

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 337 December 2015/January 2016

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THE BIG EVENT – IT'S JUST AROUND THE CORNER

HILLCLIMBS – TRIALS – SPEED EVENTS

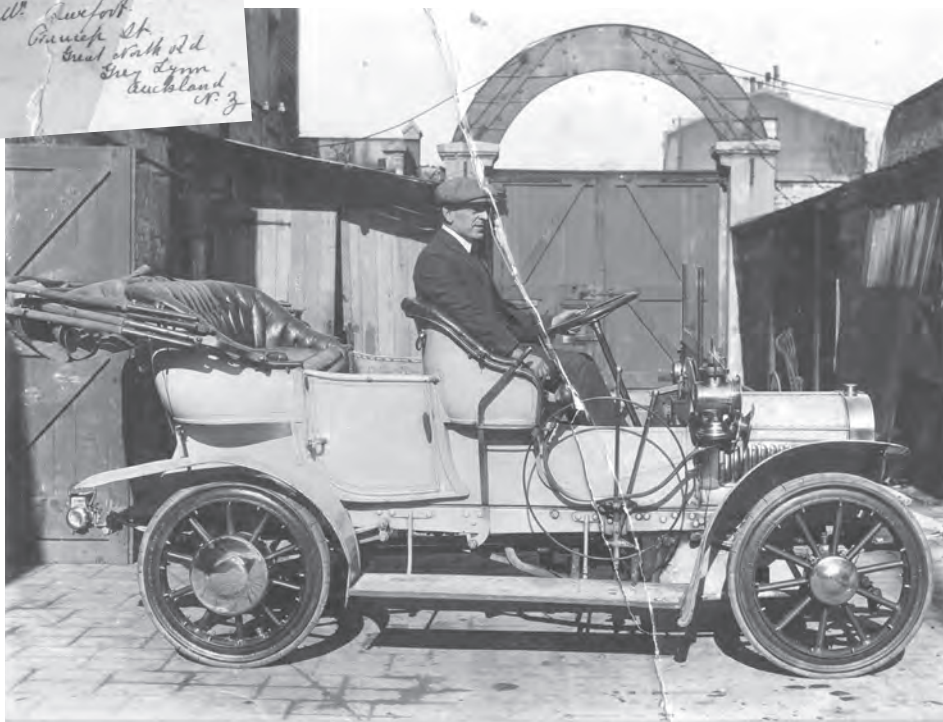
Securing a

Vintage Austin 20

SUNBEAMS – SLOPERS AND MORE



all: *Box 308
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East of Mt Rd
Grey Lynn
Auckland
N.Z.*



Stuart Neill supplied these photographs and writes: The main photo came in a box of bits from an auction with writing on the back as inset above.*

The 1928 Hupmobile belonged to my grandfather who worked for the Dunedin City Council Electricity Department at Outram, Otago. He also had for his use their first work truck, a Model AA Ford of about one ton. His next and only other car was a 1952 Morris MO Oxford. The family '53 Vanguard is photographed being loaded on the Wellington/Lyttelton ferry at Lyttelton about 1956. I also remember as a child our parents having a Ford Model A roadster pickup, a '29 Chev and a 1939 Chev Deluxe. My maternal grandfather William Wright was a founder of the Otago Motor Club along with my great uncle

WB Tavener, who was an early mayor of Dunedin and an MP (Minister of Railways). History says that one moved and the other seconded that "the abutments on bridges be painted white for safety" at a meeting of the Motor Club and this duly became law. I think being bought up on a farm and having an engineering background is the reason why I have a keen motoring interest today.

* Beaded Wheels committee member Mark Dawber contacted a friend in England for identification of this vehicle. He writes "Something I had noticed was that it has solid tyres. I did notice the wheels looked a little odd though. It seems the car is a circa 1907 Argyll and it is on some sort of experimental sprung wheels, although at this stage nothing more is known about them."

management committee

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

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

PRESIDENT
Diane Quarrie
06 876 4009 president@vcc.org.nz
CLUB CAPTAIN NORTHERN REGION
Paul Collins
09 423 7888 nicc@vcc.org.nz
CLUB CAPTAIN SOUTHERN REGION
Alon Mayhew
03 443 7030 sicc@vcc.org.nz
SECRETARY/ TREASURER
Michael Lavender
03 325 5704 hon.sec@vcc.org.nz

REGISTRAR
Rod Brayshaw
07 549 4250 registrar@vcc.org.nz
SPEED STEWARD
Tony Haycock
021 662 441 speedsteward@vcc.org.nz
BEADED WHEELS CHAIRMAN
Kevin Clarkson
03 385 9821 kevin@vcc.org.nz

Ed Boyd
06 348 4547 mgmt3@vcc.org.nz
Tony Bartlett
06 867 9850 mgmt1@vcc.org.nz
David Yorke
06 358 8060 mgmt2@vcc.org.nz

IMMEDIATE PAST PRESIDENT
John Coomber
03 310 7056 coomber@clear.net.nz

Please note this information changes annually - these details are valid until October 2016.

branches

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

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

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

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

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

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

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

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

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

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

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

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

HAWKE'S BAY
PO Box 3406, Napier 4142
hawkesbay@vcc.org.nz

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TARANAKI
C/- 112a Marlin st,
New Plymouth 4312
taranaki@vcc.org.nz

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

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

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

WAIKATO
PO Box 7, Masterton 5810
wairapa@vcc.org.nz

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

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

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

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

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

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Editorial Committee

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

Material for Publication

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Email

beadedwheels@vcc.org.nz

Advertising Address

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

Correspondence & Editorial Contributions

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

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The Vintage Car Club of New Zealand (Inc.)

National Office

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

Postal Address

PO Box 2546, Christchurch 8140, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

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

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

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Beaded Wheels

Issue 337 December 2015/January 2016



Kevin Casey has got his Cadillac all
polished up and ready for action at the
Vero International Festival of Motoring.
See page 18.



There's nothing like a little bit of
motoring action and VCC members
have been busy from hillclimbs to trials
and rallies to racing. See rally snippets
page 32.



Tall marshalls have to bend double to
speak to Reg Munro in his Sprite at this
Rotorua event. See idle torque page 48.



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COVER

Nicola Wilkinson, Rally Director for the Vero International Festival
of Motoring and her team are ready for action. The rally kicks off in
Dunedin on 15 January. Photo supplied by Aaron Joy.



president's message

Rod Brayshaw recently attended the FIVA General Assembly in Krakow, Poland on the Club's behalf. Rod made a presentation relating to our recent adoption of the ARV class after which he received a lot of positive comments and questions. The Legislative Vice President has personally asked that Rod assist him from time to time with some of our initiatives, as they are struggling with the authorities in Europe. We need to continue to develop these relationships in the historic motoring world. Interestingly, FIVA is also recognising that it is imperative to reach younger generations. They are designing an educational video which will include the importance of motor vehicles for the development of civilisation and their cultural relevance as artefacts and testimonies of the past. FIVA also announced the concept of World Motoring Heritage in 2016 with the aim to "create greater awareness, as well as provide a bigger and more proactive platform for encouraging more and more vehicles from yesterday to take to and stay on the roads of tomorrow."

At our last Management Committee meeting we resolved to put more focus around marketing and communications and moved to create a public relations type position. This person will create, implement and manage Club promotion and marketing including developing promotional material and tools for use by the Club and branches, work with branches to assist them in promoting their branch within the community, develop strategies to grow our membership base through public events and utilise social media to raise awareness both within the Club and the public. It is hoped to have a person in place in this position early next year.

Our new Management Committee member David Yorke has taken on the task of reviewing new membership from the very beginning when people first apply through to what material they receive as new members. Some Branches have put together new member packs and it would be good to have these available in a repository for other branches to adapt and utilise.

Tony Bartlett has taken on the responsibility for looking at the viability of an apprenticeship scheme. This will be a long term project.

The Management Committee has also approved in principle a one-day training

seminar for branch scrutineers with regard to speed events.

I took the opportunity recently to sit in on a meeting of the Vehicle Technical Committee and gained valuable insight into the work that the group is involved in. Planning is underway for training of branch inspectors to be held in groups around the country next year.

Following on from the very successful presentation of our Strategic Plan to the AGM branches were sent a questionnaire to complete. Once the information is received and collated a repository for the information will be developed so that branches can access the information for their own use.

Because I work full-time (in my day job) I am not able to attend all the events I am invited to, however I have attended Auckland's Hunua Rally and Wellington's Annual Rally to present 50 year awards. In Auckland Geoff and I thoroughly enjoyed the rally which was centred mainly south of Auckland on scenic roads with very little traffic. Thanks to Tracy and Stephen Winterbottom for hosting us and looking after us so well. Two weeks later we were in Wellington and were lucky to be able to traverse the private roads of the West Wind Farm owned by Meridian at Makara (at the bottom of the North Island on the west coast). Once again, we were looked after wonderfully by our hosts Tasi and Ray Betteridge.

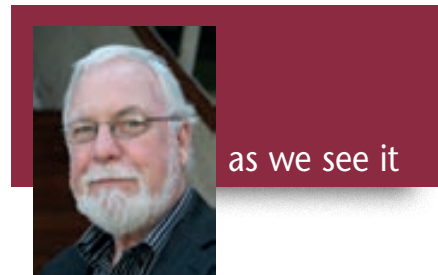
At both of these rallies I was pleased to see three generations of families attending. A second generation 25 year badge recipient made the comment that although he had only been a member for 25 years he had been involved with the club for 42 years (right from when he was a baby).

I would like to acknowledge our Office Manager Julie Cairns who has worked for our organisation for 20 years. From a national point of view she has more contact with members than anyone else. Julie has worked with many National Presidents and Management Committee members. On behalf of us all, and our members, we extend our grateful thanks for her dedication and professionalism.

The Vero International Festival of Historic Motoring in Dunedin is coming up very quickly and as I have been talking with members around the country I have noticed the excitement building and the catch cry seems to be "see you in Dunedin". In 2016 we commemorate the 70th anniversary of the formation of the Vintage Car Club and I can't think of a better way to celebrate it.

Season's greetings and safe motoring.

Diane Quarrie
VCCNZ National President



as we see it

The inner workings of the mind are a deep and wondrous mystery. It seems that maybe some have more control over this than others. At the end of October I received a letter which was notable in that it had no name, address or other identifying features. Perhaps the writer wished to remain anonymous – but we don't print such letters in Mailbag. I am however printing it here exactly as it was written.

"To the Editor

Re – Late Entries. I appreciate all the work that goes into making a rally work. When an entry is late is it not possible for the organisers to print a few extra copies of directions for old or forgetful ones. After all some of us don't worry about trophies and certs. All we want is a nice family day out driving our cars."

Fact 1. If members don't enter rallies on time then the organisers will stop organising them. Simple stuff really. It takes a lot of time and effort to organise a rally – something that some members do not seem to appreciate. Many rallies also offer a non-competitive choice.

Fact 2. There are plenty of opportunities between formal rallies for members to have a casual drive in their vehicles. Most branches seem have more than one social informal run during the year and sometimes they are monthly.

In the Wanted To Buy column on page 46 of our last issue there was an intriguing advert where parts were being sought for a couple of Bedford K trucks which were owned by the two young daughters of a member in Hawke's Bay. Because they enjoy their parents' VCC motoring they have wanted to take the next step and restore their own vehicle, presumably aiming to have them finished by the time licences are obtained! Aged 12 and 14 these young ladies are certainly making a great start to their life with heritage vehicles and we wish them all the best with their Bedfords and I'm sure all our members do as well. They are seeking parts and manuals to help them in their quest and given the ubiquitous nature of Bedford Ks during the '40s and '50s I'm sure our members will assist where they can. As I recall, it cracks appearing in the cylinder heads became a weak point as they got older. To help keep the enthusiasm up we have dispatched a couple of *Beaded Wheels* caps for the girls.

