very much, a real pleasure to drive. Steering is direct and provides a confident feeling of control. There is nothing sloppy about this. Being on a rural road, we have oncoming traffic. I place the left wheels on the shoulder, I'm happy and sense exactly where they are. A sharp corner is driven through using throttle control and the van handles it with aplomb. After all, this is a brand new vehicle. There is no significant body roll, just a firm constant tracking that gives me confidence. To my

naive surprise this is a comfortable ride, not hard and firm as I was suspecting being a commercial, it is very soft, sound and stable. I had a wee moment thinking I was almost gentry. I'm really enjoying this experience!

As we approach where we started I sought permission from Dennis to do the block again. This vehicle is superb to drive and I want for more. The cab is

... Too bad if I need the handbrake,
that's now an ornament ...

open from the side and we are very well sheltered from the wind. There are no wind deflectors on the windscreen frame and I don't think they're necessary. I felt I would be sufficiently protected from the weather. It didn't need to be proved! There is something very enjoyable about driving an open vehicle. Now I consider road and vehicle noise when writing this. I cannot recall any. I certainly didn't notice. Dennis and I spoke to one another on the drive and we had no difficulty communicating.

This beautiful example is irresistible to drive. If you should be given the opportunity, jump at it. Why I was reluctant? I don't know. Austin clearly made an excellent vehicle and this commercial chassis certainly doesn't give a commercial ride, it was very comfortable and pleasant. Dennis you have made an excellent job and I congratulate you on a fine restoration.

Dennis (Manawatu Branch) makes a special request, he would like to source a period uniform for the NZ Post and Telegraph Department. He would like to look the part for special occasions. If anyone is able to assist with pictures or perhaps with original garments, he would appreciate hearing from you.

BW

Technical Specifications

Engine	4 cylinder
RAC rating	12.8hp
Total capacity	1,861cc
Gearbox	Four speed
Wheel Base	9ft 4in
Track	4ft 8in (Colonial model)
Fuel capacity	8 gallons
Rear Springs	12 leaf
Body builders	NZ Government Stores Board Public Service Garage Wellington
Body cost	£247 (1929)

FLAT SPOTS IN Zenith Carburettors

Words George Tier

You know what flat spots are.

Those annoying nods and splutters your car gives every time you slow down and try to pull away again only for the engine to “cough and jerk and away we go” as though nothing is wrong. Very annoying. It does not impress your passengers with your “erratic driving technique”.

If your car is one of those with an accelerator pump you must make sure that it is working first. If all seems okay there, try this simple quick-fix before sending your carb off for a \$500 overhaul. It will come back in beautiful condition but still may be little better.

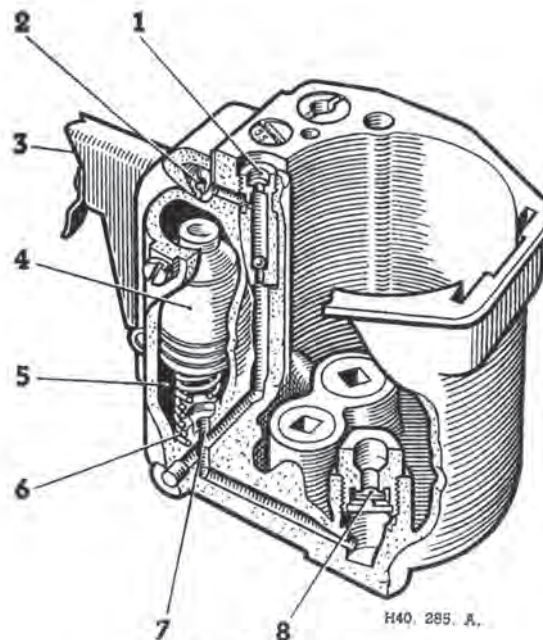
In the bottom of the bowl are two jets, main and compensating. The factory settings of these are important as they have been

carefully selected to give good economy and performance, but a little tweaking is permissible. Over the years some cars have had their jets altered for various reasons. So start with the factory settings and see what the engine behaves like. If it is still bad you will need to replace the jets, but here is the trick.

For example: If the jet sizes are, main 90, compensating 65, add the numbers together (ie 155). Now locate replacement jets, main

85, compensating 70, (total still 155). If the car is worse try doing the opposite. Main 95, compensating 60 (total still 155). Further fettling may be required to get it just right, but I'm sure you get the idea. Do try to stay as close to the original jet sizes as you can. Locating a good supply of jets can be hard these days. I'd be happy to check my own supply if I can help.

BW



1. Ball valve.
2. Pump jet.
3. Emulsion block beak.
4. Pump piston.
5. Pump well.
6. Pump spring.
7. Drilling to pump well.
8. Non-return valve.

Fig. 7. The accelerating pump.

not to be missed

recommendations from readers who like to get around.

Bovington Tank Museum

A fond childhood memory was being taken by my father, a tank driver in WWII, to Bovington Tank Museum. Then it was just lines of tanks, some under cover, that you could crawl all over. Fifty odd years later it is very different with all the exhibits housed in a family-friendly environment within six very large themed halls. The WWI trench warfare exhibition is particularly realistic.

The Tank Museum is widely recognised as the world's finest collection of armoured vehicles, with over 300 on display and a large reserve and conservation collection. The museum charts the development of the tank to the present day, with many unique exhibits, like “Little Willie”, the world's first tank (designed by the British Admiralty under Churchill's direction) and the world's only working MkI Tiger tank which recently featured in the film *Fury*. The collection also holds several

prototypes, one-offs and unusual armoured vehicles.

Bovington will always be linked to TE Lawrence (of Arabia), he lived nearby at *Cloud Hill*, met his untimely death a few miles away. His inquest was held “in camera” in Bovington camp. The museum recently marked the 80th anniversary of his death.

As the museum is located just outside of the Royal Tank Regiment's training grounds at Bovington, in Dorset, it is not unusual to be sharing the local roads with a tank wearing L plates! The museum hosts many events during the year, visit the excellent website www.tankmuseum.org for

details. Next year is the 100th anniversary of the first use of tanks, at the Somme, followed in 2017 by the 100th anniversary of Cambrai, the first decisive large scale deployment of tanks and special events are being organised.

Stuart Francis





Banks Peninsula: Pat O'Connell, MG F Type.



Banks Peninsula: Jason Roberts in Brad Govan's Austin 7 Hawk



Banks Peninsula: Geoff Owen, who was third in a Ford 10 special.



Banks Peninsula: Craig Cowie, Riley 9 special.



Banks Peninsula: Courtenay Chamberlain in dad's Jaguar E type.



Banks Peninsula: Fraser Kear, Austin 7 special.

Hadstock Driving Tests

Banks Peninsula Branch

Words Rob Cope-Williams, photos John McDonald

It was a scene reminiscent of the UK as a collection of local characters and their cars assembled at Hadstock Farm on 3 May 2015, for their annual driving test.

As usual this event was noteworthy for the variety of machinery entered. This year there were the usual raft of Austin Sevens (all sporting different bodywork), a Brooklands Riley replica, a late (but club eligible) D type Citroen, and the host and his daughter E Type Jaguar mounted.

A variety of tests were set out. All involved slaloms, cone avoidance, and of course braking to a complete stop astride the line at the end.

The result was a display of more different lines than you'd get at a high school dance, plus in some cases a demonstration of not

getting one's head around the concept "before taking on the wind mill".

In other words there were some who simply didn't listen or watch before tackling the course.

Most welcome this year were four young entrants who seemed to enjoy this introduction to the sport and old car movement, as well as providing some stiff competition for the mature "regulars".

Nimbleness, speed and years of car control resulted in Avon Hyde being the fastest throughout the day, but the determination of all was admirable. In recognition Avon received a unique faux gold statuette, known as the Cynthia Chamberlain Trophy, named after the host's wife.

Second place went to Brad Govan (Austin 7 Hawk), and third Geoff Owen (Ford 10 Special). Both Avon and Geoff built their own cars, proof positive that ingenuity is still alive and flourishing in Canterbury.



Banks Peninsula: Avon Hyde, Austin Special.



Nelson: Ladies Rally start line; RMB Riley, LaSalle, Ford Model T, Triumph.



Nelson: Kyra Wareing, left, presents the Anne Egan Trophy to winner Maree Peter, 1948 RMB Riley.



Nelson: "The Sew Off" (L to R) Dale Conlon, Paul Lewis, Ken Morris hard at work under the watchful eyes of Jim Wareing and Diane Lewis.

Lady Drivers Rally

Nelson Branch

Words Jim Wareing, photos Ron Johnson, Kevin Mercer

The Lady Driver's Rally was held in June and attracted 13 lady drivers and a total field of 25 cars. To support the ladies the event was also open to all club members, with only lady drivers eligible for the prizes. All vehicles were acceptable, including modern, but the older the car the more points gained, Jenny Conlon picked up the maximum six points driving the oldest car, a 1927 LaSalle. The three

start-line questions proved difficult with eleven zeros being scored. The event was an afternoon run on easy motoring rural roads with instructions and pictorial questions, a midway afternoon tea stop at a new rural gallery and then return to the clubrooms. When the scores were tallied there was a clear winner. Maree Peter had only lost one point from the 15 run questions and three ladies were tied for second. The organiser, last year's winner Kyra Wareing, is a quilter and a sew-off was run to sort the final places. The three navigators; Dale Conlon, Ken Morris and Paul Lewis had to hand sew a patch and a

button onto some denim and peg it on the line. After much hilarity and some blood final places were sorted.

Results

- | | |
|----------------|-----------------|
| 1 Maree Peter | 1948 RMB Riley. |
| 2 Diane Morris | 1947 Rover. |
| 3 Jenny Conlon | 1927 LaSalle. |

BW

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Our lucky winners of the Beaded Wheels caps for this issue are Carolyn Elcock and Barry Birchall

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Irishman Creek Rally 2015

Words Louise Russell, photos Carolyn Elcock

Model A Ford, being driven (by Andy Datlen) stuck in the ford.

It was with the usual anticipation and trepidation that we prepared for our pilgrimage to Fairlie over Queens Birthday weekend to take part in the 61st Irishman Creek Rally.

The Fiat 501 had been suitably fettled in the weeks running up to the event. A warrant and registration were obtained in the days before our departure. Both Michael and I had done our apprenticeships for this rally in the Pidgeon family Clyno when youth and enthusiasm overcame the frustration of ending up on the end of a tow rope for various reasons. These days age and experience mean a reliable car for the weekend is a 'must have'.

Mid Friday morning saw us collecting our third team member, Carolyn Elcock, and making the trek south. Carolyn's husband, Barry, son Vaughan and friend Don Crawford and his son Samuel having departed slightly earlier in the Elcock Model A.