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

15-24 January 2016 Vero International Festival of Historic Motoring

DECEMBER

5	Canterbury	Christmas Ramble and Social
5	Gore	Digger's Run
5	Nth Otago	Windsor Rally
5	Southland	Commercial Rally
5	Taupo	Christmas Dinner with Social Hour
5	Wellsford/Wkwh	Warkworth Santa Parade
6	Ashburton	Veteran & Vintage Run plus Christmas Tea
6	Auckland	Gymnic
6	Canterbury	Children's Christmas Picnic
6	Horowhenua	Club Christmas Party
6	Marlborough	Annual Pot Luck Lunch for Motorcycle Section
6	Waikato	Combined Christmas Event
6	Wairarapa	Mauriceville Fair
6	Wellington	Sunday Run
6	Wellsford/Wkwh	Matakohe Live Day
7	Wairarapa	Club Night Gymkhana
9	Hawke's Bay	Club Run
9	Nelson	Xmas Run
10	Wellsford/Wkwh	Club Christmas Dinner
12	Sth Otago	Milton A & P Show
12	Wairarapa	Lake Ferry Excursion
12	Wellington	Annual Lake Ferry Run
12-18	Ashburton	Oakley Run
13	Auckland	Christmas Motorcycle Run
13	Canterbury	Veteran Picnic Run
13	Central Otago	Glenorchy Run
13	Gisborne	Club Captain's Wing Ding
13	Hawke's Bay	Club Run
13	Nelson	Club Xmas BBQ
13	Marlborough	Run to Onamalutu
13	Wairarapa	Christmas lunch
13	Wellington	Wellington Christmas Parade

14	Bay of Plenty	Chairman Christmas Shout
15	Wellington	Christmas BBQ
26	Canterbury	Boxing Day Run

JANUARY

1	Ashburton	New Year's Day Run and BBQ
1	Banks Peninsula	Little River Domain Picnic and Band
1	Bay of Plenty	New Year's Day Picnic
1	Manawatu	Len Haycock's New Year's Day Run
1	Sth Cant	New Year Parade at Fairlie
1	Wellington	New Year Day Picnic
2	Marlborough	Harris Batch Run
3	Wellington	Sunday Run
9	Far North	Autospectacular
10	Sth Cant	Ladies Rally
10	Waikato	Blue Smoke & Pedals
10	Wairarapa	Coastal Run
11	Bay of Plenty	Club Social Night
12	Marlborough	Annual BBQ lunch for combined Nelson & Marlborough Motorcycle groups
17	Hawke's Bay	Club Run
17	Marlborough	Motorcycle Run Linkwater/The Grove
15	Otago	Dunedin-Brighton Veteran Rally
15-24	Otago	Vero International Festival of Historic Motoring
17	Central Otago	Cromwell Run
19	Wellington	Club Night & Fun Run
23	Wellsford/Wkwh	Warkworth A & P Show
24	Wanganui	Vintage Weekend
28-31	Wairarapa	Cruise Marlborough
30	Ashburton	Annual Rally

FEBRUARY

3-4	Wellington	Bi Annual Motor Cycle Rally
5-7	Banks Peninsula	Skope Race Meeting, Ruapuna
6	Nelson	Swapmeet
6	Southland	Southland Rally
6	Waikato	Vintage Venture

6-8	Estn Bay of Plenty	East Coast Rally
6-8	Sth Cant	Weekend Away Rally
7	Waikato	Mansfield Garden Party
12-14	Gisborne	Annual Three Rivers Rally
12-14	Banks Peninsula	Enzed Race Meeting, Timaru
12-14	Waimate	35th Wallaby Rally
13	Auckland	Annual Veteran Rally
14	Central Otago	Lindis Hotel
14	Nelson	Alan Moss Memorial Run
14	Taupo	Picnic Run
14	Wairarapa	Remembrance Day Rally
14	Hawke's Bay	Club Run
19-21	Hawke's Bay	Art Deco Rally
21	Ashburton	Club Captain's Night Run
21	Bay of Plenty	Club 50 Year Badge Dinner
21	Horowhenua	Sunday Run Super Cheap Auto Spectacular Car Show
21	North Otago	All British Day
21	Sth Cant	Chairman's Rally
21	Wanganui	Bruce's Shed Run
27	Gore	Festival Rally
27	Sth Otago	Gore Rally
27	Wellsford/Wkwh	Annual Swap Meet

MARCH

4-6	Sth Otago	Weekender to Invercargill
5	Manawatu	Ruahine Ramble
5	Southland	Veteran Rally
6	Sth Cant	Mystery Rally
6	Waikato	Ladies Rally
9	Hawke's Bay	Club Run
12	Gore	Clearwater Capers Run
12	Nelson	Club Run
12	Sth Cant	Mid Island Rally
12	Sth Otago	Annual Clutha Motorcycle Rally
12-13	Taupo	Taupo Rally
13	Ashburton	PV / PWV Rally
13	Hawke's Bay	Club Run
13	Wairarapa	Rex Porter Rally
16	Manawatu	Branch AGM
19	West Coast	Scenicland Rally

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www.motorreconditioners.co.nz



Julie Cairns
National Office Manager

VCCNZ Inc
National Office,
PO Box 2546, Christchurch 8140
ph 03 366 4461 fax 03 366 0273
email admin@vcc.org.nz
www.vcc.org.nz
Office Hours Mon – Thur 9-5pm



national office news

VCC Identity Cards – Renewal Applications

Please note that all VCC Identity Cards (VIC) have an expiry date. This expiry is upon change of ownership or 10 years from the issue date. Your vehicle must also be as described on the VIC. A renewal form personalised for each VIC is distributed by the National Office to current financial members approximately three months before expiration.

Even if your vehicle has had no changes this form must be checked, signed and forwarded to your branch, along with the VIC (if the photo correctly shows your vehicle in its present state), or three new photos, as stated on the form.

Upon receipt at the National Office the VIC will be reissued and will be valid for a further 10 years unless there is a change of ownership or major changes to the vehicle during that time.

It is compulsory for all National and International VCC Rallies that vehicles entered must have a current VIC. If you have sold your vehicle, please notify the National Office.

Christmas Hours

I wish to take this opportunity to wish you all a very merry Christmas and happy and safe New Year. The National Office will close on Thursday 24 December 2015 and reopen on Tuesday 5 January 2016.

IMPORTANT NOTIFICATION TO ALL VCC MEMBERS

CLUB MEMBERSHIP YEAR TO ALTER

At the Executive Meeting in August 2015, it was agreed to alter the dates of the Club's membership year. Currently it runs from 1 April to 31 March. The new membership year will run from 1 November to 31 October.

The main reasons for this change are:

1. The National Office work load during the February/March/April period; and
2. The requirement to show a valid Membership Card for National Rallies, travel on the Cook Strait Ferries and discounts offered by accommodation facilities, all of which often occur early April (Easter period) before the cards can be distributed.

As a member of the Club, your current membership expires 31 March 2016. So what does this mean for you?

In early February you will be invoiced for the period 1 April 2016 to 31 October 2016. This is a total of seven months only. To receive the discount your payment will be due by 20 March 2016 with the final due date being 31 March 2016.

From then on the new membership year will apply and in early September 2016 you will be invoiced for the period 1 November 2016 to 31 October 2017. The discount will apply up to 20 October and the final due date will be 31 October 2016.

Are you interested in joining the Vintage Car Club?



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See page 2 for branch contacts.

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Steam Trucks

I read with interest the steam truck restoration article (BW333).

Seventy odd years ago I used to watch a "smoke truck" regularly pass our house in Hills Road, Christchurch. It would stop at Fiveways Corner and take water out of Dudley Creek. It was owned by Pearsons (timber merchants) of Southbrook. In the early 1960s I saw a steam truck traveling along Lineside Road heading towards Kaiapoi. Whether it was the same truck I don't know as I think a local North Canterbury council was still operating a steam truck at this time. I also recall that either the Lyttelton Council or Harbour Board still had an operational steam truck in the early 1960s. Perhaps other readers may be able to confirm the existence of these vehicles.

The steam truck seen heading north out of Washdyke (letters BW 334) may have been one owned by Mr A Gudsell of Geraldine. Around 1980 I saw a photograph of this truck hauling a large load but cannot remember the source of the photograph.

By 1960 Mr Gudsell was living in Wainoni Road, Christchurch. He still owned Doble E13 which he had bought around 1940. He had previously owned a 1908 10hp and a 1920s 20hp Stanley steamer. In 1963 I bought a 10hp Stanley engine. It had the number 01909 stamped on it but whether this was the year of manufacture or a serial number I was never able to ascertain.

R E H (Ron) Kay

To encourage new members

I was very interested in an advertisement from Neil, a Hawke's Bay member, in the October/November issue under Wanted to Buy.

Part of his advertisement reads "My 13 and 14 year old daughters have both enjoyed our VCC motoring, and have recently taken the first step into our hobby and purchased a Bedford K truck each. So let's support these girls and dig out any parts you may have for their trucks..."

It bought back memories of when my three offspring motored with my wife Lorraine and me in our early days of VCC rallies in Canterbury. Initially in our

1929 Plymouth and then later in a 1946 Ford Mercury. This was during the 1970s mainly. They are now adults of course, but often speak of their outings with us in the Plymouth and Ford. (Paul is currently restoring a very rare 1937 Ford 10 utility I purchased for him when he was 15. After 38 years in storage he is at last on to it).

It was great to read Neil's advertisement and he is obviously behind his two young daughter's interest. I for one, and no doubt many other members, will be interested in how these restorations progress. Maybe, one day we will read the full restoration story in *Beaded Wheels*.

Trevor Stanley-Joblin
North Canterbury

Vintage Dodge Fire Engine

The Ashburton Fire Museum has recently learned that a mystery Ashburton fire appliance, which very little information exists about, was based on a Dodge car of circa 1920s Vintage.

We are hoping that through the network of *Beaded Wheels* readers that we might track down the present, or at least a recent owner to gain some important information to assist in any attempt at a replica.

We know that the Dodge was restored as a car a number of decades ago by the late Colin Bearman of Ashburton who was well-known in Veteran and Vintage circles.

If any reader could point us in the right direction we would be a long way down the track of a future resurrection.

Peter McQuarters
Ashburton Fire Museum

Searching for my old car

Could readers of *Beaded Wheels* possibly be able to help?

In 1964 I bought a 1929 Morris Minor (actually the seller told me 1928, but the papers indicated '29) in Hataitai. I was a student at the time so when the crown wheel broke I couldn't afford to replace it and sold the car reluctantly the next year. I would really love to know what has become of it. The number plate was CM5533.

Now that I am retired and can afford it I would buy it if it is for sale. If anyone has information please get in touch.

Steve Raymond
2 Windridge Lane
RD 4
Katikati 3181
New Zealand
+64 (0) 21 124 7990

BSA in our blood

My father Jim Boyle worked at the BSA as far back as I can remember, the wage then was around eight shillings per week. The BSA made many fine motor cycles. My favourite was the Goldstar Clubman. I could never afford one, even now. My Dad eventually became foreman of the repair shop in Montgomery Street, Small Heath, Birmingham. The BSA were trying to introduce independent lubrication for the two stroke Bantam. This famous little bike was taken from the Germans in WWII. They tried also to introduce electric starters for their motor-cycles, but costs made it unacceptable. The last machines produced were the BSA Rocket and Triumph Trident, which were in great demand, especially by Americans. However with mismanagement the BSA was going downhill. In the mid '70s redundancy was rife and depressing. My father managed to get work at the Jensen Healey as mechanical inspector. On each car he inspected he stamped JB on the block, this was his guarantee of a good vehicle.

Both my brother and myself worked our apprenticeships at BSA – happy days.

J E Boyle

PS: at one time BSA, Ariel and Triumph were under the same roof.

ARVs

I read with interest Bill Cockram's letter concerning what to call ARVs. A lawyer friend of mine, after reading it, commented that the VCC might be entering into a minefield, and that "Home Made" although being quite demeaning would probably be the safest way to go.

Another suggestion was to create a category for these cars entitled "Duplicate", for this is what they are, the same design but with newly manufactured materials, any identifying numbers or marks would have the letter "D" at the beginning or end, also to include date of manufacture.

As for changing the name of *Beaded Wheels*, no way! I was the same as Bill. I did not know what a beaded wheel was to save me life, but I took the trouble to find out, not just for knowledge but also not to seem ignorant to other club members! I too do not agree with Henry.

I have been trying to find out about the early history of motoring in New Zealand and mostly the region where I live, North Otago. A book about the Dennison trip from Christchurch to Oamaru in June 1900, by Rona Adshead and Rex Murray got me interested.

Grant Hitchings said in his article on page 11 of issue 336 that "occasionally

I glance through Archives". I searched through the VCC website and cannot find any mention of the Archive. I am told by older branch members that the Archive is not on line. I wonder if this could be rectified, surely VCC technology is in the 21st century even though the vehicles they look after are not.

Clive Blunden

Editors Note: The VCC National Archive is housed in the National Office building. It is not an online archive.

Searching for Morris

In 1954, my father started looking for a suitable car for family and business. I would be driving it most of the time, selling and delivering condensed orange-juice to retailers throughout the North Island. I saw a brochure at the Napier Morris dealer, Stewart-Greer Motors, showing all relevant details of their new Morris Cowley. No chromium, apart from the bumpers and door-handles. Stainless steel grill-decorations in two horizontal, about six cm wide strips, protruding like a little roof.

No heater, but two red leather covered bench-seats, seating six. Weight about 1150kg, engine just under 1200cm³, being borrowed from the Austin A40. The body was otherwise identical to the Oxford, which had become available earlier that year. I really appreciated that spacious, economical car. The speed at 1000rpm in top gear was however only 14.2 mph. Being only 22 years of age, I did not miss the heater, as I was never cold. I have never come across any since that time, not even at Southwards' Museum in Paraparaumu, and am wondering whether there are any left in this country at all.

Gerard van den Bemd

Hillman and Humber

I am trying to put together a book about British cars abroad, and naturally New Zealand figures largely. I'm especially interested in the post-war years. I realise this is a large subject and perhaps I can limit my query at this stage to the relationship between Hillman and Humber.

I have come across a newspaper cutting from *The Motor* 9 April 1952, showing a Hillman Minx badged as a Humber 10. Were all Hillmans assembled in New Zealand badged as Humbers? Were some Hillmans imported built up from the United Kingdom, in which case did they remain Hillmans, or become Humbers? I believe there was also a Humber 80. What stage did Hillmans revert to being just plain Hillmans? For example, by the time the Hillman Hunter came along, did they

remain Hillmans? Any light that readers might shed would be much appreciated.

Beaded Wheels is available at the Free Library of Philadelphia as part of the Automobile Reference Collection. The Library holds a fine collection of automotive material both American and international, including advertising material, manuals, books, periodicals, photographs and an incredible card index listing, amongst others, car tests over the decades.

Guy Halford-Macleod
113 Brinley Court
Philadelphia, PA 19146
USA
halfordmacleod@gmail.com

Photo Information



Regarding the photos on page 2 *Beaded Wheels* issue 336. The top photo is Boxing Day 1905 at the Metropolitan Trotting Grounds, Christchurch when the Canterbury Automobile Association held a "Great Automobile Gymkhana".