A leisurely trip to Rakaia, then on to Thompsons Track, through to Mayfield, Geraldine and eventually the winding climb over the hills to Fairlie. Check

in at the Gladstone Hotel, uplift of the rally pack and then down to the Albury Pub for us, for our evenings accommodation. As there had been a -7°C frost that morning the Fiat was tucked up in a nearby implement shed in anticipation of a chilly Saturday morning start.

Saturday morning we awoke to no frost and a cloudy sky. This made for an amazing fiery sunrise as we headed back in to Fairlie for an 8am start.

The main street was awash with proper Vintage cars (ie pre '32) in various stages of restoration.

One hundred twenty-six cars were entered in the event so the cars had been divided into two groups to avoid the inevitable processions and traffic jams should our routes become challenging. We were in Group A which followed a route back toward Cave then headed south to traverse Shenley Station. Following the "Irishman" signs we made our way through the station with some steep gradients requiring the selection of first gear on more than one occasion. We eventually appeared back on the main road at Burkes Pass where coffee

and a traditional piece of fruit cake were consumed.

Our route then took us back towards Fairlie, turning off at Stoneleigh Road to navigate our way across a reasonably deep ford. Always a popular spectator sport, a group had collected on either side of the river to observe the techniques of their fellow rallyists – the slow and steady, the chargers and the totally hopeless.

Following lunch in Fairlie the two groups swapped routes, with us heading back toward Cave again but this time turning left to follow the Opawa Fords signs. More fords to cross, with more entertaining techniques provided for our enjoyment. The afternoon section had us climbing our way up Rockwood Road, Spur Road and on through farm tracks, eventually coming out on the Fairlie /Geraldine road.

As the afternoon wore on the few spots of rain did not impede our journey and that amazing winter light only highlighted what a fantastic piece of countryside we were travelling through.



A fiery start from Fairlie.



Steep gradients through Shenley Station.



Charging the ford – young Andy Datlin, with the car's owner, Glen Bernie calmly residing in the back seat.



The expressions on the faces of the Kear family Austin 7 passengers told the story as the dampness entered the footwell as they successfully traversed the ford!

Sunday provided us with a frosty start and options for the route of the day. Those who wished to (and had paid the fee) assembled at Irishman Creek Station, the original destination for this rally back in 1955. Here an opportunity to look around the museum, mini hydro generator and storage lake gave testimony to the ingenuity of the station's earlier owner CWF (Bill) Hamilton. Farm Manager Evan Rogers welcomed us on to the property and gave us a brief run down on its current configuration.

Following a sumptuous morning tea our route instructions had us follow some of the station's roads, running parallel to the canal that carries water to the Tekapo hydro stations. At a canal bridge we crossed the waterway to ascend a hill track behind a salmon farm up towards the summit of Mt Mary. Here there was opportunity to stop and soak in the magnificence of the Mackenzie basin and the southern divide before descending to follow more Irishman signs prior to the summit. Electric fence standards, day-glow painted boulders and matagouri guided us



With age does not always come wisdom and sometimes when one digs oneself into a hole the only option is to then dig oneself out of it with the shovel provided.

back down to Irishman Creek Station and on to the main road.

The route now backtracked through Tekapo township heading toward Dog Kennel Corner. Just out of Tekapo we caught up with the Dawber family, William, Harry and mum Linda. The Studebaker, which the boys had recently returned to road worthiness after a 20 year

hibernation, had ground to a halt following an impressive backfire. Some fettling and advice did not resolve the problem and a tow to Dog Kennel Corner was required, where the car was left for the rest of the morning run. It was here that those who had chosen not to go to Irishman Creek station joined the rally route.



Travelling through countryside on Saturday afternoon with amazing winter light.



The Mackenzie basin in all its glory.



The Dawber family Studebaker remained unresponsive to fettling due to a leaking head gasket.

We now headed on through the Mackenzie Pass, Waratah Rd, and Cricklewood Rd where we eventually turned in to *Grantham*, and worked our way through roads on the property and came out onto the Fairlie-Cave Road. We then turned back inland on to *Meldreth*. Following the Irishman signs we made our way through the farm to arrive at The New Gate “especially put in for your passage” according to the rally instructions. A compulsory stop and drink to The New Gate before we crossed on to *Strathconan*, our destination for lunch and the afternoon competition, Shands Patch. *Strathconan* was once owned by VCC founding member Rob Shand and had been the destination for the Irishman Rally during his ownership. When current owner Peter Johnson purchased the property in the early ‘90s he may not have been aware that the property came with an annual invasion of people in funny old motors wishing to stay in his shearers’ quarters. He has very much embraced the spirit of the rally.

Two simple field tests were required for this coveted award for Shands Patch. Rally entrants were even given a copy of the tests in their rally pack, so those who wished to take these things seriously could study and be well prepared before taking to the paddock. Some impressive driving followed, from the nippy nimble driving of George Kear Jnr in his Austin 7, to the weighty handling of the Chamberlain Ghost by works driver Andrew McGuire. One or two could have benefited with GPS navigation as they lost themselves in the twists and turns of the Cambelt and Clockwise/Anti Clockwise tests.

The organisers, however, deemed that the sheer style and grace of the tidy performance of Craig Keenan in his Sunbeam 20.9 warranted him being awarded the trophy.

As the sun set on Strathconan the bonfire was lit and people slowly made their way back to Fairlie and the Prize Giving.

The Fairlie Town Hall was host to the prize giving, as previous Irishman winners

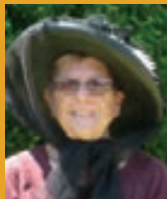
eagerly awaited the naming of this year’s lucky winner. Those who had yet to be awarded such a privilege did all that they could not come to the notice of this year’s organisers Jens Christensen and Andrew McGuire. An array of awards were made for various deeds observed on the rally, including the efforts of John Newell and Peter Alderdyce who participated on motorcycles, John on a Scott and Peter on a Harley-Davidson with side chair.

It was of much relief to the majority when Warwick Fyfe was named the deserving winner and Graham Wood as the runner up.

BW



The perfect finale, Strathconan bonfire.



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

brass notes

For some time I've been waiting for an opportunity to visit Robin Dickson's collection in Gore. I've now been and wasn't disappointed. Firstly we viewed his 1914 Overland under restoration. Robin obtained this car some time ago from the late Bruce Grierson after seeing it in a shed several years earlier. It was complete except for the rear seat section but had been dismantled. The body is now finished and painted and sits beside the running gear. That too is almost completed. The starter was found to be missing but a lucky chance found a replacement at a swap meet. Also finished and waiting in the wings is a 1915 Cadillac body.

We then moved onto the next shed where Robin houses his collection-in-waiting. There were around 40 cars in all, with another shed housing rescued English cars of the 1950-70 era. The main shed was packed with American cars and parts, including a 1909 Maxwell, two 1910 Ford Ts, three 1912 Ford Ts, a 1918 Chev that Robin imported from Rhode Island, a De Dion chassis and radiator as well as



Robin Dickson collection: Maxwell.



Robin Dickson collection: 1902 Jeffrey/Rambler.



The 1913 Metz owned by Greg Doran.

the 1915 Cadillac motor and parts that go with the body we had already seen. Tucked away in the back corner was the lovely little 1902 Jeffrey/Rambler that was once owned by Malcolm Wilmott from Timaru. Since it's been in Robin's hands it has been fine tuned, broken parts replaced and fitted with new wheels. This little car is one of about five left in the world that Robin has tracked down. These two makes are directly connected. The original Rambler derived its name from the bicycles built by Gormully and Jeffrey. In 1902 the light runabout, with a single horizontal cylinder, chain drive, cycle type wire wheels and tiller steering, sold for \$750.

There has been a lot of interest in the Haast 50th reunion over the last months. During the 1965 rally the late Bill Miller from Ashburton was approached

by a gentleman who told him of a 1910/11 Buick located at Glendhu Station near Wanaka then owned by the Wiley brothers. The car had been used on the farm until 1939 and then parked up. Bill recovered it in 1976 and bought it back to life before moving to Auckland a few years later. Carl Gaudin from the Bay of Plenty took it over about ten years ago and has since redone the motor.

A little bit of trivia that might ignite some memories. Invercargill's first petrol pump was installed at Stan Vickery's Dodge Bros Motor Cars Agency and fuel was served from four-gallon tins. Stan started dispensing Shell products in 1925.

The Ashburton Motorcycle Club celebrated its centenary this year and during Ashburton Wheels Week a special



Robin Dickson collection: 1914 Overland.

display was mounted. One of the bikes on display was a very rare 1912 Kynoch, one of only two of this model known in the world. The other is in Australia. Kynoch was a British munitions manufacturer that briefly tried motorcycle manufacture in 1904 and again in 1912-13. This particular machine was owned by the late Tom Pearson's father before being taken over by Tom and is now in the possession of his nephew, Andrew Renner. The bike was registered in New Zealand in the late 1920s and the original registration papers have been retained. After being replaced by a Ford T in the 1930s the Kynoch was 'stored' under a macrocarpa hedge. As a young apprentice Tom retrieved it and with a little effort fired it up for a ride much to the surprise of his father. In November 1992 the bike was displayed at the Joker's Social Club Motor Cycle Rally and gained the runner-up award to an extensively restored Harley-Davidson racer for the Best Old Bike. Tom's preparation for the show had been to fit a new set of tyres, repaint the guards and have the tank repainted in the original colours and insignia. He also fitted new rings to the engine. After spending some time on show at the Ashburton Vintage Car Club Museum it is now on display at the recently opened Ashburton Museum.

Another Veteran for Central Otago is a 1913 Metz Model 22 owned by Greg and Karel Doran. This car was found in USA and is still to be complied in New Zealand. Prior to export it had spent 58 years in a Chicago Museum before being rejuvenated.

Martin Ferner's Minerva has now moved to a new owner in Auckland and Martin has bought the 1917 Dodge from Rae Fairweather.

In Manawatu Allan Hardacre and John Callesen are putting in a huge effort to have the 1915 Dodge ready for the Vero International Festival of Motoring in January. The crank was found to be cracked so a spare is away being crack tested. The body is awaiting sandblasting before being primed.

BW

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



Big End Knocks

mutterings of a mature motorcyclist

I remember reading a report in *Beaded Wheels* where the writer's Ariel got a magneto washed out on a trailer! Now as one of the old brigade who rode in all weathers in England for many years and rode trials on an assortment of cobbled up machines, mostly 350cc and 500cc Ariels and Nortons, I did learn a bit about waterproofing. You see I was one of those blokes who couldn't afford to run a car. I couldn't drive until I came to New Zealand at the age of 27! So a combination of poverty and incurable motorbike fever saw me on a lot of rain-soaked and snow-bound roads including two German winters. Some of the trials bikes had the luxury of the Lucas 'wader mag' actually designed to run under water. At the shows they had one in a fish tank, complete with goldfish, spinning and sparking.

We poorer folk had to make do with plasticine (does that stuff still exist?) around the high-tension lead pick-up on

the mag and a rubber sleeve on the lead itself to stop the water creeping down the lead in to the carbon pick-up. Another leaky spot was through the advance/retard cable on the mag, again a rubber sleeve and plasticine on the rim of the points cover did the trick. Of course the clever chaps put a small copper pipe on the cover and ran a breather somewhere clever.

To keep the snow and rain out of the open mouth of the Amal carb' called for a bit more improvisation. I always scrounged an old car inner tube as a donor for rubber bands and a sheet of rubber to form a shroud over the carb'. I anchored this to the oil tank cap with a rubber band and a section of bicycle inner tube threaded over the carb' top and tucked under the tank so the rain couldn't get in through the cables.

Oh, and those rotten 'saucepan' covers on the Villiers mags, again a big rubber band over the edge and more plasticine on the HT lead pick up did the trick.

A third wheel in the form of a sidecar chassis and a bag of sand took some of the risk of pain out of the icy roads. All good fun when we were young.

BW

overseas events

Veteran and Vintage Motorcycle Club of South Australia

60th Anniversary Tour

17-22 September 2016

To celebrate the 60th Year of the Veteran and Vintage Motorcycle Club of SA, an anniversary rally will be held from Saturday 17 September and finishing on the following Thursday centred at the Clare Discovery Caravan Park in the mid north of SA. There will be four full and two half days of touring in the Clare Valley and surrounding country side, including Snowtown, Blyth, Bute, Burra, Gladstone, Jamestown, Martindale Hall and much more.

There is plenty to see and do in and around Clare – wineries, restaurants, historic buildings. For interstate visitors the Bay to Birdwood Rally is held on 25 Sunday September 2016 following the rally.

Expression of interest forms, contact and accommodation information is available on the club website

<http://vvmccsa.org.au/60th-anniversary-rally/>





George Calder **Banks Peninsula**

In 1964 George age 16, saw a restored 7/9hp Harley-Davidson. He decided that he had to have one and bought a very restorable one for £10. He subsequently showed the restored bike to VCC member Bud Gross who immediately organised his membership to the VCC and now 50 years later the rest is history. He met Karen, now his wife, about that time so she has been involved with the hobby for the 50 years as well. He entered his first VCC event in November 1965 and from that time on the VCC has been a large part of his life.

He served on the BP Branch committee as secretary for about ten years. He has been a member of the national body Vehicle Technical Committee since its inception, and is currently part of the team which evaluates Vehicle Identity Card applications,

George and Karen's membership of the VCC has been an amazing adventure, they wish to say a big thank you to the VCC.

Austin Hadler **Banks Peninsula**

Austin joined the Club in 1964 with an unrestored 1926 two door Model T Ford. He later obtained a early Model T Ford tourer which he owned for 25 years.

In 1990 he competed in the 80th Anniversary of the Christchurch to Dunedin and return trial coming first in the time trial. He owned several motorcycles including an AJS 7R and a Douglas. He had an MG L Type that he competed with in speed events all over the South Island.

He was involved in forming the Banks Peninsula Branch and was their first Club Captain. He was also involved in the foundation of the Ferrymead Museum of Road Transport, and later as a member of the Ferrymead Radio Society.

At present he is involved with the local Morris Minor Club.

Graeme Johnson **Nelson**

Graeme's interest in old cars and motorcycles started at an early age when his brother bought a 1914 Baby Triumph and did not have time to restore it, Graeme finished the job. He joined the VCC and bought the 1913 Baby Triumph, which he still has to this day. He later bought two 1914 Model H Triumphs and two more Baby Triumphs.

Graeme was active in the club with his Baby Triumph and was quite successful in

Otago rallies. In 1965 Graeme married Denise and shifted to Nelson. Due to housebuilding and other barriers he didn't go on any runs until the 1995 National Motorcycle Rally in Nelson.

Over the period when he was not active in club events he was still exercising his skill as a cabinetmaker on some very interesting vehicles. Some examples are steering wheels for many cars, frames for many vehicles, an SS Jaguar dashboard, all the woodwork on Andy Beattie's Martini and wooden patterns for motorcycle engine parts.

Denis Le Cren **Nelson**

Denis joined the Nelson Branch in 1965 and held many positions on the committee, including chairman from 1974 to '77. Over the years he has been involved in the organisation of many rallies. He was also *Crankcase* editor for over 10 years.

He has accomplished four superb restorations; an Austin 12/4 Burnham saloon, a 1927 Chummy, a special based on an Arrow body style and a 1929 Austin 12/4 Clifton tourer.

Denis is a founder member of the Vintage Austin Register and has been their magazine editor for the last 15 years. He has also been the Vintage Austin Register representative with the Federation of Motoring Clubs. He is a founder member of the Classic Motoring Society of Nelson (Inc) and served as chairman and newsletter editor. He served in several positions on the committee of the Nelson Car Club and assisted with the foundation of the Nelson Go-Cart Club. He has served on the District Council of the Nelson Automobile Association for the past 44 years.

Don Rankine **Waikato**

Don joined the Auckland Club in 1964 and took part in the Haast International Rally in 1965 in a 1927 Chrysler which he borrowed from his brother Brian Rankine. From his early days in Auckland Don moved to Wanganui in 1970 where he served as secretary/treasurer and then moved to Waikato in 1977.

His motoring background started with a 125 Vespa and then moved on to a 1938 Morris 8, a '39 Morris 12, a '58 Morris Oxford, a '30 Ford A Tudor, a Mk3 Zephyr Zodiac, a '25 Studebaker, a '57 Studebaker, a '29 Roosevelt, a V8 Holden Monaro, an AP5 Valiant, a Fairmont and a Fairlane.

60 Year Award

Leon Witte

Banks Peninsula

The current vehicles in the garage are a '66 Mustang and a '57 Studebaker.

Don's car club activities tend to now be a winter pastime as the caravan at the beach and fishing occupy most of the summer months.

George Tier **Northland**

George joined the Whangarei Branch in 1964 at the age of 27. His first Vintage car was a 1926 Chrysler 70 two door sedan. Then along came a 1928 Austin 16/6 tourer and a Fiat 501 tourer. Both were sold to fund a 1925 MG Bullnose Oxford. This was followed by a 1930 Buick Marquette, a 1939 Austin Big 7, a 1952 Austin A40 sports and a 1963 A40 Farina.

George was Chairman of Whangarei Branch in the late '60s. He still enjoys motoring in old cars and the company of fellow members. He is always happy to help with advice on mechanical matters and enjoys working in the shed.

He started his apprenticeship at 15 with the Dargaville Austin dealer. He married Iris in 1960 and in 1961 he opened his own repair garage in Dargaville. He and his brother bought into the Morris dealership in 1968 and amalgamated with the Austin dealer in 1971.

Merv Warner **Wanganui**

Merv joined the Wellington Branch in 1964. By 1966 he was on the committee, 1967 delegate, 1968 club captain, 1969 chairman and delegate and back on the committee in 1971. He was also involved in setting up and developing the new clubrooms in 1968. The big shift came on one weekend in August. A borrowed truck driven by Merv, who according to his parents had been driving since he was six years of age, made as many as ten trips between the old premises and the new with members loading and unloading.

Merv and his friend Lottie live in New Plymouth and have travelled far and wide on many Vintage car events together in Merv's Wolseley. He is a well-respected member of the Wanganui Branch and attends as many events as possible, including Sunday runs as well as branch runs. He has also been involved with the Rolls-Royce and Bentley club for as far back as he can remember.

marketplace

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TYRES (AS NEW) four - 700x18" Firestone, highspeed, 8 ply. Used once rubbed on a tie rod end (non-structural rubbing mark on one tyre). Cost \$2,207 to import from USA. Sell for \$1,200. Phone Peter 027 611 9835 Dunedin. MEM

TYRES 18 INCH 5 new Garfields 5.25 5.50 x 18 white side wall, \$1,000. Tyre 18 inch one very near new Firestone 5.50 x 18 black wall 4 ply, \$150. Phone Peter 09 276 1605, 0272 816 050. MEM AUCKLAND

TYRES, SET OF FIVE unused 730 x 130 Dunlop beaded edge tyres. Now surplus to requirements. Offers for lot. Phone Neil 09 298 7162 or email nimble@xtra.co.nz MEM AUCKLAND

VAUXHALL VICTOR FD 1970 SIX CYLINDER minor rust. \$3,000. Nissan Silvia SII 1983 Stuck clutch but all there. \$3,000. Phone 03 614 8211 MEM STH CANTERBURY



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JAGUAR XK120 1953 DROPHEAD COUPE Fully restored and on the road. Needs a new home. Asking price \$110,000. Contact David evenings on 07 863 9497 or h.hayward@xtra.co.nz MEM BOP



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ALVIS TG 12/50 1928 wide 2 seater doctors coupe reconditioned cylinder head, new close ratio gears, new flywheel, relined brakes, in very tidy condition and reliable. \$60,000. Phone 0407 684 651 or email d_g_dixon@bigpond.com



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



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1960 MORRIS TRAVELLER. Reg, wof, VIC. Meticulously-restored, driveable, reliable vehicle. Four cylinder, 1098cc. Prefer to sell to someone who will enjoy driving this fine example. Deceased estate, independent valuation \$18,000-\$20,000. Vehicle in Ashburton. Email: janfeu@gmail.com or phone 021 85 4411 for information. MEM



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1948 FORD BONUS Built 3/4 ton heavy duty F3 V8 flatdeck. Details of this original spec flathead can be viewed at Trade Me number 906640438 MEM CENTRAL HAWKES BAY



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



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LOVELY 1960 MGA COUPE. Fully restored Wonderful touring vehicle for upcoming 2016 Vero rally \$36,000. Full details please contact Robert 021 757 215 MEM



1975 HILLMAN HUNTER GL 1725cc 4 spd auto deluxe model with interior woodgrain, bucket seats, centre console with T shifter. Factory original condition (although repaint in original colour previously). Reliable, comfortable, classic. \$5,500 neg. Dave 027 575 5828. MEM HOROWHENUA



1970 TRIUMPH SPITFIRE MK3 In very tidy condition. Has new upholstery, and carpet. Runs well. New toys so need room in shed, it needs to find a new home. \$10,000. Phone Andrew 03 522 4166 night cell 027 448 4055 MEM NELSON



1978 DATSUN 1500, LWB Wellside Ute (Izzy on no. plate!) 72,000km, 3 owners, first 28 years, me 6. 2200mm long metal camping canopy with sliding windows. Never used commercially, very tidy and original. WOF and Rego, with canopy \$7,500, without canopy \$6,750. Stored in Nelson but could deliver. Call Mike 027 753 2038. MEM NELSON



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1957 AUSTIN A30, One family ownership. Continuous registration and warrant. Very good condition, 83,000 original miles on the clock. Offers over \$6000. Phone 06 368 8590 MEM



1928 CHRYSLER 75 ROADSTER \$80,000 negotiable. Phone 09 836 4795, 027 497 3311, email khawke@vodafone.co.nz MEM



1937 CHEVROLET SEDAN, Motor reconditioned, new valves and guides. High speed 3.7 diff. Reupholstered leather seats, new carpets. Well maintained in original condition. Two family owners. Has WOF, Reg. and Vin. Good touring car. Lots of spares inc, can send photos, offers! Phone 03 434 8844, judith.john.miller@xtra.co.nz



AUSTIN PRINCESS 1800HL 1978, MANUAL. This car is in very tidy condition for age, only 110,800kms. Is registered and new WOF. Often referred to as the wedge due to the body design. Engine is the reliable 1800 B series motor which runs nice and smooth. \$4,750. Phone or text Colin 027 699 5549 MEM



JAGUAR C TYPE REPLICA built 2000–2013 by the late Frank Renwick. Faithful copy of 1952 drum braked C Type. 1952 Mk 7 engine, torsion bar suspension, Bruin fibre glass body. Reg. but not LVVTA certified. Great potential for Jaguar/historic racing enthusiast. Ph Roger White 04 563 6236 white.house.stokesvalley@xtra.co.nz. Tenders close 30 Sept 2015.