This is heat one in the 6hp and under race of five miles. It was won by R H Thompson driving a curved dash Oldsmobile, the 7hp Ford on the right second.

See *Beaded Wheels* issue 49 March 1967 for a different photo of the finalists – won by H Box driving Dr Diamond's de Dion.



From memory the driver of the Oldsmobile in photo two is Mrs Horace Thompson, wife of R H Thompson, Mrs Thompson was a real driver not just posing!

Leith Newell

Veteran Identified

Interesting to see the old photos on page 2 *Beaded Wheels* issue 336 supplied by David Barker.

The photo on the lower right is a 1904 Humberette Coventry, similar to Bob Turnbull's car which I believe his charitable Trust has for sale. David Barker's photo is a fine example, not many left.

Peter Brabant

Is there a Swift out there?



I am visiting the North Island in February 2016 and I will be in Napier for the Feb classic car meet and would very much like to make contact with VCC members. My plea is for any information about 1914 Swift cycle cars in your country, because I have a complete engine for such a car and would like to put it back into a Swift car. I am presently rebuilding a 1922 Rover 8 flat twin and have recently bought some of the engine parts sold by the late Craig Lukeman estate in Australia. We here in the UK are trying to collect as much of the Rover 8 spares as possible so these spares will be kept here for other Rover 8 owners in need. I have some very early Mk1 Minis and Mk1 Morris Mini Coopers. My earliest Mini from September 1959 has represented Minis as one of the top ten cars of all time at the London classic car show. I also am a member of the VSCC and regularly attend their events. I would be happy to talk about the UK classic car world at a club night. Hopefully I have shown enough car credentials to talk to the VCC members in the North Island, so for me its Swifts, Rovers or Minis. I would be pleased to receive any information about your world.

Stuart Keeping
email stuliz@btinternet.com

ERRATA

Beaded Wheels wrongly attributed the images for the article on page 22 of our October/November 2015 issue to Fred and Elisabeth Smits. The photographs were supplied by Roger White.

soapbox

Contributed by David Oakley

Recently a member of many years standing approached me and complained that he now seldom attends local VCC rallies because of the class of vehicle he prefers to motor. Vintage class vehicles are his thing and I share his enthusiasm for that age of vehicle. However we now see less and less of them at our rallies and events, both locally and nationally. I believe this is largely because our events no longer cater for the Vintage and Veteran classes. So often I see the drivers of Vintage class vehicles hunkered down behind the wheel, a frown on their face as they hear the clatter of their over revving engine as they worry about:

- A the imminent self destruction of the engine;
- B how they are going to stop at this speed with their two wheel brakes when some nitwit in a modern comes out of a side road unexpectedly,
- C how long can they ignore the strident voice from the passengers seat complaining they will be last there as usual and
- D why are they not enjoying their Vintage motoring the way they used to.

Often stuck behind them I see P60 vehicles with equally frustrated drivers who would like to overtake and travel at a speed that would allow them to at least get into top gear, but are hesitant to do so for fear of upsetting the driver of the Vintage vehicle, or putting a stone through their windscreen.

Often I hear owners saying that we need to be able to keep up with modern traffic. Why do we have to attempt to keep up with the modern traffic? Why would we want to? In the front pages of every issue of *Beaded Wheels* (don't even think about changing the name) if you look carefully you will find the words "It is to those people who appreciate the fascination of age, the functional elegance of vehicles from a bygone era", that Vintage motoring is all about. The gentle wind in your hair (if, unlike many of us, you still have some) the appreciation of the gentle hum of the tyres on the road, the joy of the subdued whine of bevel gears, and most of all, the pleasure of not having to

be in a hurry to get anywhere. Next time you have your 1920s vehicle on the road lean over the top of the door and watch those wooden wheels trundling along, (don't lean too far, you might fall out, like our cars we are not getting any younger) listen to the unhurried exhaust note, think about how Nana and Grandad used to make their fortnightly excursion to town to get the provisions, and you may be able to again experience the pleasure of Vintage motoring. It is not the arrival at the destination that is important, rather, it is the getting there from which the pleasure is derived.

When we drive our equally valued P60 and P80 vehicles our enjoyment is obtained more from the exhilarating throb of the exhaust of a well tuned engine as we soar over hills and dales with power to spare, the enjoyment of the comfort of a car the designers of which have the experience of decades of experimentation to draw on.

At the risk of being lynched at the next event I attend I will state my case: A 1975 Jaguar and a 1925 Hupmobile do not belong on the same rally route. I have no problem with P60 and P80 vehicles, I own and occasionally motor a 1972 Triumph 2.5 PI. When I drive it I do not want to be held up by slower Veteran and Vintage class vehicles. I want to travel at the legal limit when it is appropriate to do so.

So often when motoring my Vintage class vehicle on rallies the route to be travelled is too long for the time allowed. This often results in a late arrival and the frustration of having to travel at a speed which is inappropriate, (no, it is not because I drive an Austin), sometimes arriving as the drivers of much later model vehicles are happily burping their way back to their cars to commence the afternoon run and all the shady parking spaces have been taken!

This is by no means the fault of the organisers of the events. They have to attempt to please everyone. Therein lies the problem.

If our larger branches had two club captains, one organising the Veteran, Vintage and Post Vintage class events, and another organising the later classes perhaps the problem could at least be partly alleviated. If we don't address the problem our Veteran and Vintage class vehicles may soon be relegated to the status of museum exhibits.

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



historical snippets
of motoring interest
from years gone by
Graeme Rice

timelines

100 YEARS AGO

1915/16 – Edward S (Ned) Jordan, having served his motoring apprenticeship with Thomas B Jeffery formed his own motor company in Cleveland Ohio. The initial catalogue highlighted his colourful approach by offering bodywork finished in Apache Red, Mercedes Red, Savage Red, Ocean Sand Grey, Briarcliff and Venetian Greens.

:

75 YEARS AGO

Europe's war wasn't making much impact on the US range. For 1941 Packard had hydraulic window lifters, and air-conditioning able to melt 1½ tons of ice over 24 hours at 100km/h. Willys kept their old 4 cylinder 63bhp car with a new front end and a new name, the Americar. Buick used twin carburettors to feed their straight 8 a more even diet when accelerating, going uphill and travelling at high speeds. Chrysler kept their safety theme with a twin spoked safety steering wheel through which the instruments were visible and prophetic safety wheels which retained a punctured tyre safely on the rim.

:

50 YEARS AGO

1965/66 – Thirty-two writers from ten countries voted the Renault 16 hatchback as 1965's car of the year. Close runners up were the Rolls-Royce Silver Shadow and the massive Oldsmobile Toronado, with the Peugeot 204, Triumph 1300, Audi, Jensen CV8 FF (4WD) the Glas V8, BMC Minimatic and the convincing Fiat 850 Coupe. One dissenter claimed the Renault shouldn't have won as it wasn't any great advance on the 1934 Citroen Traction Avant.

:

30 YEARS AGO

1985/86 – Transport Minister Richard Prebble claimed Traffic Officers had the best motorbikes available with delivery of the BMW R80 800cc patrol bikes. Costing \$11,000 each, the 200kmh BMWs were basically touring bikes meaning they were better for carrying all the Traffic Officer's gear.



Hayes Engineering

Kiwi ingenuity at its best

Words and photos Rebecca Reid

A group of Vintage cars lined up outside Hayes Engineering Works during the 7th New Zealand Prince Henry Tour, January 2015.

It's hard to miss the fine 'Wondermill' windmill towering over the entrance gate to the historic Hayes Engineering Works when cruising along the Ida Valley-Omakau Road in Central Otago. A short, dusty road lined with five more versions of Hayes windmills leads to you to a curious collection of sun dried brick and corrugated iron buildings that make up this fascinating Heritage New Zealand cared-for property which exudes innovation and ingenuity.

"Hayes Engineering Works is a popular stopover for car enthusiasts, whether it be on an organised rally or as a casual day out," says Property Manager Rebecca Reid.

From windmills to wire strainers and a lot more in between, Hayes Engineering Works is a nod to early industrial technology in New Zealand, when agriculture was in its infancy and the need for labour saving devices to rid rabbits and construct fences was in high demand.

Ernest Hayes was the man on the ground with the skills. As a trained English millwright (known as the 'jack of all trades') he emigrated to New Zealand in 1882 with his wife Hannah (nee Pearson) and their first son Llewellyn. Initially he set to work on local flour mills and then purchased a block of land to farm and raise their nine children. By 1895 he had invented and patented the first of a long line of engineered products – the 'lightening pollard poison cutter' to control the escalating rabbit problem.

Hannah initially pedalled her bike through Central Otago's desolate landscape in her ankle length skirts to get orders for the pollard cutter – a tale that stops many of today's tourists in their tracks.

Ernest Hayes and Sons went on to invent all manner of farm devices, his best known being the Hayes Parallel Wire strainer in 1924. It's an essential farm

item still used today. The Hayes motto was 'durability before cheapness, first cost last cost', the wire strainer being a case in point. Wire strainer aside, this enduring family business turned out gates and hinges, cattle stops, spinning jennies, wheel clamps, wire coilers and more.

Step inside the authentic 19th century engineering workshop complete with dirt floors and a web of belts and pulleys overhead that still fire into action and run grinders, punches and drills and you'll be awestruck. There's nothing quite like it elsewhere in New Zealand.

The family's restored 1920s five bedroom, double mud brick villa was fitted with modern inventions like electricity (generated by a water-driven pelton wheel), piped radio, quirky joinery and laundry and bathroom facilities. They are charming contraptions all well ahead of their time. This really is Kiwi ingenuity at its best. **BW**

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Nicola Wilkinson
Rally Director 2016

2016 rally update

By the time you read this the Festival will only be about six weeks away and four years of planning will be about to come to fruition. We are really looking forward to seeing everyone in Dunedin and enjoying the programme we have on offer. What is especially pleasing is that both the train and train/bus combo to Oamaru are sold out. This will be a great day and I know we will have a lot of fun. Also pleasing is the number of entrants registering for the lunch special. There is still time to order your \$25 lunches, either by emailing the office on admin@historicmotoring.co.nz or letting us know on registration day. Nearly all entrants are coming to the final dinner at Forsyth Barr Stadium which will be where we can let our hair down and celebrate the week that was.

Registration Day

Information will be sent directly to entrants on the format for registrations and will include what time registrations open, how to find the Festival Village, plus all the important information that you need to know before arriving in Dunedin.

If you have not received this by the middle of December please contact Susie in the office on 0800 446 676. All other information will be in your rally handbook which you will receive with your registration pack. You will also receive your train and lunch tickets at the same time.

Branch Banners

There is still time to get your branch banner to us, so for those still to come please courier them to: Vero International Festival of Historic Motoring, c/- Sport Otago, Sargood Centre, 40 Logan Park Drive Dunedin 9016.

Nightly Entertainment

As mentioned in the last *Beaded Wheels* and via *the Condenser* the entertainment for the week has been finalised so hopefully if you have the room you are getting your outfits ready. If you are like us and only have small vehicles like a Mini then you might want to think about wearing different hats or scarves that match the theme. Even though the final dinner will be under the roof of Forsyth Barr Stadium it will be similar to being in a marquee so dress accordingly – smart casual, formal, period costume. Here are some suggestions of what to bring to match a particular theme:

Opening Ceremony with a Scottish theme – tartan hat, scarf, tie etc.

Bavarian Night: lederhosen or maybe a Germanic hat, scarf

Barn Dance: jeans with checked shirt, boots

Kiwi International Night: rugby shirt

Rock n Roll Night: something from the '50s or '60s, jeans, ankle socks

Local branch member Sue Partel from Vintage Style will be on site at the Festival Village and will have clothing to suit every period and help with suggestions.

Open Day

Wings & Wheels Gala Day at the Taieri Aero Club on Sunday 17 January. This event is one not to miss, with lots to do for the whole family, from the young ones right through to their great grandparents! If you are not attending the festival and will be within commuting distance – come along. Entry fee is \$10 adults, \$5 child (6-16, under 6 free) or \$25 for a family of two adults and two children. There will be great free entertainment for children, as well as cars and planes on display there will also be Vintage machinery, a craft fair, helicopter, plane and historic car rides, great food and plenty more.



Paul Collins
North Island
Club Captain

captain's log

It is good to see a number of branches already taking proactive approaches to the new health and safety requirements, with some even appointing a specific health and safety officer for their branch, using simple basic plans and a common sense approach to keep things safe.

Over recent years many branches have been experiencing falling entry numbers to many of their rallies and events, and this can be due to many reasons, such as age/health/finances, or no longer having a vehicle on the road, other commitments/ too many choices. I would like to offer a couple of suggestions that may help: Get your branch/rally committee to do a phone-around of members who have not been active of recent times and invite them to come on the rally, or if not able/willing, then ask them to be a marshall or helper/navigator on the day. Some may only require a driver, or navigator, to get them out and about again. Get them re-involved.

Another point to consider is that the great majority of our members are pensioners, (some without supplementary income), and keeping entry fees and costs

down as much as possible would also play a part in encouraging members to enter rallies. Events don't need to be fancy and expensive – people like to drive their cars, so let's encourage them to do so by providing events they can afford to participate in.

VIC renewals

VICs expire after 10 years and need to be renewed to keep them valid. Even if there has been no change to the vehicle, they still need to be sent back, via your branch secretary, to be renewed, or they will no longer be valid or accepted for national/international events. It is free to members, so don't put it off – do it now and keep it valid.