19-14 SCOTT STANDARD 532cc Engine No 2634. Spare crank case No 2631 good. Runs well. No rego. \$40,000. Phone Peter 09 626 7842

MEM AUCKLAND



WOLSELEY 15/50 1958 Has floor gear change and all period extras. New clutch, waterpump and ring-gear. Spare reconditioned engine and other parts. Brakes and engine need overhaul. Reg on hold. Sound body and chrome. \$900. Phone Robin 06 8778 8420

MEM HAWKE'S BAY



1967 HOLDEN HR SPECIAL (161) Excellent condition only travelled 66,400 miles. No rust a very original car. New reg and WOF only 3 owners. Been in storage for 26 years. \$4,000 of receipt to get the car back on the road. A very nice car to drive. Phone Tony 03 327 7111 or 020 4025 3911

MEM CANTERBURY



1930 DD DODGE Original, good condition. Genuine 76,700 miles. New battery. Spare motor and parts. Present owner 29 years. Current reg, WOF and VCC VIN. \$20,000. Phone 06 278 4345

MEM GISBORNE



1929 ERSKINE in good running condition, engine has been fully reconditioned. Car is fitted with electric overdrive and motors well. Have a number of spare parts. Fully registered and WOF. \$14,000. Phone 07 827 4799 or 027 445 9484 jimandchris@paradise.net.nz. Car is in South Island but its intended to be brought north in next couple of weeks.

MEM WAIKATO



PROJECT CAR 1925 SINGER MODEL 10/26 Four door tourer and part Singer Senior donor car, two seater, parts between cars interchangeable. Both cars completely dismantled. Have one part body for senior \$2,500 ono. Phone Frank 07 544 7374 bparnell@yahoo.com

MEM BOP



TRIUMPH 1974 2500 PI Reg/WOF. Good tyres. Low mileage. Required restoration. Late hobbies passion to restore "Rose" needs a new "Bucket List" to call home. \$900 or BO. Phone Wils 027 218 5677 Ashburton



1939 DODGE D12 SEDAN Recon motor and gearbox at 137,936 miles, current mileage 149,234. Column gear change, radial tyres, good car to drive at speed limit. I have a full history of previous owners and work done. Some spares. \$24,000. Phone Hec Newton 06 368 8758

MEM HOROWHENUA



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MEM MARLBOROUGH



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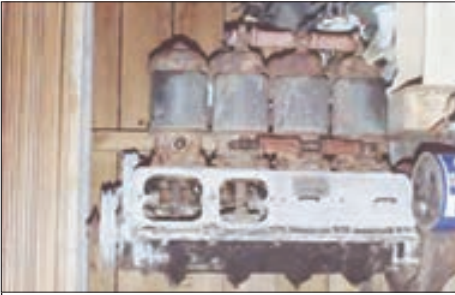
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MEM MARLBOROUGH



1926 MODEL T FORD Good running condition. \$10,000 ono. Must sell so make an offer. For more info phone Jim 021 223 8957.

WANTED TO BUY



CADILLAC ENGINE - AS PER PHOTO MODEL G
Very similar to 30, but only 25hp. It looks similar but has different castings around the front. Your price or swap for 16 to 20 Cadillac parts. Phone Robin Dickson 03 208 5640, bredding@ispnz.co.nz MEM

1928/29 WILLYS WHIPPET 96/96A rear light assembly, metal casing and glass frame, stop and tail. Also window, door handles and information about making and fitting brackets for the windscreen swing arms would be appreciated. Phone 03 439 5207, blunden@slingshot.co.nz MEM NTH OTAGO

1930-31 BUICK - front bumper, anything considered, even just the blades would be a help. Robin Ross, West Coast Branch, Ph 03 762 6545. Email robinross@xtra.co.nz MEM WEST COAST

1934 35 36 OLDSMOBILE (Plymouth) manifold inlet exhaust. Phone Mike 06 857 8612 MEM HAWKE'S BAY

1938-39 BSA EMPIRE/SILVER STAR 500cc. Rear stand to suit this bike. Phone Bill 027 201 0565 email: w.veitch@xtra.co.nz MEM OTAGO

1940-1949 FORD 1/2 TON PICKUP. Original condition or minimal modifications. Prefer no rust, in running condition. Right hand drive preferred. Email atatam_jim@icloud.com MEM EAST BOP

1985 PORSCHE 928 PARTS WANTED. Workshop manual, cowl cover for windscreen wiper mechanism phone 027 493 4962 MEM

AMERICAN CAR 1938 TO 1941 wanted in reasonable order with little or no rust. Must be complete. Also wanted: Road wheels (4) to fit 1939 Dodge or Plymouth. Outside sun visor to fit 1939 Dodge or Plymouth or similar. Phone 09 276 0439 MEM

AUSTIN A90 side windows and exterior sun visor. Phone Don 03 204 8229 or email audferg@farmside.co.nz MEM GORE

BUICK 1934-35 6 Volt FAG Lighter knob x2. Voltage marked on side or complete units. Txt Russell 021 0245 7984 MEM BOP

BUICK V8 ENGINE 1955 - 1957 322 ci (1957 preferred). Also need Dynaflo transmission, starter motor, generator and fan blades. Contact Kevin Casey 03 453 0818 or caseyleadlights@xtra.co.nz

DR DAWSON AND REID '50s and '60s period accessories including built mirrors and lesco mirrors. Phone 03 693 9016 MEM STH CANTERBURY

FORD V8 PICKUP HALF TON 1942-47 complete (preferred, parts may do) open tail shaft differential, including brake drums. Contact 027 433 1693.

HOLDEN HQ BELMONT interior door trim panels (cards) wanted. All four, any colour. Phone David 09 23 53 591, 021 130 8356.



TAIL LIGHT to suit my 1931 Studebaker President. Made by Oval standard or Ovalite standard. Measures 5 3/4" high x 4 1/4" wide x 3" deep. Complete unit or parts. Please contact Neville Harper 07 384 2412 (h) 0274 947 249 or daharpers@gmail.com MEM ROTORUA

LUCAS L150 AND L165 HEADLIGHTS, complete, parts or just good body, required for prewar MG restoration. OLD IMPERIAL STEEL BAR, ≤"x1/4" x minimum 600mm long. This bar is hot rolled and is approx 6.6mm thick unlike modern equivalent which is only approx. 5.7mm thick. Required to match and replace a missing original hood bow member. Phone John Gray, 03 578 8300. MEM MARLBOROUGH

MG MAGNETTE ZB In a driveable and tidy to very good condition, or Riley 1.5 Mk 3 in a driveable and tidy to very good condition. Phone 07 888 1719, m.arthur@xtra.co.nz MEM

MORRIS MINOR 1000 drivers seat wanted. Contact Roger on 03 578 4464, email rmillard@xtra.co.nz

RADIO WANTED FOR LJ HOLDEN TORANA. Usually labelled Air Ranger or Air Chief. Keen on any Air Ranger radio phone 027 332 6874 MEM OTAGO

ROVER SEDAN 1970 - 1973 3500S, in immaculate condition. Also an external full-width Sun Visor as fitted to period 1940/1950s USA autos. A device for recharging weak magneto magnets. Buick 1934/5 (series 50, 60, 90) tail-lamp number plate illumination window lens. Phone Neil 03 434 9470, email neil.nonie@extra.co.nz MEM NTH OTAGO

STEWART SCOOTER ENGINE and parts wanted. engine is a Continental Red Seal 200cc, model AO 12 anything considered. ph Mark 03 545 2457 pallas@ihug.co.nz

TRIUMPH STAG GEARBOX with overdrive. Phone Steve 07 304 9777 MEM EAST BOP

TYRES 475-500 x 19, good enough for wof, no cracks in walls please. Phone Clive 03 439 5207 or blunden@slingshot.co.nz. MEM NTH OTAGO

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

WE ARE LOOKING FOR A VEHICLE in the 1950 / 1960 era, a small station wagon or van will be of interest but if the right car turns up we will give full consideration, do not wish to have anything that requires restoration, minor work will be ok please contact us on either 04 5284621 of mail, hbbbspekay@xtra.co.nz. MEM

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The Rally will be based in Twizel with a run to The Hermitage on the Sunday, but will begin in Timaru on the Friday evening. We suggest you book your accommodation as soon as possible as there are a lot of other events in the general area that weekend.

Please contact our Branch by email southcanterbury@vcc.org.nz or by phoning Ron Hammer 03 686 0520.

Further details including Entry Forms can be obtained through our website southcanterburyvintagecarclub.co.nz
Entries will close on 7 October 2015

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Our annual UNDERCOVER Swap Meet Plus Car Show

Manfeild Park, Feilding

Saturday 17th October - Sellers from 6.30 am - Public from 7.30am
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Friday is now a public day with \$10 general admission, VCC membership card holders \$5. Saturday \$5 for all adults. All accompanied school children free.

www.theswapmeet.org.nz



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KARAPIRO DOMAIN, CAMBRIDGE

Sunday 15 November 2015

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Ashburton: 1935 Dodge owners J and A Watson.



Auckland: Marshall Corrazza's Ariel Square. Four.



Auckland: 1929 Auburn 6/80 seen on Mid Week Tourers.



Ashburton: 1947 De Soto Club Coupe owners V and P Ellis.



Auckland: Tom Brough's 1930 Ford Model A roadster.



Auckland: Peter LeGros Frontenac Ford engine

Ashburton

Diane Ross

Ashburton member Murray Elliott has been honoured by the Mid Canterbury Vintage Machinery Club by being awarded life membership. Murray is an "International man" through and through and has been working with tractors and machinery for 60 years. Enhancing the tractor collection is a very nice 1937 International truck.

May began with a very successful Swap Meet with over 300 sites being sold. This also heralded the start of Wheels Week Plus that embraces events for anything with wheels ranging from mobility scooters to big rigs. Later in the month branch members were involved in helping with an auction held to dispose of a "barn find" in Rakaia. Eight English vehicles as well as a myriad of parts had been stored in a large shed for 40 years or more. The sale proved very successful with almost a complete clear out.

We've also seen the debut of; Vern and Phyl Ellis's 1947 De Soto 4 door Club coupe, John and Annette Watson's 1936 Dodge and Alan and Chris Gulleford's 1927 Morris 8 four seater tourer. The latter is an interesting vehicle that started life in the UK but in 1973 left to travel through France, Switzerland, Austria, Yugoslavia, Turkey, Iran, Afghanistan, Pakistan, and India before arriving in Perth and crossing the Nullabor before setting sail for

Auckland. The Gullefords took possession in 1983 and have since given it a well-earned reconditioning.

At this moment three new restorations are being judged for the Restoration Of The Year trophy. Eligibility is earned by attending at least one branch event since restoration is completed.

Auckland

John Stokes

Motorcycles: Tony Vaughan won the Eddie Sim Memorial Rally on his 1959 MK3 LE Velocette. Marshall Corrazza has brought a 1957 Ariel Square Four from the USA. Norm and Lynda Maddock displayed a Matchless G50 and a 1932 Rudge Ulster at our April meeting. David Morley had ridden the G50 on the Isle of Man circuit being timed at 123 mph on the mountain. Lynda rode the Rudge in the Lap of Honour. Peter Alderdice and Paul Tomlin attended the Irishman Creek Rally on Peter's 1925 Harley-Davidson and chair.

Veteran: John Stewart has been quietly working on an 1898 De Dion Bouton engined MMC tricycle. This is difficult to start, unless you add hexane, an aromatic, to the petrol. Peter Le Gros has completed the Frontenac engine for his 1916 Ford T speedster. It has been test run and awaits installation in the car. Barry Birchall has done a major engine overhaul on the 1905

De Dion Bouton. There are an estimated 180 Veteran vehicles in the Auckland area.

Vintage: Gary Running has joined with the 1924 Buick Master Six ex Warwick Woollams and John Massam, and also a 1927 Packard 733 sedan. Vintage vehicles took the top three places in the branch Experts Rally; Rodger Ball 1930 Ford Model A first, Gavin Welch 1924 Dodge, the sole rear wheel braked vehicle, second, Wayne Roberts 1924 Velie, third. Tom Brough has brought a 1930 Model A Ford roadster ex Gisborne. After 45 years ownership, Ron Jacob has sold his 1928 Lancia Lambda.

Commercial: Murray and Penny Firth completed a 1500 mile tour in their 1932 Bedford, taking in the Maunga Moana and National Commercial rallies.

PV PWV: Max Hook has joined with a 1959 Morris Minor 1000, Bart and Donna Van Sambeek have a 1937 Chrysler roadster and a Jaguar E Type roadster.

Service awards: 35 years, Gary Bright and Yogi Schollitt, 25 years Shaun Bellamy and Lorretta McGarry.

General: Wayne Roberts organised another successful tour, this time to Waikato's Double Fifty rally, 20 cars attended. Our book sale raised over \$500 for our library.

Trophies awarded at our AGM as follows; Rally points, Rodger and Val Ball. Experts Rally, Rodger and Val Ball.



Canterbury: J and A Mehrten's 1959 Tiki Sport coupe, winner of Noel Beecroft Trophy, PWV - P30.



Canterbury: John Screen's 1936 Plymouth, Post Vintage winner, Robt Hayes Family Trophy.



Canterbury: Graham Sibbald's 1924 Buick tourer winner Vintage Restoration of the Year, Rae Trophy.



Auckland: John Stewart's MMC tricycle.



Canterbury: Matthew Hey's Wolseley 1500. Restoration of the Year Entry.



Canterbury: 2015/16 Canterbury Branch committee elected 21 June.

Pride of ownership, Colin and Pam Bell. Rear Wheel Brake, Gavin Welch and Sophie Zhao. Triers, John and Di Poole. Gymkhana, Russell and Jocelyn McAlpine. Ladies, Annette Foot. Husband and wife, Murray and Penny Firth.

Bay Of Plenty David Joblin

The branch has been busy recently with a full calendar of events to suit everyone. There have been bus trips to Auckland to take in shows, runs over to Waikato, and the popular Wednesday runs which regularly have over 40 people attending.

A full number of participants took part in our 'Last of the Summer Days' three day trip to Port Waikato and Raglan taking in some of the back country roads. One of the highlights of the trip was a visit to Roy Sharman's well known collection at Waiuku. This interesting collection includes two working traction engines and an extremely rare 1902 Oldsmobile. The Katikati members organised a gymkhana recently, again fully attended. A different event which has not been held for quite some time.

Responding to a need the branch now holds new member's evenings and senior's morning teas. These are always well attended.

At our AGM we lost our very active Club Captain, Chris Cole, who has made a

great contribution over the past year. The committee changed with Alastair Jones stepping down after 16 years and also Don Wade. Owen Smith and new member Steve Titmuss joined.

New members welcomed are; Malcolm MacDonald, 1974 MGB GT. Linda Downey and Douglas Brown, 1928 Ford Tudor. John and Karen Lloyd, 1957 XK 120 and 1966 E type Jaguars. Paul and Diane Graveling, 1927 Austin 7 Super Sports. Steve and Marion Titmuss, 2 Bentleys, a Studebaker and an Opel. John Hewitt, 1978 Volvo van. We welcome back Bob McGarva, 1965 Ford Falcon.

Canterbury Tony Becker

A rosy picture enhanced June's Branch AGM. A healthy financial situation together with enthusiastic Annual Reports by office-bearers and section convenors followed the formal opening by Chairman Leigh Craythorne. Longstanding Swap meet and Display Chairman Alan Parris reported an outstandingly successful year for his committee. The other big funding contributor is the Parts Shed team. Chairman Leigh emphasised how important the success of these two activities are to Canterbury Branch in saving members from seeking other means of fundraising throughout the year. Executive changes were limited to Secretary and

Treasurer. Outgoing Doug Watkinson and Margaret Kraak were applauded for their good work. Elected replacements are Keith Sargeant and Andrea Dallow respectively. AGM Trophy presentations were: Max Smith Veteran Trophy, Errol Smith and son Richard. McLaughlan Trophy went to Alister McKenzie, both winners driving early T Fords. Restoration of the Year prizes: Rae Trophy for Vintage vehicles Graham Sibbald with his magnificent 1924 Buick tourer. The Robt. Hayes Post Vintage Trophy went to John Screen's immaculate 1936 Plymouth and J and A Mehrten's neat little 1959 sport coupe called a Tiki took the Noel Beecroft Memorial Trophy for PWV-P80. An eye catcher on display was Bob Hayes' silent little 1900s replica electric car complete with tiller steering, beautifully finished in polished wood. Motorcycle section awards; Tolhurst Trophy, Graeme Sword, 1914 Baby Triumph. McGregor Trophy, Graham Barnett, 1951 Royal Enfield. Also congratulated were Barry and Susan Townshend, their trophy and floral presentation acknowledging 25 years service as Secretary and Treasurer of the Motorcycle Section. Tentative plans were outlined by Chairman Leigh Craythorne, for next year's Canterbury Branch Diamond Jubilee. A small sub-committee is taking charge of this important celebration. General business raised the



Far North: Far North new weather station.



Far North: P Matthews shed.



Gisborne: Gavin Bartlett's 1928 Model AA Ford takes shape with the fuel tank, bonnet and radiator now attached to the newly-constructed cab.



Far North: Mothers Day.



Far North: Mothers day.



Gisborne: Hudo the round-the-world 1930 Hudson Great 8 receives attention at a local garage.

usual protagonists expressing opinions re qualifications for Restoration of the Year entries together with guidelines for judges, however, clear winners were not difficult to spot on the day!

Queens Birthday weekend draws more and more entries to Canterbury Branch's Irishman Rally. This year more than 120 pre-1932 vehicles were well tested over some of South Canterbury's toughest backroads, fords and tracks. Organised by Jens Christensen and based as usual at Fairlie. Competitors voluntarily gathered more than \$1000 in donations for Fairlie's St. Johns Ambulance while there. A generous gesture.

Central Hawke's Bay John Foot

In May we had our local Lady Driver's Run which was ably organised by Bryan and Janice Malcolm. The June monthly run was a scatter rally, organised by Rod and Scarlett McKenzie, whereby we had to identify 21 no-exit streets, with given clues, then drive to these streets, record a prominent item at the end of each street and do this with the shortest possible mileage finishing at a local cafe for coffee. At our AGM Secretary John Cleland retired, having been in that position since the branch was set up four years ago. Shirley Foot has been elected to take over John's role. Barry Smales was also elected onto committee as an extra member with all other positions retained. It was also decided that we look at designs for a Branch flag (hope it doesn't cost 25

million). The branch is continuing to grow steadily and now has a membership of 77. Rod and Scarlett McKenzie have replaced the burnt out Escort with an MGB from the Waikato area. Following the McKenzie's fire one of our branch members organised a discounted deal on fire extinguishers and 30 of these have been purchased. Bruce Poole headed south in the Chrysler 77 roadster to take part in the Haast Reunion Rally having attended the '65 rally in a Ford Model A. During 2 May cars took part in the Manawatu Branch annual PV Rally also four cars went to the Waikato Double Fifty Rally.

Central Otago John Loudon

At a recent meeting we were updated on the Vero 2016 Festival of Historic Motoring by Rally Director Nicola Wilkinson and this was very well received.

Allan Porter's Humber is painted with assembly underway and all mechanicals done. This will be an as-new car when finished with everything correct and original.

Two of Bob Turnbull's cars are up for sale, the Humber and Sizaire. All his vehicles are in a trust with these two being sold to raise funds for various projects in the Ophir/Omakau area.

David Ainslie now has his 1937 V8 pickup going well. He had it out on its first run at the Golden Times Rally at Arrowtown this year.

North Otago has lost another member with the passing away of long time identity

Wilson Spite. Wilson was a popular and cheerful member and will be missed.

Graham Taylor is well on the way with his 1923 Ford T truck with woodwork for cab and deck underway. The Walkers' Oakland 8 is still in the shed with lots of work and time required to finish. Currently Barry's family commitments are coming first.