Keep the vehicles and members active and enjoying the camaraderie of our club.

BW

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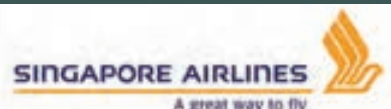
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Securing an Austin 20

Words and photographs Neil Hammond

This story began at the 2011 North Island Austin rally at Pukeora Waipukurau. I had been frantically working to finish my 1936 Austin 7 Ruby for this event, only finishing the final assembly two hours before leaving for the rally. I knew one of two things would occur, either I had got everything right and she would run well, or I hadn't and she would break down. At the rally we set off on the first stage on Saturday morning. Our Ruby started and ran well, but had very little power. So little that she struggled to get up some hills with my wife and two daughters in her. I really knew all was not well when I had to get the girls out of the Ruby, to run up the hill while I drove! We limped to the next stop and many suggestions and trial fixes were offered by other members. Nothing worked so shortly after it was put on the rescue trailer.

In true Vintage Austin Register (VAR) spirit, we were all offered rides in other members' cars, Mark and Ann Paterson first loaded us into their beautiful heavy 12/4 tourer, and later in the day, Chris

and Dianne Wood kindly took me for a ride in their wonderful Austin 20 Sports tourer. This was my first encounter with an Austin 20/4. I was greatly impressed with this special car and its immaculate presentation, and I thought the ride was just beautiful for a car of this era.

The rally continued and was a great experience. All present were very friendly. I, like everyone else, wandered around the cars on display and drooled over all of them. However it was the few '20s that were there that had me hooked.

Before the Sunday run our local Club Captain, Ewan Cameron, was able to take a look at my Ruby and he found that I had the timing wrong. Once he'd adjusted this she was off like a rocket, good on ya Ewan!

The rally ended and I had had a great time, despite being disappointed that our Ruby broke down. The upside was the wonderful generosity and support shown by many members of the VAR, and the offers of rides in their cars. On reflection this actually made the rally better for us as a family, and was the start of me being so impressed with Chris' 20, which eventu-

ally led to my deciding to try to find one for myself. So really Chris, it is all your fault!

I later found our 1934 12/6 Ascot, and have been working hard on her. Progress is being steadily made and I can see I have another year or so ahead of me and I am really enjoying all of this work. My thoughts turned to what project should I look for next and of course, it must be a pre war Austin. I thought maybe a 1930s 18/6 or a 1920s 20. I knew that both of these models were quite thin on the ground and finding one may take some time. Over the last 12 months or so, and as the 12/6 progressed, I thought more of my next project. I began to mention what I was looking for to various VAR members and old car nuts around the country as I spoke to them about other things. To my surprise an 18/6 came out of the woodwork, and in due course I travelled to take a look at it. Unfortunately it was seriously overpriced for the condition it was in, so the search continued.

It was about this time that I spoke to Peter Groves who has a lovely restored

Austin 20 tourer, and a dismantled saloon which he indicated he may let go. A few weeks later I had organised a trip down to Peter's place just out of Masterton to view the saloon. As company, and valued Austineers, I invited Ewan Cameron and Mike Green along for the ride.

This was between Christmas and New Year, so the week of waiting for the agreed day to arrive was very long for me. I was very excited, but somehow my wife and daughters didn't view it with the same enthusiasm and thought that Christmas day was more to look forward to. I obviously still have a long way to go with them on their Austineering education! Anyway, the day finally arrived and I was up at 5am, and on the road by 6.15am. First stop was Ewan's to pick him up and then onto Waipawa to collect Mike.

As can be expected we had interesting and varied conversations during the trip down to Peter's. Much of it was about old cars and related subjects. There were many laughs and some subjects not suitable for such a quality publication as this.

We got to Masterton and put Peter's address into my phone for directions. Unfortunately it proceeded to take us completely in the wrong direction and we ended up in the next town Carterton, before it told us to turn around and come back to where we had been. Never mind, it was a nice day for a drive. We then resorted to the old fashioned method and rang Peter's wife for directions so half an hour later we arrived at our destination. Peter welcomed us and duly took us for a tour of his sheds and cars. Needless to say this is always a treat for any car guys and we thoroughly enjoyed seeing all his treasures.

Peter then showed us his Austin 20 saloon, or what was left of it. He told me he had bought it as a parts car in the 1970s and it was incomplete then. Several parts had since been removed for his and other 20s. The poor old girl was really just a chassis, rear body and scuttle. Other parts lay beside it and in various locations around the shed. The diff and front axle had been removed, as had the engine and gearbox. She also had no doors or roof when Peter got her. She was a parts car after all, so that's just the way things go. I looked long and hard at her, but I could see that she was the start of what I had been looking for. This was going to be a long and slow journey with many parts to find along the way! Peter and I then discussed money and came to a realistic agreement. Once that was out the way, and the deal was shaken on, he asked us if we would like to go for a drive in his 20. Of course we jumped at it.

Peter got his car out and we all got in. This was great! We went for a short drive up the road, all the while Peter was answering my eager questions about his car. He then turned around and headed back home and asked me if I'd like a drive. Well of course I did!

I took the driver's seat and very cautiously moved off, all the while aware of the precious car I was driving. Despite the size of the car I found it reasonably easy to handle and better than I had expected. We got back to Peter's and had a good look over her before being invited in for lunch.

We then left having arranged to pick up the car some time later.

Next we headed to the Wairarapa VCC parts shed to collect some parts, namely an Austin 20 engine and other parts Peter had told us were there.

... what this actually means is going flat out on the jobs we all get around the house, which subsequently earns us brownie points with our darling wives, ...

After all this excitement the three of us decided it was time for a cuppa in a local cafe. On short notice we rang Will Holmes (who has another Austin 20) in nearby Greytown to see if he was in and would he mind us calling in for a short time. We were in luck and Will, being true to form was happy for us to call in.

Ten minutes later we were knocking on Will's door. We showed him the treasures on my trailer, and he was able to fill us in on some of the history of these parts. Will then showed us his cars and we spent some time discussing and looking over his 20. Again we were offered a drive in his 20 which is also a beautiful car and a credit to him. This was another fantastic experience, his car was quite different from Peter's as it had had some engine improvements from standard and a higher diff ratio.

Will explained the huge task he had had on his hands with his 20 restoration, and after hearing what he started with, it gave me great encouragement that I could actually achieve my goal of a road-going 20 from the parts I'd bought. I told him that I did not intend to start this car until I had finished my 12/6, which I thought was a year or so away. However Will

threw down the gauntlet, and suggested that I should aim to complete it in five years as that's how long his had taken him. No pressure!

After some time we bid our farewells to Will and promised to keep in touch.

The drive home was as interesting as the earlier trip, as we discussed my new project, and Mike and Ewan quietly laughed at what I had again got myself into.

Once home I showed my wife and girls photos of our new car. They are well used to my old car eccentricities so greeted it with resigned understanding. I however was still really excited and apparently didn't stop talking about it for weeks.

The next step was to talk to as many VAR 20 owners around the country to make contact and try to learn more about these cars. All the members I have spoken to have been great and really supportive, with some parts starting to materialise, and a few trips tentatively planned to view more 20s and get valuable information and measurements for the missing doors for my car.

My present plan is to continue working hard on our 12/6 to get her on the road, and in the meantime keep collecting parts for the 20. As most members will understand, what this actually means is going flat out on the jobs we all get around the house, which subsequently earns us brownie points with our darling wives, which then equates to shed time and Austin progress.

So now I'd like to put out a call to all VAR and VCC members. If you have any Austin 20 parts hiding in the back of your shed give me a call, (or even heavy 12/4 or 16/6 as some are used on all models). I'm particularly after, switches, all instruments (white/silver faced), lights, interior parts, handles, ash trays etc. 21" sankey wheels (six stud), alloy saloon doors and seats. If you have any parts or books, or information on these cars please give me a call or email, just see my advertisement in the classified section of this mag. All help will be greatly appreciated.

Our Austin 20 is now safely tucked up in her new home and some parts are slowly coming to light, but still more are needed.

BW



Beaded Edge Tyres Memories

Words Alastair Jones, photos from uhcl.recollect.co.nz

The story about beaded edge tyres by John Bramma rekindled memories for me because part of my working life was spent in Dunlop's Technical Department at "Fort Dunlop" Upper Hutt.

I can clearly remember at a very early age my father explaining that the base of the 44 gallon drum incinerator at the family beach house was a beaded edge wheel, and how it differed from modern wheels. As it was never in doubt that I would join the VCC as soon as I got my driver's licence, the search for a Veteran commenced, and one of the prerequisites was it would have beaded edge wheels. After all that was the very voice of old car motoring.

When we collected my 1917 Grant in 1961 I was most disappointed to notice it was sitting on straight-side tyres, but the elderly owner subsequently pointed out the locking rings on the rim could be reversed to accept beaded edge tyres. Not a bad feature for what was a cheap American car, and certainly not commonplace.

A month or two later my dream of employment connected with the motor industry was realized when I was taken on as a Production Planner at Dunlop, Upper Hutt. I was seconded to the mill-room where I had to make up the

daily programmes for the mixing of the multitude of rubber compounds in the gigantic Banbury mixer which operated 24 hours a day to keep up with demand.

Why I was given such a critical job at the tender age of 16 never occurred to me, but the thought of running short of a compound and causing a production stoppage sure kept the adrenaline flowing. As I was working in the Supply Dept, I found out it was relatively simple to place an order for four 880x120 B.E. tyres on Fort Dunlop with the help of an elderly clerk. Remember this was in the days of tight import controls. I remember the NZ Shipping Co *Haparangi* eventually delivering my tyres. I had no idea of what the landed cost would be, and the old chap who facilitated the order had retired so I was on my own with the Supply Manager when an explanation was required. Needless to say the proverbial hit the fan and he suggested perhaps the best course of action was a transfer to the Technical Department, no doubt fearing I was capable of further such things if left where I was. If that was meant to be some form of castigation, it played right into my hands; after all, that was where test tyres originated and Levin race track was a well used testing ground.

After a short time in the technical department I found a complete set of beaded edge rim gauges that my colleagues considered were useless, so I made a quick trip to the machine shop with an order to produce half a dozen sets for distribution around the branches, neglecting to tell them the branches in fact meant the VCC. Rex Porter was one who gratefully received a set when he was sorting out Denny's rims. Those lovely brand-new 880x120 tyres never once let me down up to the time the Grant was sold to finance the purchase of the 3 litre Bentley in 1966.

During my time in the technical department, rationalisation of the six wire type sizes occurred with the three NZ tyre companies taking two sizes each. The four moulds taken out of production sat unused for some time, and Len Southward heard about them. Thinking there might be an opening in manufacturing the low demand sizes, he had a lengthy chat with me, and possibly others. He took a lot of convincing that tyre making was not a cottage industry. During the 1960s the 525x16 mould never left the press, and even 525x21 tyres were regularly produced, but the trend to 10 inch through to 13 inch rims became fashionable, and now the trend is increasing rim diameters again

These images from the defunct "Fort Dunlop" might pique readers' interest



Dunlop raw materials; rubber bales being cut into smaller pieces; Tony Birdling. Photo uhcl.recollect.co.nz



The two truck tyres on the floor have been discharged from a 55-inch McNeil Bag-o-Matic press. Another two are held in the post-inflator, where they are inflated while they cool, so that they will keep their shape; they are held for the time it take for the next pair of tyres to cure; around half an hour. Photographer: National Publicity Studios, Photo uhcl.recollect.co.nz



Gordon Harker is turning down the edge of the first 'pocket' of a tyre; then a bead assembly will be fitted, and the fabric turned up to cover it; on a typical truck tyre there would be a second pocket and bead, then a final pocket, and finally the tread and sidewall. Photo uhcl.recollect.co.nz

back to the old sizes we are quite familiar with. Truly a case of the wheel turning full circle!

The technical department allowed me some creativity with many lunch hours spent making tubes for friends who owned small Veteran cars. The tube extruder crew was quite happy to leave suitable sections cut to a much longer length, which I then joined on the little skiving machine and subsequently cured in the autoclave with airbags and tug-boat belting. They seemed to work very well with no failures reported back to me. I hasten to add, they were given away! My only moment of glory working there came when I was the first Kiwi to touch the first New Zealand made radial tyre, a worthless moment unfortunately.

They were eventful and very happy times which were ultimately concluded by a move to self-employment, with my wife being grateful that carbon black soiled clothes ceased.

Normally, beaded edge tyres are considered anything other than funny, but they have created some hilarious moments. When we bought the 1922 Fiat 510S from Bruce Scott it was shod with almost new 895x135 Dunlop tyres that never gave a moments trouble up to the time they were worn out and then replaced with Betco. During one of the 1992 International Rally day trips to Hastings in the Fiat, there was a loud explosion which signaled yet another blowout. The tyres on both sides of the car were still inflated, so scratching my head I started to check the spare under its cover when there was another loud bang. Just behind the road-side hedge was a very effective bird scaring gun! Great relief and lots of laughter.