John Martin has sold his Model T and this now allows John to carry on with the Alvis with lots of work to complete plus more space to work in.

At present I have Ken Brown's Austin 12/4 undergoing engine work and other bits and pieces, should be a good runner and was a nice car to drive anyway but under-powered as all Austins were.

EBOP Peter Donovan

Great autumn weather has enhanced involvement in local and national activities. Highlights for April were viewing Ross Fergusson's collection of bromeliads and the great turnout on Whakatane Airport day to mark the change of services from Air NZ to Chatham Airlines; a significant local milestone and an enjoyable event. Four local cars joined the National Model A Rally at Wanaka, navigating interesting roads and tracks along steep faces. One highlight for all was Snow Farm where they were given a guided tour of the car testing facility, including the Race to the Sky road. Another highlight for some was



Hawke's Bay: Some people's collections are just different. Frank Burgess and his collection of earthmoving machinery.



Horowhenua: A portion of Sir Peter Jackson's collection Wellington Anzac Parade.



Hawke's Bay: All lined up for the picnic before the run.



Horowhenua: Andrew Heffey and team Anzac Parade, Wellington.



Horowhenua: Bruce Hutton and Mike Khull.

driving their Model A through Molesworth Station.

Joy and Steve Growden, '28 Plymouth, came home with 3rd prize for the Slow Vintage section of the Waikato Double 50. Our May run travelled to Kawerau to visit the Water Wheel Museum; an impressive collection of early farm and industrial machinery centred on a large waterwheel, which regrettably is being rebuilt because of vandal activity. Thank you to Phil Leaming for the explanations.

We welcome new members Graham and Thava Guy, Austin Princess and MGC GT. Recently purchased vehicles in the Branch include Phil and Margaret Leaming's 1919 Overland tourer and John Steiner's Model A coupe.

A significant addition to our vehicle membership is the appearance of John Twaddle's two door Morris Minor Million. Over three years John has restored this historically significant car, found in a severely rusty state in Ireland, to concours standard. It recently won two awards, including the Best Morris Minor Two Door at a MM convention in Trentham.

Following our AGM the previous committee was re-elected but with Les Costar becoming chairman and Keith Watson moving to the committee. Our meetings are now held in the Athletic Clubrooms. The parts container has been moved on to Gary and Liz Bryson's and great work has been done to discard or

sell surplus parts and further organise the remainder.

Far North

The well attended AGM confirmed a strong team to look after our interests with active discussion on possible ways to encourage more participation in running events.

Marea Topp's Mothers' Day run had old technology (Vintage vehicles) introduced to the latest. After driving up the steep hills behind Kaeo and then along a winding, steep gravel farm access track our look in was the brand new weather station with a view forever and the capabilities to hook up with seven other similar stations across New Zealand to improve weather forecasting. A tour followed along the spectacular eastern scenic drive past Te Ngairi and Mahinepoua to finish at the Whangaroa Fishing Club for our celebratory lunch. O'Dells drew the winning cards during the poker run, which had been secretly "revalued" to beat any smart teams!

Men's Shed days have included a member's restoration workshop and another's extensive well restored collection of mainly Fords, many of which are not-often-seen commercials. These days often conclude with lunch at a local establishment so the morning's look in gets a thorough debate. One lunch was a shared day with our ladies so perhaps not so much vehicle talk!

Dave Duirs

The issue of the implication of the proposed Safety legislation is creating concern amongst many volunteer groups but hopefully sense will prevail and with the changes will come a workable system.

Gisborne

Rodney Clague

May saw us receive a visit from Heidi Hetzer, a 77-year-old German woman who is driving around the world in a 1930 Hudson Straight 8 2-door sedan, after she had encountered fuel problems. She had left Berlin in June 2014 and travelled through China to Singapore, then shipped the car to Perth and drove from there to Sydney across the Nullabor Plains. The car was then shipped to Dunedin, and traversed much of the South Island before tackling the North Island, where she travelled much of the East Coast and Northland before shipping the car from Auckland to the United States to complete her journey around the world. She expects to be back in Berlin by June next year.

Our AGM in June saw the usual few attending the AGM with the only change being Ariel Clague taking over the treasurer's job from retiring treasurer Rosalie Douglas, while the secretary's job is vacant at the moment.

Our chairman's run saw 10 vehicles face the starter for a run around the city environs before heading to Waihou Beach for afternoon tea.

When not organising the run chairman Gavin was working on his Model AA truck



Horowhenua: Millicent now up and running.



Nelson: Chairman Kevin Mercer making a presentation to retired secretary for many years of work.



Nelson: National President John Coomber presenting Dennis Le Cren with his 50 year award.



Nelson: John Mills, XK120 Jaguar, winner of the John Stickney Gymkhana trophy.



North Shore: NSVCC Restoration – 1923 Dennis Bus.



North Shore: NSVCC restoration group – morning tea.

which is now in running order and able to propel itself around the property – even the hi-lo range gearbox functions satisfactorily.

Gore Jim McFadzien

The annual Night Trial in May was exactly that. Each team was given locations around Gore on a picture, with part of the object blanked out. We had to arrange our route to record the lowest mileage while finding these 10 objects.

We arrived back at the clubrooms to a 30 question quiz which certainly stretched those brain cells. After supper jokes were told - (yes - even new ones!), and all had a fun night ably organised by Bill and Dawn Sheddan.

Our AGM was held on 9 June with most positions unchanged.

The End of Season Run was held on 14 June with a really good turnout of 23 vehicles from Vintage to P60. On a day that had a lousy forecast the run was shortened and back to the warm clubrooms for a pleasant afternoon, even a fresh batch of scones was provided. Our branch chairman Murray Proctor won the event, proving that his Rover still has life in it yet.

Denis Knight had some quiz questions which kept everyone guessing, and closed off another successful year.

Hawke's Bay Esther Smith

Our recent 50 years awards dinner was well attended and it was a pleasure to see some seldom seen faces in attendance. The 50 year awards to Vic Gould and Neville Wilson were presented by National President John Coomber. He also presented awards to Ian Skinner, 25 years and Ian James, 35 years.

Our June branch meeting and AGM drew a good attendance. The main office holders remain the same; Steve Donovan as Chairman, Ian Elmsly as Club Captain, Juliette Cadwallader as Secretary, Trevor Charman as Treasurer. The committee are Steve Trott, Allan Twort, Malcolm Blair, Derek Gordon and Esther Smith. Also elected were the numerous people who contribute in so many ways to the smooth operation of the branch, be it in assembling the Mag, mowing lawns, librarian or managing spares.

Our June Lady Drivers' Run was set by myself, Kay Elmsly and Lesley Blair. After an interesting and musical run we ended with afternoon tea at the Munro School of Dancing Hall where we were entertained by some dancing demonstrations. Also in June we had a "Hat Making and Repairing Furs Day" at the Clubrooms. This was an opportunity to get outfits in order for the Deco Decanted weekend to be held in the middle of July. This winter event is a much smaller, low key event in comparison to Art

Deco weekend held each February, but it is a chance to get the cars and furs out.

Horowhenua Peter Nightingale

A visit to Murray Horn's machine shop was interesting. We found one complete model T motor for the speedster fleet bright red and ready to go, plus one in the making, gold. This I believe is Bruce Scott's and it has some clever modification. The crankshaft has been replaced with a Model A one which has required some block modification to accommodate it; the rear main bearing being shortened and altered. The shaft is counter balanced and the fly wheel lightened. The pistons are shorter but still have the domed top characteristic on a standard T motor. It looks great and although untried, looks like a flyer

Last year's barn find after 22 years asleep has finally made it to the Ohau surgery for reconstruction work, surgical assistants Bob Barton, Tom Hayes and John Pratt assisting with the tow. Next move is to get it going as Millicent was mobile at the time of the owner's death two decades ago!

Andrew Heffey drove the 1917 AFS ambulance in the Wellington Anzac parade, the only vehicle not owned by Peter Jackson.

Manawatu Chairman Bruce Hutton gave members an interesting talk on his overseas trip citing a number of rare vehicles seen. He also presented Mike Khull with the

winning certificate from the national commercial rally at Easter.

Mike Khull's 1925 Dodge fire engine is now at the painters.

Marlborough

Chris De Wagt

We welcome new members Ian Wilson (motorcycles), Kitty Roberts with a Mini Moke, Gary Vercoe, Brendon Waters and John Anders, Ben Habershon and Tracey Hewitt (motorcycles), Ross Hutchison (Vintage car and motorcycle), Wayne Frew, Karl and Jossie Slape and Son Joe, Gavin Cox and Alan Jones with Vintage cars. Rachael and Paul Higgison have transferred from Canterbury and bring with them their 1939 Dodge Luxury Liner and I believe several motorcycles and also from Canterbury, Mark Morrison.

We have bid to host the 2019 National Motorcycle Rally and will be hosting the 2017 National AGM.

John May was presented with an Honorary Branch Member Certificate at a special function at the club rooms. John spent some 20 years gathering historic material for his book the *Garages of Marlborough*.

Our Sunday run to Momorangi Bay was an enjoyable day out. We went over Queen Charlotte Drive to the newly refurbished waterfront at Momorangi Bay. On our night (afternoon) trial 14 vehicles left the clubrooms at timed intervals starting at 3.30pm and carefully followed the cleverly designed route map, noting and filling in the points of interest on the way to the Riverlands area before returning to the clubrooms for dinner.

Reefton Roscoe Trial: Two cars and one other shared between Nelson and Marlborough, made up the small but well-dressed contingent from Marlborough attending round one of the trials. Peter Thwaites, Brendon, Lawrence Brehaut and Earl Preston and myself, Chris de Wagt with Ian McKercher had great fun in the mud, great course, wonderful course staff, and food were provided by the branch, well done and thank you!

The motorcycle section enjoyed its annual garage run with a turnout of 14 bikes, 28 people and a dog called Laddie fronting for a tiki tour around the district.

Nelson

Jim Wareing

At a recent club night Dale Conlon gave us a talk and slide show comparing the 1965 Haast Rally with the 2015 Reunion Rally. The slides covered the 1965 event. Five Nelson Vehicles joined the Reunion Rally.

No vehicles were presented for the John White Restoration Trophy but the associ-

ated Gymkhana was well supported at the new clubrooms site. The John Stickney Gymkhana Trophy was won by John Mills, 1954 XK120 Jaguar.

The combined Sandy Bay Hill Climb attracted 10 VCC cars and 10 rally cars, on a fine day and excellent surface. Jim Bennett, Dunedin, recorded fastest VCC time in his Hillman Imp powered Furi Impulse. Second was Doug McDonald, 1750 Alfa Romeo and third Burkhard Stuart, Mercedes 190SL. Alan Blundell's 1936 SS Jaguar from Waikanae had a slower day with oil pressure issues.