Another hilarious event occurred in 1995 when we were on the AAAE (Antipodean Antiquarian Automotive Expedition) and had just left Monowai Power Station. While travelling down a dusty bush skirted gravel road, there was an almighty explosion. We'd already used the spare that morning, so there was no alternative to replacing the blown out tyre with another Betco. I was in rather low spirits and in no mind to enter into cheerful conversation with the rider of the four-wheeled ATV which crunched to a halt in a cloud of dust. The rider asked "which way did the b.....s go?; his anger well evident with all the expletives. Completely flummoxed I asked him who we were supposed to have seen. "The bloody poachers must have come your way because the gunshot was right around

here". Apparently his deer had been taking a bit of a hammering from poachers, so after enlightening him, the laughter from both of us brightened a rather miserable situation. When we arrived home I decided to put my technical training to good use by cutting a section out of one of the Betco tyres close to the failure point to check the amount of ply turnup around the bead area. I was shocked to find the plies were very much off-centre through not being laid centrally on the building drum. A lengthy phone call to the firm's owner in Australia to tell him of my findings did not fall on very receptive ears, but eventually it was accepted that the failures were indeed attributable to that issue. I just

couldn't put up with any more problems, and with Dunlop beaded edge tyres being so expensive, a decision was made to convert a spare set of rims to straight sides. The car ended up in Norway with Trond Thorbenson who actively uses it and has no hesitation running on Dunlop beaded edge tyres once again, no doubt financed by his involvement in the oil exploration industry near Russia.

To many people tyres are just round and black with a hole in the middle, but with a little knowledge comes an appreciation of the technology in them. BW



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Kevin Casey



“She’s a Honey”

Words and photos Kevin Casey

We speak flippantly, fondly or derisively of Yank tanks but there was a car, a Cadillac no less, that just may have been linked closely to that expression, for a reason other than its accepted meaning.

1941 wasn't all bad. Although much of the world was suffering the tumult of war, America still prospered. Many of her citizens suspected they would eventually be drawn into this tragic conflict and, rightly, probably guessed it would not be over any time soon. Car production would be severely reduced, if not terminated, so let's go shopping. Cadillac, along with most marques, enjoyed record sales, up more than 19,000 over 1940.

More than 29,000 of these sales came from the new Series 61 Cadillac which replaced the La Salle, terminated after a 14 year companion car reign. The La Salle had become too good a car for the money, eroding higher profit margin Cadillac sales. The Series 61 with its widely-copied fastback styling (Bentley, for one) proved to be the best selling model in the 1941 Cadillac range.

For the first time since 1927 all Cadillac models were powered by the same engine, and what an engine it was – first choice of bootleggers, hot-rodders, race drivers and the army. 346 cu in (5.7 litres) of space gets compressed at 7.25:1 in the monobloc L-head engine, resulting in 150 bhp at 3,400 rpm. This legendary smooth-running V8 was introduced in 1936, its exceptional

quietness due in no small way to GM's hydraulic valve lifter invention.

Oldsmobile had trialled General Motors' new Hydra-Matic transmission as an option in 1940 and now it was offered as a \$125 Cadillac option, a choice that 30% of customers made. That rose to 90% after the war. Oldsmobile was used for testing as their production was much higher so the testing was more widespread and, if the transmission was a dud, the Cadillac reputation would not be compromised. Development of this transmission started in 1934 leading to its introduction in October 1939. The Hydra-Matic is the granddaddy of all modern automatics, a glance inside revealing bands, clutches and valve body recognisable in today's transmissions. Other car manufacturers such as Lincoln, Hudson, Nash and Rolls-Royce



Flowing curves are not all on the beach!



Wood-grained look is by the Dinoc transfer print process.



Truly a Yank tank engine.

used the Hydra-Matic. It was finally superseded in about 1956, although it was still used in some applications through to 1964.

With war on the horizon the US Army still had no ready supply of dedicated tank engines but they knew how good the Cadillac engine was, commissioning the M5 Stuart light tank in November 1941. Two Cadillac engines powered these tanks to an impressive (official) 36mph although their drivers claimed 45mph was attainable. The engines were mounted backwards on either side towards the rear, power delivered through two Hydra-Matics and drive shafts to a two-speed transfer case giving eight forward speeds and two reverse. Speed, manoeuvrability, quietness, reliability and a 60° hill-climbing ability were offset by light armour, lack of firepower and a high profile. They were so

smooth and quiet tank crew regarded them as stealthy. The British soldiers' expression was "Honey", derived from "She's a Honey." Two Cadillac engines could handle the 15 ton weight but if one drivetrain broke down the tank became seriously underpowered and vulnerable. Despite uprating the rather puny 37mm main gun, too many crew died in them so their role eventually became mainly reconnaissance and escort duty. Thousands were sent to the Pacific Theatre in 1944 where they could beat up on the even lighter-armoured Japanese tanks. All in all more than 25,000 Cadillac-powered vehicles were produced for the war effort and another 10,000 engines for other armoured vehicle manufacturers. It is a tribute to the extraordinary might of American industry that the first M5 rolled

off the assembly line only 55 days after the last Cadillac.

Development of the Hydra-Matic continued throughout the war with many improvements, so many that very few post-war parts interchange with the pre-war version, although they appear identical. Post-war advertising lauded the Hydra-Matic as "battle-tested", and so it was; this rugged, reliable transmission a favourite of drag racers well into the '60s.

There is good reason for the 1941 Cadillac being the most popular year for collectors, and by a long way – it is the only year to have its own chapter in the 7,000 member Cadillac Club. The lovely curvaceous lines of this 1.8 ton beauty are the work of outstanding young designer Bill Mitchell, the man who caused such a stir with his class 1938 Cadillac Sixty



*"In the field above \$2,000, approximately two-thirds of all motorists make Cadillac their choice."
(Cadillac Motor Car Division – 1941)*

Good styling has to look right from all angles.

Special, hugely influential in American car design. The Sixty Special was three inches lower, had much thinner pillars and roof section, dramatically increased glass area, no running boards, notchback trunk and much more. It was going to be a La Salle but production costs forced it into the Cadillac line-up.

The 1941 Cadillac was a natural progression. Mitchell would probably not have denied he was influenced by the 1936-7 coffin-nosed Cord; who wasn't? It was not a new body but the changes were considerable and attractive. Side-mount spare wheels, long the bane of designers wanting a clean, uncluttered look, were gone for good. Sealed beam headlights, now completely faired in, made their debut. Running boards were a no-cost option only, although standard on the limos. The alligator bonnet now had deep sides and front, making engine access much easier. The massive new rectangular grille was an industry trendsetter – its influence can be seen in almost any post-war American car and, for that matter, elsewhere in the world; compare it to the 1951 Vauxhall for example. Mudguards finish at the doors, unlike 1942 and post-war models where they extended pontoon-like into the doors. Critics of the day were dubious that the "pontoon" was an improvement; I'm on their side. The divided rear window look

was a styling feature that ran (on some models) from 1934 to 1952. It is actually one piece of curved tempered glass with four holes to mount the dividers. New this year was the concealed petrol filler, accessed by lifting the tail light, still popular years later ('57 Chev for example).

The huge bonnet is released by pushing up the mascot's head and squeezing fingertips under the lip to lift it (gingerly, it's very heavy) about 1/3rd of the way before springs take over. You only get this wrong once! Unlike the '40 and '42 mascots the 1941 "flying lady" was beautifully detailed and styled, proving so popular that Cadillac offered it as an accessory, for any car, to at least 1956. The only difference is the accessory mascot does not have the large projection below for the release rod. Many thousands were sold and there are always several for sale on eBay.

Much more can be written about the 1941 Cadillac but I'll restrain myself and get to the car pictured here. Although vowing never to buy a car on eBay without seeing it, I did just that after speaking at length with its elderly owner. He knew the history of this car and was very concerned it might fall into the clutches of a hot-rodder. It was purchased in February 1941 by an Oregon lumber baron for his wife; a shopping basket, no less. She later gave it to her son-in-law's business partner,

a car collector and dealer, who then sold it to his son-in-law and eventually the vendor owned it. Always garaged and just 45,800 miles clocked up it had obviously been well looked after, its interior still in outstanding original condition. The paint, he said, left a bit to be desired as the lower half had been repainted, after a minor scrape, by a person whose mouth exceeded his skill. I still wanted her!

And I wasn't disappointed. The factory called it a 41-6227D, meaning a coupe deluxe 2/4 passenger, that sold for \$1,510, and a lot more if you wanted a long list of options. Along with Packard, Cadillac offered the industry's first (bulky, complex and expensive) air-conditioning system. Standard on the deluxe coupe are electric windscreen washers, full wheel discs, wood graining and "wheel shields" or "fender skirts". "Spats" is the jargon we use here and, fortunately, they have never been fitted to this car. I don't mind the cutaway types found on Jaguars and '60s vehicles in general but find the full cover quite ugly, making the car look bum-heavy and spoiling the symmetry of the wheels. I can imagine spat-lovers derisive snorts right now but fortunately can't hear them! I have since added the reversing light and built-in fog lights, both peculiar to this year only, along with night/day mirror and a few other gems. Strangely, the car had



Concealed gas cap set a styling trend.



The whole interior is in outstanding original condition.



Recessed fog lights are aimed and then locked in position.



The stylish 1941 mascot was available as an accessory for 15 years.



Was this the inspiration for the Holden badge?



Following drivers actually get this close; puzzling over the license plate, I assume.

the correct vacuum-operated aerial fitted in the usual place but no radio; only the factory delete plate. The elderly vendor told me that Mr Lumber Baron ordered the (dealer-installed) radio but Mrs Lumber Baron made the dealer take it out again as she did not believe that a driver should be distracted! What did she not understand about the on/off switch? I have managed to find a replacement radio. The heater fitted is excellent but I do wonder what the top heater of the three types offered is like, being actually three heaters, two of them large units mounted under each side of the seat blowing hot air straight up into the squab.

I prefer original cars but after two years that "all-right-at-a-glance" paint got the better of me. The front clip and everything that could be removed came off. Motor and box were pulled to replace transmission seals. Apart from the rear screen and quarter lights, all glass was replaced along with the rubbers. The body was stripped to bare steel and repainted with lacquer in its original River Mist Grey over Dusty Grey, blended in at the pillars as I did not want to disturb the upholstery. The wheel discs were surface rusted so needed triple plating while the rest of the chrome and stainless retain their battle scars. There was no rust at all in the body, just a few

minor wounds, now healed. And yes, the red-orange wheels and stripe are correct, lifting the understated paint just enough.

People do ask me if the car has been lowered but, although it is lower to the ground than contemporary cars, that's the way Mitchell designed it. The coupe styling disguises just how big this car is on its 126" wheelbase, its 5.5m length exceeding many '60s American cars, not known for being stumpy. Of the 1,900 deluxe coupes made at least 50 are known to survive, but that won't be all of course. A similar number of standard coupes are recorded.

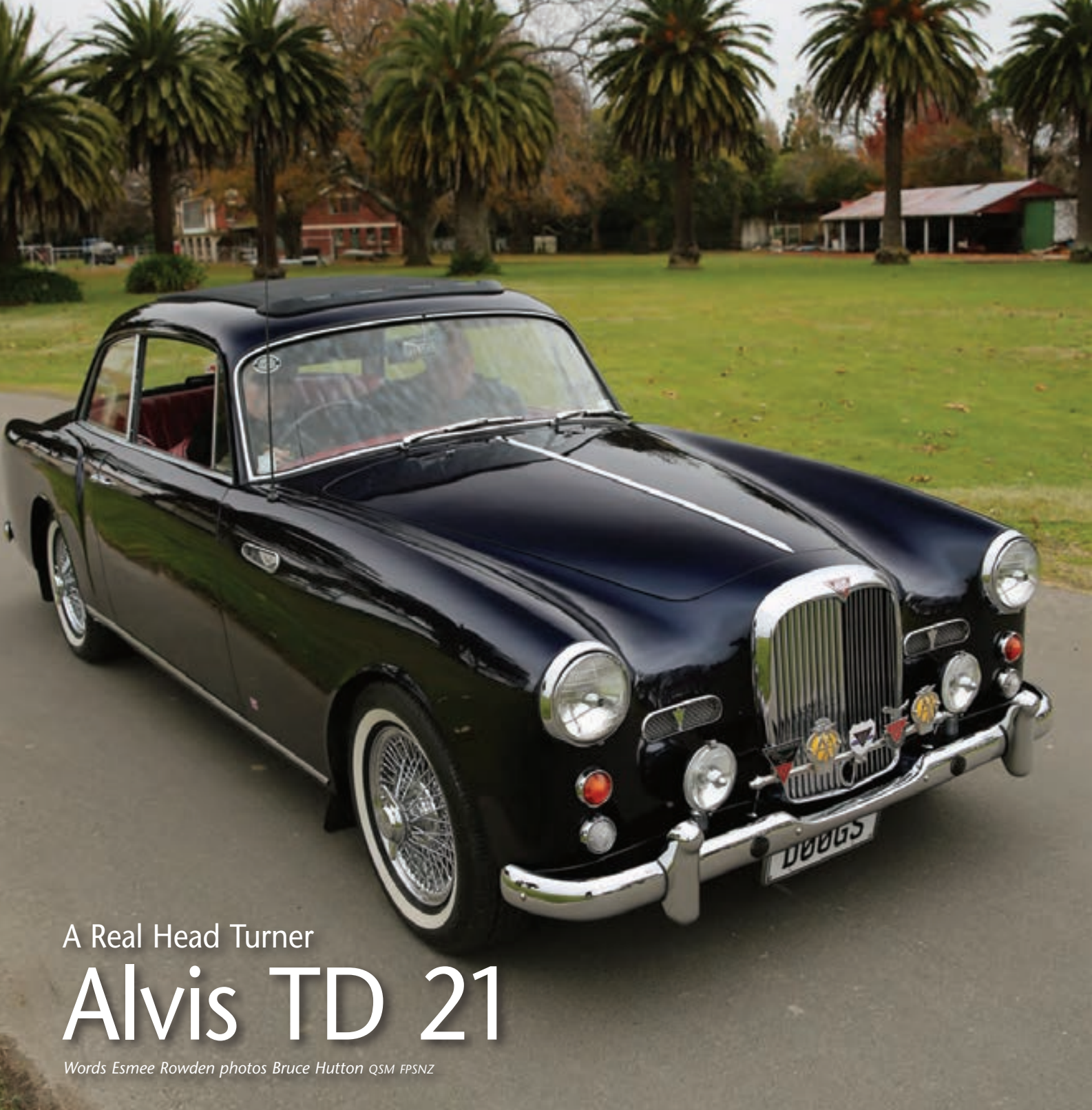
So, what's it like to drive? I think of the ride as smooth, quiet, even dignified, so comfortable it's the equivalent of driving while ensconced in your favourite armchair. The ride is soft but not overly so. Corners taken a bit too fast induce some wallow, the lever arm shock absorbers struggling for control, but there is no tyre squeal. Steering, very heavy during parking manoeuvres, is surprisingly easy when under way and it tracked true, once radials were fitted. It certainly was a bit vague on the old cross-plies. There's almost total silence from the superbly engineered body and running gear; just a little wind noise from the mirror/quarter light area. The brakes are excellent although inclined to fade a little on a long descent. A drawback

of the early Hydra-Matic is that it can't be locked in third gear for engine braking. It has four speeds divided into low and high range but low range (1st and 2nd) is too low for all but the steepest of hills so the brakes get a hiding.