Thirty members enjoyed a well organised quiz night in June with lots of laughs, good supper, and good company. Sixteen Nelson trials cars competed in the record field of 30 cars at the West Coast Trials event in Reefton. Nelson's Topliss family with two cars virtually cleaned up the awards with Richard and Linda gaining top placings in their new Ford Special.

Sixty-three attended the Branch AGM in June with all positions being filled including a team of three attending to the club captain's duties. National President John Coomber attended the meeting and presented the following badges; 25 year Richard Conlon, 35 year Mike Warn and Leslie Tomlinson, 50 year Dennis LeCren and Graeme Johnson. Chairman Kevin Mercer made a special presentation to retired Secretary Gloria Pegg for several years' service.

North Otago

Clive Blunden

At our AGM I was promoted from sausage sizzler to Branch Reporter for two reasons. I think one is that I like writing letters to *Beaded Wheels* and the other could be something to do with my cooking!

The Last of the Summer Wine was a marvellous series on TV about the camaraderie of several friends brought together in retirement. The majority of our club, including the writer, are lucky enough to be in this situation. Our parts department is run very efficiently by such individuals. It's always a pleasure visiting Parts on Tuesdays not just for the banter and the company, but if it's parts you're after, they are very knowledgeable and they know where in the store the category of part is, and if they haven't got it they will put you in touch with somebody who could help find it.

If you have a renovation project on the go, the advice and friendly help provided is well appreciated, especially by myself while renovating a 1928 Willys pickup. Branch magazine *Distributor* lists some of the parts available or email northotago@vcc.org.nz

The Mother's Day run had great autumn sunshine and a grand turn out and the

ladies were presented with a rose spray each. The run finished at the NO Yacht Club and the quiz prize went to new member Christy Rolfe.

Brenda and Ernest George had a fantastic trip to the National Commercial Rally at Fielding in their 1926 Chrysler 58 pickup. Brenda commented that five layers of clothing was the order of the day, as the wee truck did not have side windows. Although there some teething troubles on the way to Christchurch, they ended up being the overall winners. Congratulations!

Trevor Appleby and Ralph Weir took their motorbikes, a 1948 Tiger 100 and a 1951 BSA B31 up to Cromwell Motorcycle Rally, 168 bikes took part, and the places visited were the Kawerau Gorge, Crown Range, Wanaka, and Queenstown, 640 miles in all.

We welcome four new members, Kenneth and Christy Rolfe with their Citroen 2CV, and Douglas and Doreen Gardner with their beautiful 1952 Triumph Mayflower.

North Shore

Mary Lloyd

Another AGM has been and gone with the same committee returned for another year with the exception of the Club Captain who has stepped down for 12 months.

Once again it has been a year full of interesting outings and fun evenings including a brilliant photo/video show from our intrepid travellers, Arnold and Marieke Von Zon who cycled for 2,000 kms through Africa. We also had Gary Beaumont and Aaron Joy, organisers of the 2016 International Festival in Dunedin, visit and give us updates on progress and helpful hints on how to have a fantastic time down there. Travelling to Dunedin is a hot topic at the moment especially making sure the cars get there safely.

Our May Club Run took us to Helensville through familiar scenic territory and the extended museum full of local history, which is always fascinating especially for members who have connections with the area. During afternoon tea at the Ginger Crunch Café we had a quiz thrown in which tripped up even some of the smartest amongst us! It was good to see cars that hadn't been seen for ages getting an airing.

Work is progressing well on the 1923 Dennis bus and our valiant workers are doggedly pushing ahead with the interior – not an easy task but it is certainly beginning to look like a bus now. The workshop is always buzzing with activity and there are many experts who happily come along each Thursday and put in the



Otago: Restoration Trophy entrant, John Dow 1964 Vauxhall Super.



Otago: Colin and Joan Pearce 1914 Sunbeam 12/16 hp Sporting Type winner of the Restoration Trophy.



Rotorua: Morris McFall tells us about his tractors, Tauranga.



Otago: Restoration Trophy entrant Graeme Duthie 1917 Model T truck.



Otago: Restoration Trophy entrant, Colin and Judy Winter, 1900 Wolseley.



Rotorua: Dennis Kenny's MG attracts attention.

time and work to get these vehicles back on the road.

Otago Graeme Duthie

The Restoration Rally was held in conjunction with the PV and the PWV section. The route took us into the city and over the hills a good run round the Taieri and back to the Club via Blackhead. Some slower veterans took shortcuts to return in time. There were four entrants for the restoration Award: A 1900 Wolseley belonging to the Winter family, this has been restored again after sixty years of motoring as the woodwork and other parts were in need of a face lift. A 1914 Sunbeam belonging to the Pearce family. This car has been in and out of the family and finally Colin managed to retrieve it and get it restored. A 1917 Ford Model TT truck belonging to Graeme Duthie, this truck was built from parts that had been collected over a number of years. A Vauxhall belonging to John Dow.

The restoration award was won by the Pearce family. The Post Vintage section was won by Bill Partel, the Post War Vintage section was won by Barry and Estelle Longstaffe.

At the AGM the same committee was re-elected with the addition of Malcolm Eunson to the committee.

Other awards presented at the AGM were: Harvey Wilson Cup; Best attend-

ance at rallies, Colin and Joan Pearce. Non Speed Event; Best performance of all events, Stu and Lyn Neill. Clubmans Trophy; Best performance at local events, Bill Partel. Fletcher/Heaps Trophy; Most meritorious performance of a Veteran vehicle, Colin and Joan Pearce. Douglas Rod; Hard luck on a motorcycle, Bill Veitch. Trevor Dunning Trophy; Greatest effort in Vintage motoring, Bryan McConachie. Chairman's Award; Bryan McConachie.

Rotorua Ronald Mayes

Our 35th annual Central North Island Swap Meet and Car Show held at the Paradise Valley Speedway has been and gone and coming up is the next big club event, the Sulphur City Rally on 29 August – always a popular event attracting entrants from far and wide.

Recent events have included a very early morning run on 12 April which ended at the clubrooms for a welcome breakfast. In May the mid-week group drove to Tirau to see the local museum. On Sunday 24 May we were hosted by the Taupo branch, whose members had organised visits to several collections of very early trucks awaiting restoration or in some cases almost ready for the road. That run was completed by a visit to a farm in the Wairakei area, the artist owner of which took us on a tour of the property to see his collection of exotic

animals, his works of art and his full-size large animal sculptures.

At the June meeting Dennis Kenny told us of the restoration of his 1930 MG M-type Midget, bought incomplete about 1980 and painstakingly rebuilt by him over many years.

Our June Club Captain's Sunday run around the Rotorua countryside was not without incident. Before the start of the run smoke was seen issuing from beneath the bonnet of a Morris Eight – this was found to be a smouldering oily rag which had dropped onto the exhaust manifold. Well into the run smoke began to emerge from the rear of a Rolls-Royce Silver Shadow – this came from hydraulic fluid leaking from the high-pressure system on to the exhaust pipe. The car had to retire from the run and be sneaked home by its rather red-faced owner.

Another midweek run took us to Tauranga to see a large collection of early tractors all in immaculate condition and kept in running condition. Many were started.

South Canterbury Shannon Stevenson

Fifty vehicles participated in the PV/PWV/P60/P80 Rally on 17 May including some from Ashburton, Waimate and North Otago Branches. This rally, organised by



Sth Canterbury: PV/PWV/P60/P80 Rally, Bernie Fairbrass' 1958 Austin A55 (concours winner) and Jim Geddes' 1946 Austin 10.



Sth Canterbury: Timaru All British Day attracted 129 Vehicles. 1952 Standard Vanguard Taxi, alongside a 2005 Ford Transit Camper Van.



Taranaki: Matt Surgenor's latest acquisition from Wellington area a very original Vauxhall Velox on its first visit to our Clubrooms.



Sth Canterbury: PV/PWV/P60/P80 Rally entrants enjoying May sunshine outside Hilton Hall. Barry Yates' 1959 Rover P4, Keith Maxwell's 1962 Alvis TD21 S2 drophead, one of only 57 of its type produced.



Sth Canterbury: One of the smaller entrants at the Timaru All British Day, a British built BMW Isetta 300.



Taranaki: Albert Gordge's Model A Ford at our clubrooms after an extensive rally with the Model A Club in the South Island with Geoff Blackbourne's Morris Minor behind.

Alan Ferguson, took participants in the direction of Hilton, a locality south west of Geraldine, with lunch stop and prize giving being held at the historic Hilton Hall.

The Annual All British Day, open to all British vehicle owners, took place on 31 May with 129 vehicles participating. A 1957 BMW Isetta 300 was the smallest vehicle entered and the largest was a 1955 Dennis F8 fire truck. Organised by Grant Stewart, this rally took participants outside Timaru through the rolling hill country of the Levels, Fairview and Southburn areas to reach the St Andrews township. A highlight of the day was a visit to the Timaru International Motor Raceway, where participants were allowed to drive a lap of the track.

The Restoration Rally was held on 21 June. This rally, with 30 vehicles participating, took members through Cannington, Totara Valley and Hilton to reach the township of Woodbury, covered at the time by several inches of snow. The lunch stop was the Winchester Hall, where restoration entries were displayed out the front. They were Russell Dale's 1954 MG TF, Tony McGillen's 1952 Austin A70, Neil Manchester's AJS motorcycle, Tony Schischka's 1968 Fiat Bambina, and Frank Bray's 1969 Triumph 2000.

South Otago

John Cook

The Branch's annual night trail held in early May had a good attendance and was held in Milton. The route took the participants around Milton and Tokoiti and on to Circle Hill and back to Milton and to Barry Delaney's shed for supper. Winners were Bill and Gaynor Faulkner in their 1972 Rover 3500.

The Wednesday Ramblers are still getting out and about with good numbers attending. One of the most recent trips was to Mandeville to visit John and Mary Tremaine's Classic Car and Motoring Memorabilia collection. The branch's AGM is over for another year with no change to office bearers.

The clubrooms kitchen overhaul is nearly completed and is looking good.

Taranaki

Colin Johnston

Recently our branch was host to a past member who celebrated his 70th birthday. Ian Howell and wife Sarah were treated to a birthday dinner held in our club rooms and catered by members of our branch. Ian was a first year member when the branch was formed in 1961. Twenty four invited guests enjoyed the evening.

The end of month Sunday runs have proved very popular giving members a chance to view parts in the parts shed and enjoy the clubrooms with a chat and

coffee/tea while enjoying each other's company. We inspected Matt Surgenor's latest acquisition, a really nice Vauxhall Velox which was recently purchased from the Wellington area.

The branch is selling excess parts from the parts shed and some Haines car manuals from the library including Hillman, Datsun, Holden, Triumph, Nissan and Ford Falcon.