Huge torque from the big V8 provides effortless highway cruising, accelerating strongly from any speed. Getting stuck behind traffic on a hill is the only time it is necessary to kick down to third. Factory and motoring magazine tests claim the top speed is 96.6mph, manual or auto. The Hydra-Matic equipped cars use a higher 3.36 final drive ratio to compensate for the usual power loss associated with automatic transmission. Fuel economy is a quite reasonable 16mpg on a trip. Have I driven it to the max? Well, no, but I did have a blast up to 85mph once and it was still "breathing easy" and accelerating when my wife noticed the speed and gave me an earful. She has not really got used to sitting over there without a steering wheel so I have had to develop the skill of driving very close to the left roadside line – or turn my hearing aid off!

We tend to refer to our pet cars in the female gender, and no wonder when that car flaunts such a multitude of seductive curves. Those British soldiers had it right – she's a honey.

BW



A Real Head Turner

Alvis TD 21

Words Esmee Rowden photos Bruce Hutton QSM FPSNZ



Esmee Rowden

We were expecting a visitor – a man and an Alvis. I resisted the urge to research the Alvis (or the man), and just waited to form my first impression. I confess I come from the sector of the population who rate cars according to the 3 Cs – colour, colour and colour when choosing cars. So my very first impression was slightly marred by the fact it was black.



Doug Dickson



... The open road was certainly where *Adelaide* the Alvis was happiest ...



However, no sooner had the car been parked out front when one of our neighbours appeared – staring intently at the front, checking the registration, not kicking the tyres, wandering slowly around the car, pausing, thinking, moving on. He then turned towards our house and gave a thumbs up. As soon as he had left another neighbour arrived from around the corner (bush telegraph alive and well in our neighbourhood). He repeated the routine, with signs of envy and approval. The next day the first neighbour came back for a full technical briefing.

I realised there must be more to this car than black – and I was right. First of all, the black is not black! It has a red petticoat aka a magenta base colour, with a topcoat of BMW metallic blue. Close up you are left undecided as to whether it is inky blue, midnight blue, nearly black...

When I got to sit inside Doug and Jan Dickson's 1962 Alvis TD 21 aka *Adelaide*, I discovered there was much more to admire. The interior woodwork is burr walnut which is mirrored on the dashboard and the door caps. The heater works – awesome as we were having our road test in midwinter! Doug has also ensured that it has other 21st century

features like outlets to charge phones, iPads and laptops, an iPod system and a Webasto electric sun roof. There is of course a GPS.

Doug and Jan imported the car from the UK in 2006. In Doug's words "it was a wreck and needed ground up restoration". I gather this was not what Doug had expected or planned for. However he is something of an expert as he has owned four other Alvises and restored three of them. He says he chose the Alvis TD 21 because of its rarity, and he has always loved the Alvis marque.



Road trip

Our first attempt at a road trip was rained off. Our second effort was slightly better, with moody grey skies and the odd drizzle which gave the photographer some interesting challenges. We headed to the nearby race course and I was happy to be the inquiring and observant passenger, trying to absorb all of the idiosyncrasies so I could appear vaguely competent when it was my turn to drive. Like many Vintage car owners Doug cheerily assumed that I knew what he was talking about, especially as he described the gearbox and some of the restoration work he had done. I must have an inquiring face. On our way to the racecourse, Doug demonstrated the impressive acceleration of the Alvis and its manoeuvrability through the chicanes on our street. It certainly had a fine turn of speed – and continued to attract attention.

For the first few photos we spent some time going round in circles past a disused brick tote building – not what, I feel, the car was intended for. Then I got to drive, first with Doug in the passenger

seat giving every appearance of being relaxed, as I tried to master the gearbox. Our reasonably tight circuit through the grounds of the racecourse meant I had no need to go beyond second gear, which may have been comforting for Doug.

I then got to drive on my own on a more extensive circuit which was a lot easier on my arms and I'm sure, more fun for the car. I thought the car was very responsive in this 'cameo'.

Three weeks later, on a remarkably sunny day we decided to embark on another road trip, this time outside the city boundary, and with me driving from the start. Awesome.

Doug describes the gearbox as "knobbly" which certainly meshes with the amount of difficulty I had finding second gear. It reminded me of my driving test many years ago, when the traffic officer worked the handbrake for me on my demonstration of a hill start! However, by the third attempt I was able to dispense with Doug's assistance, and I even discovered the joys of the overdrive.

The open road was certainly where *Adelaide* the Alvis was happiest. I was pretty happy too, not having to wrangle the car around tight bends at an urban pace. Just the slightest urging on the accelerator met with an immediate response, as we zapped along the country roads, cornering with ease. The brilliance of the sun accentuated the confusion over the actual colour of the car – it sparkled and teased the eye, and just when you stood in a particular place and thought – yes, it is dark blue, a cloud would pass and leave you pondering exactly how to describe the colour.

This car, at £2,993, was regarded as middle of the market one in the early 1960s, with a Bentley costing £4200 and a Mark 2 Jaguar £2000.

I have never before driven such a notable British classic car. This Alvis is surely one of the best looking cars of its era. It deserves to have a dedicated chauffeur and Doug fulfils this role with passion and pride. BW

TECHNICAL SPECIFICATIONS

Body Style	Two-door saloon, styled by Graber of Switzerland, built by Park Ward of London
Engine	Six cylinder ohv; capacity 2,993cc
Carburation	Two SU H4
BHP (net)	104 at 4,000rpm
Max torque	152lb ft at 2,500rpm
Transmission	
Clutch	Single-plate Borg and Beck 10in
Gearbox	BMC four-speed manual BN4 and BN7
Suspension	Front: Independent coil-and-wishbone with Girling telescopic dampers and anti-rollbar; Rear: semi-elliptic with dampers
Steering	Burman Douglas recirculating-ball
Brakes	Front: Lockheed 2 pot discs Rear: Lockheed hydraulic two-leading-shoe in 11in drums;
Wheels	Knock-on wire with 6 x 15in tyres Wheelbase: 9ft 3½in



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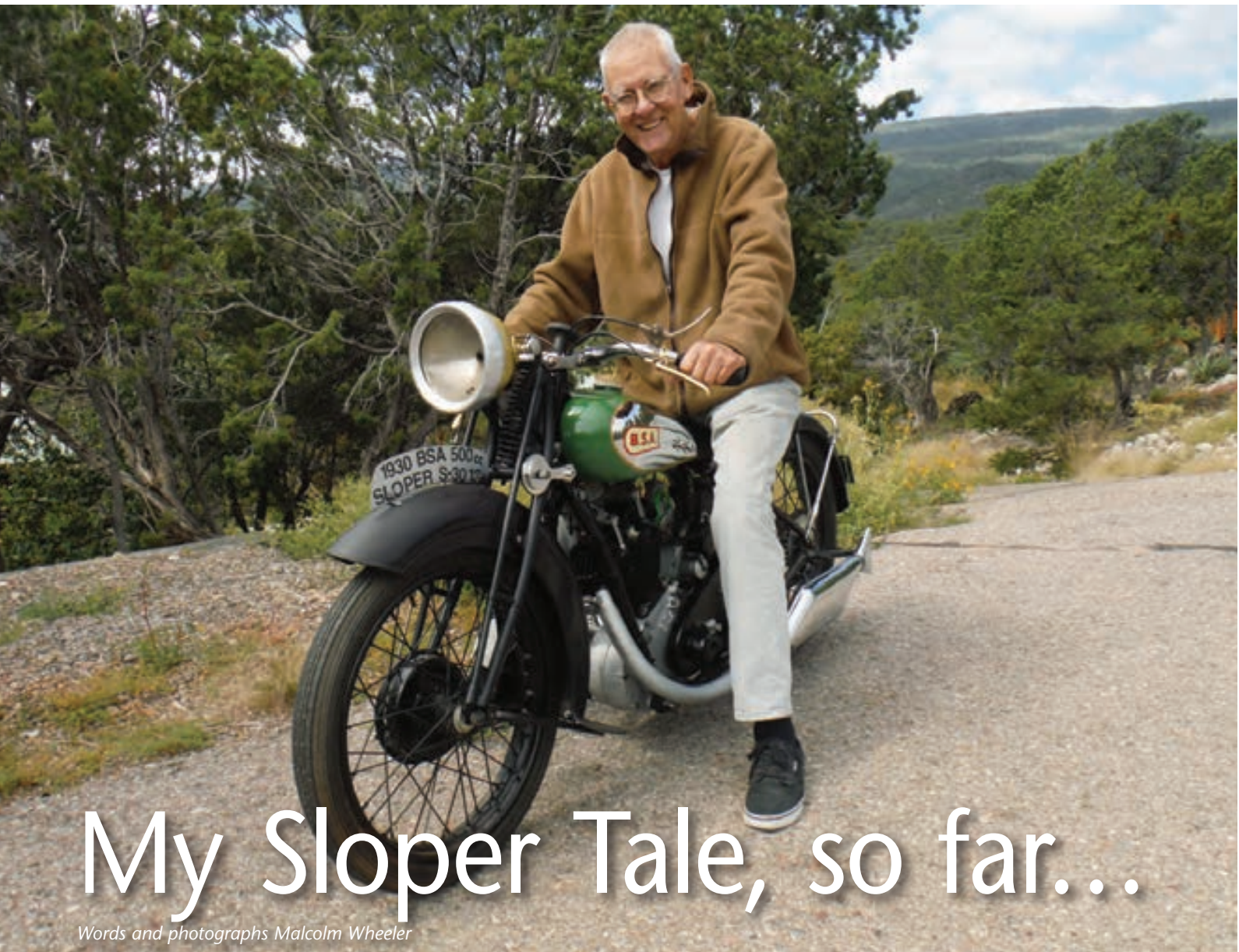
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My Sloper Tale, so far...

Words and photographs Malcolm Wheeler

PJ Johnson aka "Mr Parilla" completed his 1930 BSA sloper project in time for my visit to Albuquerque, New Mexico.

Malcolm Wheeler is a 60 year old engineer, courtesy of RNZAF training. He currently owns Calmac Engineering Auckland and employs around 15 staff, mainly servicing the beverage industry.

Since the age of 15 Malcolm has had a motorcycle (or 2 or 3) and enjoys touring with wife Chris at any opportunity.

Malcolm's first bikes were BSAs, first a 125 Bantam co-owned by his brother then a C11G. Closely followed by a Honda XL350 and Norton Dominator 500, Norton Commando and Honda CBX1000. A couple of slopers are included in the current stable along with the CBX.

I know that some among us feel that the internet is unnecessary and a waste of time. This story of my long distance relationship might help to change your mind.

In 1973, when I was 17, I saw a green machine with a funny looking engine and a sidecar. I had recently joined the RNZAF and was doing my time as an Airman Cadet at Woodbourne. The guy that owned the bike used it daily as his ride to work. I later found out that it was a BSA 500 (sloper). Go forward 35 years and, with a little help from my dream merchant Jock Freemantle and sure enough one day I found myself in a position to purchase one, albeit a pile of rusting bits on Len Whysall's garage floor.

The owner of the bits was Len's cousin, Mike McGinley and it was essentially an abandoned project. I didn't dare tell my

wife but I forked out my life savings of about \$3k to become the proud owner of a 1930 ohv 500cc BSA sloper.

A year or two passed by and during a quiet time in our workshop at Calmac Engineering a few of us put the engine together, connected it to the gearbox, dynabolted it all to the floor and, after almost breaking my foot and ruining a pair of safety shoes, we got it going. This startup can be seen on a video clip. Search google for: bsa sloper engine run.

It so happened that one of the many people who looked at the video clip (complete with poorly synchronised sound effects) was Paul (PJ) Johnson from Albuquerque in New Mexico. PJ made contact with me via You Tube saying that the video had inspired him to finally restore and get his sloper going.

He had swapped it for other bikes and parts during a trip to New Zealand and Australia back in the '80s. Some of you might even remember his visit as he spent



A typical abandoned project. My first sloper when I picked it up. Don't tell the missus!

most of his time with the motorcycling fraternity.

Once he had the bike home it held pride of place in his lounge, rust and all, and for many years was quite the conversation piece ... "Haven't you done that old piece of junk up yet?" "When are you going to get that old piece of pommy crap going?" Nag nag nag!

Now PJ was somewhat distracted from the sloper by some of his other pursuits, especially his passion for racing the very rare Moto Parilla 250s from the late '50s and early '60s. Anyway, over the past six years various parts have been sourced from across the globe, including some from yours truly, quite a few emails, many photos and words of encouragement, and slowly but surely the restoration came together.

Since PJ is now 76 a significant handicap was funding so I guess it could have come together sooner but realistically, the project timeline did not need to be too rigid. At least not until I informed him that I was going to include Albuquerque in a holiday my wife and I were planning. I let PJ know that we wanted to visit him and silence was the response for about six weeks.

I had assumed that his health had taken a turn for the worse and he was no longer willing or able to communicate with us.

Meanwhile we had rewritten our itinerary to miss out Albuquerque since it was a whole day off our primary holiday circuit around the South-West. Then out of the blue we received an email saying how much he and his partner Bay were looking forward to meeting us. He was using me as an excuse to get the sloper finished and said that I could take it for a run to the local coffee shop on Sunday where a lot of local riders congregate. It would be a real novelty as there is only a handful of slopers in the US that he knew of.

I replied to his email and said that since we hadn't heard from him we had made other travel commitments and were no longer going to Albuquerque.

PJ came back straight away apologetic and 'heartbroken' that we would not be coming. To make an even longer story short we were able to cancel a couple of nights in a hotel in LA and rescheduled Albuquerque back into our trip.

We arrived late in the day from Las Vegas and the next day met up with PJ in town. He's about 6'6" tall and unfortunately in constant pain with arthritis. Nothing some good meds can't suppress though. We followed him to his house about 15 minutes drive away and were immediately introduced to his "very last restoration". He made such a great job of it.

The only non-standard visible part was the carburettor because he couldn't get the float to shut off in the original.

I was able to start it easily and PJ took it for a short squirt up his driveway and down the hill and back.

I then took it for a run pursued in our rental car by my wife, Chris and my brother, Warren with their video cameras rolling. Unfortunately the old girl (the bike) lost power and conked out so it was a wee push up the hill to get it home. In the process the front brake cable came apart but luckily the back brake was working okay and I didn't become a statistic on the steep road.

I'm not that fit and was absolutely exhausted after that little exercise. The sloper is not a heavy bike until you have pushed it uphill for 200m!

All our efforts failed to make it reliable and the next day, being Sunday PJ opted to ride it to the coffee house meet, once we had roused him from his slumber.

I was allowed to ride his other machine which was a 1948 Norton International with Manx performance bits. Unlike the sloper, that went quite nicely, thank you very much.

PJ got half way to the meet and the sloper slowed to a stop and was once again the subject of a short push.

Picture this.

Open road, 50mph limit, flush median down the middle of the road.

Old guy pushing an even older bike up the middle of the road.

Following car (my brother) pulls over and relieves old guy of his pushing duties before he collapses with exhaustion.

They finally get to the coffee shop and find that it closed during the week and only about 15 bikes turned up instead of the usual 50 to 100. A disappointment for sure but it doesn't end there.

After spending an hour or so chatting to some of the fellow bike enthusiasts I left for home on the Norton.

Got home, made myself a cuppa and was waiting for the others to come back in the car ...waiting, waiting....

A ute pulls up and a quite irate PJ steps out and asks me to give him the car keys, which had somehow made their way into my pocket.

So he heads back to get the car, and wanted Warren and I to bring his van down to collect the sloper.

He couldn't get hold of me even after leaving six messages because my cell phone was with him, in the rental car. More irritation.

We finally got our act together and about two hours later had the bike back at home. After about four unnecessary round trips! You can see my video of some highlights of our time together by searching on google for: bsa sloper, killa parilla

On my return to New Zealand I too have a new motivation to complete the restoration of my original sloper. I also have two others now in a much better state, so I am able to copy assembly details, nuts bolts and brackets.

I am happy to share my sloper experiences and hope you have enjoyed my little



PJ Johnson admires his newly acquired sloper S30-12 in Australia back in the '80s.



Part of my 1930 sloper stable.

tale. I also hope you get inspired to make progress on your own projects (or decide to start one). Our old machines are a great catalyst for like-minded people to share their time and resources and have some fun as well.

The New Zealand Vintage Car Club serves the same purpose in different ways I

guess. My association seems to be merely from a distance, which is why I decided to make this contribution. I want to let the club know that we may not all be active members but members nonetheless with things going on. Long may there be things to do.

BW

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The Timaru of my teens a Solicitor's Sunbeam

Words and photographs Ross Mackay

About 1946 when I was a young boy I used to ride my bike down Wai-iti Road, Timaru to school. Parked between Preston Street and Avenue Road was this huge black car. I had to stop quite often and have a good look at it.

The bonnet was a great length and there was glass partition behind the driver's seat with tube-like speakers for the driver to converse with passengers in the rear seat. When the back doors were open another small seat would fold down on the door. There was just so much room inside it. It had a front windscreen split in the middle, the screen was shaped in a V. It had huge wheels and tyres. Over a period of time I found out about its history. It was a 1923 Sunbeam. Mr Walton, who was a solicitor in Timaru for many years, was in England in 1923. Walking past the Sunbeam showroom one particular day he saw this huge black Sunbeam car in the window which impressed him enough to go inside and to enquire about it. He purchased it and

brought it out to New Zealand. During the war years it was put up on blocks, I guess for lack of fuel and shortage of tyres. This is what Sir Harry Wigley's sister told me as they lived next door to the Waltons in Park Lane. After the war was over it was parked in Wai-iti Road. According to my late neighbour, a young man named Alan Mitchell bought it and he and all his mates used it to go up to the nurses home at the hospital and pick up the nurses and take them to the dances. Ernie Sprague was part of the gang and apparently it was very fast and good times were had by all. But it came to a sad end. In the 1950s John Dowling, a car dealer, bought the car and wrecked it. The motor I believe went into a fishing boat. There are still a number of people in Timaru here who remember

this car very well. I spoke to Mr Dowling about it one day and showed him a photo of it. He became quite upset, as he said he should never have wrecked that car, it would be a million dollar car today.

There is another car that is worthy of a mention. It was our neighbour's, when I was young. It was a beautiful Chrysler 6 cylinder roadster (see photograph above). It had a very sporty exhaust note as I recall. The owner was so proud of this car. The photo shows it parked at Jim Qed's Highfield garage.

It was exciting times after the war was over up in that area as the new Matchless and Triumph Speed Twin motorcycles would arrive in wooden cases to be assembled. Just to see the new owners arrive to take ownership of them was always interesting. Jim Qed owned a lovely 500 Excelsior Manxman, also a nice Model 90 Sunbeam motorcycle.

Happy days.

BW

The Good Oil

Austin/Morris/BMC Overhead Valve Engines

Words and photographs George Tier



From 1946 Austin produced overhead valve engines and after the formation of BMC these engines were used in Morris products as well. Some of these cars have a tendency to use oil for a variety of reasons. I have known these cars for many years and whatever the problem, they can all be fixed.

First, make sure all leaks are attended to. The side cover plates over the cam followers (under the manifold) are a common problem. On A and B type engines there are two types of cover used and two different thicknesses of cork gaskets. The earlier plate that has a flat edge must take the thin cork. The thick cork is difficult to stop slipping out of place if used on this early plate. Also a good idea is to glue the thin cork to the plate. (I use contact cement, eg. ADOS F2). The later engines that use the thick gasket have a curled edge on the plate and it can also be glued in, but do not use the thin cork gasket on this plate as the plate will bottom out. The holding studs for these plates can also leak. The earlier plate used a fibre washer (5/16) and should be renewed with a reasonably thick replacement. Make sure the stud has not been over tightened in the past and distorted the surface on the plate. If so, it is easily pressed straight using a spacer and vice to give a good surface for the washer to seat onto. The latter plate uses an O ring and special retaining washer. Once again make sure the plate hasn't been over tightened in the past and distorted the plate.

While you have the side plates off make sure the breather on the side cover is clear and that the tube elbow has not broken

away from the plate. It can be brazed back on if it has come loose, otherwise it will leak.

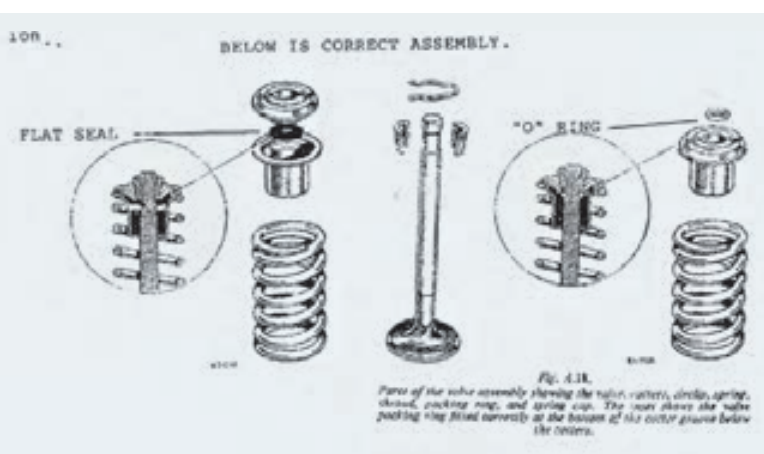
I have seen a number of A type engines leak oil from the left front corner of the engine block. When you have the head off always use a little bit of extra sealer on the head gasket around the oil hole for the overhead rocker oil supply, but not so much that you plug the supply hole up.

If you have oil dripping from the jiggle-pin hole beneath the flywheel make certain it is not coming from another source (eg. running down from the rocker cover gasket, leaking from the back of the sump or from the oil pressure switch and running down etc. If you are sure its origin is inside the bellhousing it may be coming from the rear main that does not have a seal or, in the case of A type engines it may be coming from a bit higher up. On engines 803cc up to 950cc there is a plate soldered to the rear engine plate covering the oil pump, and the solder is known to let go, especially if the engine has been seriously overheated. Later 1100cc engines use a thicker cast plate and no solder. Both require good gaskets. If you are renewing the rear engine plate gasket always change the gasket under the oil pump.

There can be a leak from the crankshaft at the front pulley seal but this will often stop leaking if the problem of excess pressure in the crankcase is overcome. In the earlier engines a felt seal was used with a curved slinger. If renewing this felt seal always soak it well with tallow (not oil as this causes a wick effect.) The later engines use a normal neoprene seal and flat slinger. Best replacements are the double lip type. Always put a good smear of clean grease between the seal lips to lubricate it.

Before you do a strip down make sure the engine breathing system is working. As these engines were used over a period of almost 50 years, a number of different arrangements were in use. Check that there is no pressure building up in the engine because the fume tube is not the correct one (things get swapped between models over the years). Later models had a plastic filler cap with a filter in it. This should be checked in case it is blocked. The hose from the rocker cover to the air cleaner on some models can block and cause trouble also. This usually shows up as leaking from the rear main bearing bellhousing. Assuming you now have no external leaks we can now concentrate on internal consumption.

Some cars develop oil consumption after a valve grind. Quite often I have dismantled the top end (cylinder head) to discover someone has assembled the valve seals incorrectly. Between the 1950s and the 1980s three different types of seals were used. The first type was a flat washer made of neoprene, the second type also neoprene in the form of an O ring and the third type, the more common valve stem seal as used in modern type engines, and are



fitted on top of the valve guide. I am sure most people would not have much trouble in locating the correct position for the latter type, although care must be taken while fitting them.

I want to deal with the two earlier types. The very early type flat seal is sandwiched between the two parts of the keeper retainer. This seal is assembled before the valve spring is compressed and the keepers fitted. I have seen these fitted onto the stem before the spring is fitted and compressed. All it can do is go up and down with the valve and wave as the oil goes past. Result, oil consumption.

The O ring type is fitted to the top of the valve stem after the spring is compressed but before the keepers are fitted. Then when the spring compressor is released the O ring is wedged into the bottom of the keeper recess. Unfortunately the workshop manuals don't seem to illustrate this, so once again the O ring gets slipped down the stem. Result, oil consumption.

Now before you go out and rip the head off the Morry, there is a test I find helpful for the two types of early seals. Remove the rocker tappet cover and rocker gear. Apply some thin engine oil into the top of the valve keepers. The oil should not drain away down the split in the keepers if the seals are doing their job. This test is no use if your engine has seals fitted on top of the valve guides as in later engines. You do not need to remove the cylinder head to replace leaky valve seals, but for A type BMC engines it may be simpler.

If you find the seals are leaking, first decide which seals your engine needs and procure the correct new parts. Never try to use seals that have been used before – they will only leak. You only need to replace the seals that are leaking. Holding the springs down can be a challenge. I have made up a fitting to help me do

the job. I do not recommend using two screwdrivers to carry out the job because those bits you dislodge come at you at bullet pace and even if they don't hit you, will travel off into space.

You will also need to devise some way of holding the valve up while you press the spring down or you will be taking the head off to retrieve the valve as it can drop down into the cylinder. Some folk feed a long piece of string down the plug hole and bring the piston to the top thereby holding the valve up. Then when the job is done you pull the string back out, so don't forget to leave some string hanging out of the spark plug hole (or you will be taking the head off). I use compressed air to hold the valves shut. You need to have an air compressor, of course, and need to make up Q fitting for the hose to connect to the spark plug hole. It works well and can speed the job up. I find that the cylinder head bolts holding the rocker gear on need to have spacers or something added to the studs to tighten the head down while the rocker gear is removed or the engine water will leak into the sump. Probably a good idea to do this even using the string method.