Our guest speaker after our May AGM was Nicola Wilkinson who is the Rally director for the 2016 International Festival of Historic Motoring to be held in Dunedin. Nicola was able to bring us up to date with the latest information. At least seven of our members have already entered this rally and are planning a tour type driving convoy over the preceding week before the rally.

Ken Maul has been busy restoring a 1930 Reo 25 sedan. The mechanicals are all completed as is the paint and panels. The chrome and upholstery is all that is left to do to complete the restoration.

Taupo

Greg Natrass

Our May club night saw our AGM taking place. No changes at the top, but at committee level we saw the departure of past club captain Marty Sutherland and also Dave Beddoe, and welcoming John Godfrey and Terry Nielson into the ranks.



Waikato: Don Rankine receiving his 50 year certificate and badge from Branch Chairman Greg Terrill.



Waitemata: Ivan Cranch having a swift drive around the Hampton Downs circuit during the lunchtime parade at Roycroft 2013.



Waikato: Les and Lesley Webster 1915 Ford T at the start of 50/50 rally.



Wanganui: "Future members?" Mosston school "pioneer" day.



Wanganui: the interior of the Chamberlain's 1917 Buick. Pitkethley family, navigator 11 year old Angus.

Our branch held two events during the month of May, one being an open day, where we had a good turnout from the local public to view our cars. The second event was our Navigators run, which this year was won by our Chairman, Brent Davidson, with his brother-in-law Mike Partlow as his navigator. So they now have the honour of setting the run for next year.

In June we celebrated a mid-year Christmas with a pot luck dinner, our members all contributing to another fine meal to be enjoyed by all. The brass monkey run was held,

We have also welcomed three new members; Richard Izard, Les Cox and Jerry Threlfall into our ranks.

Waikato

Des Harvey

At the AGM voting for committee positions went very smoothly due to postal nominations. All positions were filled. All reports were read and accepted without challenge from the floor indicating our branch membership has confidence and is in good hands.

Long service badges were presented:

25 years Glenys and Peter Dodd, Francis Mason, Kelvin Mitchell, Ted Rippey.

35 years Russell Hutcheson, Paul Clark.

50 years Don Rankine.

Other presentations went to Hugh McInnally, clubman of the year for his efforts with the branch magazine and general support to others, and to Des and Val Harvey, sportsmen of the year for their efforts in promoting the VCC and new membership registrations.

Midweek runs organised by Andy Hammond continue to gain momentum as does the motorcycle section managed by Peter Spiller, both organisers finding good places of interest for everyone.

Double Fifty Rally is our branch's annual big event. This year a very well plotted and organised rally by seasoned rallyists Howard and Dianne Porteous attracted 96 entries. As in all major rallies there were traps for the unwary with plenty of silent checks to keep you awake. The evening prize giving event was very well supported with the overall rally winner being last year's plotters, Greg and Gaynor Terrill.

Two events coming up to look forward to are the Twilight Run/Rally postponed from April due to horrific weather, organisers Kelvin and Christine Davis, and a bus trip to visit Motat in Auckland organised by Grahame Pate and Bus Pilot Wilbur Brown.

Waitemata

Di Humphries

For various reasons our April and May events were cancelled so Waitemataites

didn't re-group again after the March Roycroft Trophy Vintage Festival until our well attended AGM held early June.

We are making up for lost time now though with the next few months full of fun and what we hope will be great motoring.

Our Mid-Winter Christmas has always been a great fun night with this late June one being no exception. Whatipu at the north entrance to the Manukau harbour, is steeped in history, remains rugged and is still "the wild west". Many an old sailing ship has been caught on the sandbank and wrecked at the mouth of this harbour and the Whatipu Lodge and outbuildings where we stay still runs the power by generator. All the guests are asked to bring a contribution to the evening Christmas meal and as one doesn't need to drive home you would be right in assuming the glass recycle bin gets full!

Two weeks to sober up, should be sufficient, before our annual R'Oil Can Rally. This year's event is being ably hatched by the Auckland Branch Winterbottom team. Friends of the branch are always welcome to partake of this prestigious Waitemata event but being a 'visitor' does not exempt them from being a winner.

Our Club Captain and his first mate are searching far and wide for more hillclimb



Wellington: Murray Abbot, 1966 MGB, winner of the Southward Salver for the Most Meritorious First Restoration and the Archer Trophy for the Best Restoration



Wellington: The Wellington Branch's 1926 Dennis, appliance no 2, in the parade marking 75 years of the Stokes Valley Volunteer Fire Brigade. The Dennis served with the Brigade in the 1940-50s



Wellington: David Stone's 1962 Vauxhall PA, winner of the Colonial Cup for the Most Meritorious Restoration



Wellington: Robin Simpson and Julie Engebretson (Rover 2000TC), over all winners of the Colonial Cup Rally, with Colin White, Branch Chairman.



Wellsford Warkworth: Malta Car Museum: 1957 BMW Isetta 250.

venues and other committee members are organising future drive and dines. The Roycroft sub-committee has been formed and one day, Sunday 13 March, has been booked for 2016.

Ivan Cranch, a very active member until his first stroke five years ago which left him unable to speak or write passed away on 10 June after a second debilitating stroke. Ivan's Riley had been driven during this time by son Stephen so sadly we will no longer see Ivan in the passenger seat declaring to the world that all is good with the "thumbs up" sign. RIP dear friend, you will be sorely missed.

Wanganui Fay Chamberlain

It had to be one of the best Annual Rallies yet! Queen's Birthday saw about 50 entries assembled at the Whanganui riverside drawing a lot of interest from Wanganui folk.

After a short run through town, vehicles proceeded by various ways of avoiding main roads to the small township of Waverley where the sea views were magnificent! The overall winner this year was Keith and Lee Turner in their Nash. Great to see families and children participating too!

The AGM for the branch has now been held, with all positions filled. Members were obviously very happy with those at

present in office, with the only vacancy being the Club Captain. Jim O'Neill has now filled that role, much to the delight of all.

It's been great to see the amount of advertising being offered in the local *Chronicle* newspaper. Wanganui folk are responding well. Mosston School were delighted to have old cars visit them for their Pioneer day (the way things were). Very rewarding to see the young ones taking an interest.

Club nights continue to be well attended. Around 50 each month is very rewarding and friendly.

Wellington Stan Garmonsway

Our rally and events season is well under way. The weather has not been particularly wonderful and our gymkhana event had to be postponed because of the terrible wind and rain on the day.

In May we had the Ladies' Rally, organised by last year's winner Jessica White. The event was won by Lynn and Aaron Bain in their 1972 Triumph Spitfire. Part of this event is a baking competition for the navigators, and this was won by Trevor Barnes for the most flavoursome entry. Peter Simpson was commended for best presentation.



Wellsford Warkworth: Malta Car Museum: 1954 Flying Standard 8.

On 30 May the Stokes Valley Volunteer Fire Brigade celebrated 75 years of service. The Wellington Branch's fire engine, a 1926 Dennis, was the Brigade's number two appliance in the 1940s and '50s so it was appropriate that it should be part of the celebrations. On the day Don and Maureen Hawkes drove it in a parade of 30 fire appliances as part of the celebrations. This was an opportunity to raise our public profile.

In June we held our Colonial Cup Rally in which the year's restorations are judged. The judging was held at the clubrooms on 20 June and two vehicles entered, a 1962 Vauxhall PA by Trevor Stone which was awarded The Colonial Cup for the most meritorious restoration, and a 1966 MGB by Murray Abbot, awarded the



Wellsford Warkworth: Malta Car Museum: 1961 Austin Healey Sprite MI.



West Coast: Rosco Trials. Photo John Boyes.



Wellsford Warkworth: Malta Car Museum: 1971 Austin Mini pickup.



West Coast: Model T truck at Otira.



West Coast: Rosco Trials. Photo John Boyes,

Southward Salver for the Most Meritorious First Restoration and the Archer Trophy for the Best Restoration. The rally was won by Robin Simpson and Julie Engebretson in their Rover 2000TC.

Wellsford – Warkworth

Anne Hamilton

Our recently held AGM saw a few changes. Cheryl Martin has taken up the role of treasurer and Chris Harvey not only organised our club website over the past 6 months, but has come on committee, as well as being our official photographer. Anyone interested can now get news of our branch on www.vcc-wellswark.org.nz. Dave Oliver has taken over as motorcycle rep.

Winter cafe runs, and club dinners have taken over from the summer picnics and barbecues and these are always well attended. The June run included an introduction to straight line navigation, using the course from the National Rally. Should be great fun, as will our mid-winter dinner. The theme this year is Way Out West.

Long standing member Paul Hicks has sold his 1917 Napier. The club will miss seeing this beautiful old London Taxi around Warkworth. Paul purchased an MG TF 1500 which he hopes will be more rally friendly.

Doug and I recently visited an amazing Classic Car Museum in Malta. This was a private collection and included some very, very rare cars, all beautifully presented. Mr Carol Galea's passion began with a 30

year search for the original family car, a 1953 Austin A40 Somerset drophead coupe. The collection now numbers 90 cars from 1930s to 1980s, along with a large number of bikes, '40s, '50s, '60s memorabilia, a large collection of model cars and period clothing.

Nearly all the cars are mobile. A must see if visiting Malta.

West Coast

June Campbell

We welcome two new members to the branch. Nigel and Steffan Mackay of Reefton who own a 1937 Morris 8 Sports.

Our May club run was to Otira, tucked up in the valley on the western side of the Alps between Canterbury and the West Coast. Otira was once a very busy railway village, servicing the Midland Line which transported tons of coal over to Lyttelton. Thousands of people have ridden this line too, especially in the days when the road was just too rough for a car. Nowadays, its sole claim to fame is the old Terminus Hotel which is still standing and experiencing something of a rejuvenation by its new owner.

We had an enjoyable afternoon exploring around the old town and were encouraged to check out the hotel which is full of interesting historic items, an assortment of stagecoaches and the old railway station.

The Rosco Trials were held again in June at Reefton, this attracted 30 drivers and as requested, plenty of mud.

Results

- 1st shortwheel base – Richard Topliss
- 1st longwheel base – James Topliss
- 1st Lady – Linda Topliss
- 1st Overall – Richard Topliss

Passing Lane

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

♦♦♦

Ainsworth, Arthur	Canterbury
Bradley, Capt. Ian	Waitemata
Davis, Don	Taranaki
Emeny, Lou	Eastern Bay of Plenty
Foster, David	Canterbury
Hay, Desmond	Nelson
Pitcairn, Malcolm	Canterbury
Potter, Madeline	Taranaki
Spite, Wilson	North Otago
Stott, Neil	Canterbury
Stewart, Allan	Eastern Bay of Plenty
Taplin, Ross	Nelson

NORTH CANTERBURY



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