Now if your engine is still using oil surely it may be the rings. Remember new rings won't fix a worn bore.

A worn bore will result in broken rings. If your engine has a worn bore it means a major strip down and a rebore. Probably a good time to regrind the crankshaft and renew bearings. This also raises the question, "Why did you bother to seal up all the oil leaks when you have to dismantle everything again?" Well it is all down to diagnosis. If you don't diagnose the problem you are bound to do the wrong job. I would rather repair all the oil leaks and find there were bigger problems, than dismantle the whole engine before I found that the problems were the result of several small oil leaks.

BW



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Waikato: Peter Morelli in his 4½ litre Bentley. Photo Hugh McInally.



Kairangi Hillclimb

Waikato Branch

Words Snow Vanden Broek
Photos Hugh McInally

Waikato farmland is considered to be amongst the best dairying land in the world, but it is not all flat. The Kairangi District is only 15 minutes from the Waikato Branch's Cambridge headquarters. The translation for the Maori word Kairangi is rainbow or multi-coloured arch in the sky. Rainbows are beautiful mystical things and the early inhabitants probably named the Kairangi District because it was a beautiful place. This was the second year the Waikato Veteran and Vintage Car Club had hosted the Kairangi Hill Climb using the longer course. Not difficult or treacherous; but not easy either.

From the gully start line there are a couple of off-camber bends heading into the hill which continues to ascend with a turn to the left. A tighter right sweeping

turn heads into the straight section where the faster cars are capable of touching 80mph before the nasty little dip with the blind exit, past the pit for a 90° turn. A short section downhill then a hairpin left, uphill with a long sweeping right to the finish line 2.2km from the start.

The objective for those entered is to attempt to reduce the time it takes from the start line to the finish line with each round of racing. For those helping to stage the event the objective is to supply a trouble free and enjoyable day for those in the first category.

Weather can definitely make or break a day like this. This year overcast skies and occasional drizzle moved on and left us with clear skies and a perfect spring day.

As with any club event there is a huge variation in the type of cars entered. A 1929 Austin 7 special, a 1972 MGB GT V8, Bentley 4 ½ litre, Morgan, MGA, MG TC, MG TF as well as others.

Significant was Les Harris once again on his BSA Bantam motorcycle. Les has been racing this highly modified bike for many years and to see him race up the course is incredible and it is hard to believe that he is 92 years old!

Having sold the 1906 Darracq, Anne Thompson was there with her MG Midget and encouraging young drivers Tamati Thompson and Aaron Aldersley, at first by holding back to build up their confidence but soon finding that she actually had to make a real effort as their times were lower than hers.

Fifteen year old Aaron was sharing his Dad's Austin 7 special and was only five seconds off the pace set by him. Both young guys were having a fantastic day!

It was pretty obvious at the start of the day that Graeme Collet's V8 powered MG was likely to be the fastest for the day and proved to be so. Graeme has much experience piloting this car and is a regular Targa competitor. This experience



Waikato: Geoff Wilson, MG TC.



Waikato: Les Harris, BSA Bantam.



Waikato: Steve Payne, Morgan 4/4.



Waikato: Gordon Dearlove, MG TF.



Nelson: Linda Topliss, Ford 10 Special, ducks to avoid the water spray.

reflected in his consistent times on the day. The slowest time he recorded was one minute and 18 seconds with his best time two seconds better.

Once described as "Racing Lorries," Bentleys have a long pedigree in speed events. However I don't think the short tight course let Peter Morelli display the full potential of his 1931 4½ litre version. It is an impressive car and made an awesome sight and sound as it left the start and headed off up the hill. It obviously has tall gearing and long legs as it would speed off and complete at least 100 metres before finding another gear.

Geoff Wilson has the honour of being the only entrant who regularly leaves rubber trails at the start line. His 1948 MG TC is a beautifully presented car that no doubt he is very proud of and one that he uses in the manner in which it was designed for. It is a sports car after all.

And the winner was? Everyone's a winner with a total of nine runs up the hill for the day.

Young Tamati Thompson was the most improved, bettering his time every run.

Graeme Collett was the fastest and most consistent, Les Harris first bike, Steve Aldersley first Post Vintage and Steve Payne first Post War.

Nelson Trial

Nelson Branch

Words, photos Damon Rose, Jim Wareing

The Nelson Trial, held on 13 September, was the final in the 2015 Mainland Trial Series run over courses at Marlborough, Reefton, Balcairn and Nelson. The weather was a typical sunny Nelson day with Happy Valley, an adventure park to the north of the city, a great venue for drivers and spectators. Several courses were enjoyed by a pleasing turnout of 27

keen drivers who tackled the challenges with enthusiasm. Watching the events was a very supportive crowd of spectators who all appeared to enjoy themselves. The courses were laid out to give spectators many good vantage points where they could see the action. It seems that drivers and passengers getting dressed-up for the event is gaining momentum too with some great outfits adding to the colour and fun. The winner on the day was David Palmer in his little Hillman special with 95 points followed closely by Richard Topliss with 92 in his new short Ford 10 special. His wife Linda took out the ladies competition with a score of 76 (it was great to see six lady drivers this was year). The long wheel base was won by Gordon Taylor.

The overall 2015 Mainland Trial Series winner was Lance Braid, Austin 7, with a total accumulated score of 363 and a very close second was David Palmer, Hillman special, with 361.



Nelson: Gordon Dacombe, Morris special exits the water.



Nelson: John Fowler and crew, with police helmets head for the next marker.



Nelson: Lance Braid, Austin 7, won the Mainland Series.



Auckland: Doug Pinker's 1960 Chevrolet Impala.



Auckland: David Adam's 1932 Sunbeam.



Auckland: Norm and Pat Dewhurst's 1925 Essex roadster.

Hunua 100

Auckland Branch

Photos John Stokes
Words John Stokes and
Tracey Winterbottom

This year's Hunua 100 commenced at the clubrooms, where we were honoured by the present of National President, Diane Quarrie, and Geoff. Diane presented three 50 year awards. One of the recipients, John Stewart, gave a short presentation about his new BMW all electric car with suicide rear doors, mentioning that in Norway over 40% of new car registrations are pure electric. Another recipient David Adams had his 1932 Sunbeam on display.

The following morning 68 entrants assembled at Totara Park Manurewa to start the run plotted by Gavin Welch and Sophie Zhao. There was strong out-of-branch support with a good contingent from Waikato, three from North Shore

and individual entries from Bay of Plenty, Northland, Rotorua and Waitemata. Post war to P80 entrants dominated the field with 39 entrants. Roger Morrison entered the sole Veteran, a 1915 Model T and Norm Dewhurst entered his 1925 Essex roadster, the only Vintage rear wheel brake car present. Many entrants were attracted to Doug Pinker's 1960 Chevrolet Impala. About 75% of the entrants opted for the various competitive classes and the remainder toured. Neil and Jan Beileski had a successful day out in their 1926 Renault NN tourer, one of the smallest cars entered. As usual Leo Fowler and Michael O'Kane were "flying the flag" for the motorcycle section. The rally travelled through rural South Auckland, from Totara Park through Papakura, Drury, Paerata, Patumahoe, Mauku and over to Waiuku for the lunch break, with a shorter afternoon section seeing us back to Drury

to the finish. Timing, along with some very subtle wording of instructions, had the competitive entrants thinking while everyone was able to complete the course without going too far astray. Roads were all sealed and very little modern traffic was encountered.

The evening prizegiving was well attended and we were lucky to have both Paul Collins and Diane Quarrie present to officiate with trophy presentations. Congratulations to Colin and Pam Bell, overall winners in their Chevrolet truck.



Auckland: Leo Fowler's Indian motorcycle and Murray and Penny Firth's Bedford truck.



Auckland: Michael O'Kane's BSA motorcycle combination.



The shot of several cars top left is John MacDonagh leading a group of cars in his Mistral.



The Jaguar special of John Coghill.



The ACE 111 of Graeme Hamilton leading John Coghill.



Rob Cope-Williams in the WILLCO Lotus 23.

Paul Kelly Speed Festival

Banks Peninsula Branch

Photos Terry Casey

Words Rob Cope-Williams

The Banks Peninsula branch started its summer festival of racing with four races at the Mike Pero Ruapuna raceway Paul Kelly Speed Festival.

The line up included many of regular pilots such as Paul Coghill in the Jaguar special, David Provan in his MG TF 1500, Murray Frew in his 1926 Chrysler, Graeme Hamilton in the ACE 111, Mark McFadden in the 260M Zephyr, Geoff Townsend in the MGV Crowe special, Kevin Anderson in the Denny Hulme built Cooper T52, Russ Haines in his Frangapelli built in 1965, Peter Leversedge turned up with his 1949 Stuart V8. Doug Macdonald had his Alfa Romeo special there, John McDonagh drove his Mistral, Rick Jones was there with his amazing MGA, Paul Rogers was driving his immaculate Lotus 23, Bryan Ashworth in his Daimler SP250 that he

campaigns for many years plus I made an appearance with my WILCO Lotus 23.

It was a two day event with two races on the Saturday with a display that had the commentators on their feet.

The big three Russ Haines, Paul Coghill and Graeme Hamilton fought it out in race one until Graeme punctured and left the other two to finish in a one two, Mark McFadden taking third.

Race two and the pressure was on again. This time Paul took the honours in the Jaguar special from Graeme in the ACE 111 and Russ Haines in third. Paul Rogers claimed fourth behind the roaring single seaters.

On Sunday morning I joined the fray. Again the big three set the pace with Paul Coghill taking the honours from Graeme Hamilton and I stole third on the line from a very fast Russ Haines. Mark was next in the Frangapelli and Paul Rogers in the Lotus.

In race four for the weekend Mark and I didn't get a start because of problems one

gets with old cars, but we witnessed an amazing display of wheel to wheel racing in ancient race cars as the three front runners attacked each other for the five laps. The lead changed many times and the crowds were on their feet as the trio fought for honours.

The final result was Russ Haines in the 260M from Paul Coghill in his brilliant Jaguar special, and Graeme Hamilton in the ACE 111.

While the attention from the commentators may have concentrated on the battle up front, they were very fast to talk about the depth of the field and the history that members put in front of the public, and we can rest assured that the spectators don't leave the bank when the VCC come out to race.

The next race meeting is set for the Skope Meeting in early February, but before then there are several hill climbs for the members, so there's lots of fun and excitement ahead.



The green car in the pits is the Lotus 23 of Paul Rogers.



Bryan Ashworth in the Daimler SP250.



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

brass notes

Lloyd Ewing of Nelson has almost finished the 1918 Buick restoration. This was started nine years ago after being found on a farm north of Auckland and reputedly owned by a transport company. An older gentleman was most excited when he was brought to see it as he had ridden around in it as a child. When Lloyd took delivery it had been hand painted over rust so had to be completely stripped and redone. The motor has had a full overhaul and has been running. Neil Rooney and John Chenoweth have helped out with replacing incorrect smaller parts for the right ones for the year. The goal is to have it entered on the Waimate Branch 35th Anniversary Rally in February.

Selwyn Wright is the new owner of the 1913 FIAT previously owned by Terry Wilson at Lake Tekapo. This car is thought to be one of three in New Zealand. It was found in a sorry state by Terry back in the 1950s near Christchurch. Thankfully the engine was salvageable and Terry was able to take part on the original Christchurch to Picton Rally and the inaugural Mount Cook Rally. The little FIAT has travelled widely including covering more than 3,000 miles when in Australia taking part in the 1988 Australian Bi-Centennial Rally. Selwyn also owns the 1916 Dodge previously restored by Bob Cook who lived in Dunedin and has since moved to Australia. While I was doing research for this column I came across the second 1913 FIAT Tipo Zero restored by Terry Wilson now in the hands of John Taylor in Central Otago.



David Taylor's Clement-Bayard.



1907 Sizaire Naudin now owned by Alan Dippie Dunedin

John's brother David is currently working on the early Clement Bayard that has been a work in progress around the southern part of New Zealand for some time. Bill Skeggs of Bluff began the restoration years ago and then it moved into the ownership of Alexandra's Barry Walker who couldn't see himself finding time to finish the project and on sold it to David Taylor who was looking for a brass Veteran to work on. At this stage he's waiting for the radiator rebuild to be completed and has work to do on the carburettor and magneto before concentrating on the body. He is delighted that a friend found a matching set of brass lights and a suitable horn in Australia.

Brian Newbery has almost finished his 1911 Little coupe, with just the upholstery and finishing touches to be done in readiness for the Vero International Festival of Motoring in January. I believe this car has spent its entire life in Christchurch.

Thankfully the 1907 Sizaire Naudin owned by the late Bob Turnbull is destined to stay in New Zealand for the foreseeable future. It has been bought by Alan Dippie from Dunedin and right now has pride of place in the Nichol's Garden Centre that is celebrating its 150 anniversary. An interesting aside, on the 60th Anniversary of the 1910 South Island Reliability Trial from Christchurch to Oamaru the Sizaire averaged just under 60 miles to the gallon.

At the end of last year Earl Preston was without a project. This being of some concern to us all he was offered a miscellaneous chassis from our yard that had been languishing in the Ashburton



Earl Preston's 1915 Calthorpe Scout.

Branch parts shed awaiting identification. It ended up here rather than at the dump. Earl and Rose collected it to take home to Blenheim after the National Veteran Rally in Oamaru, identified it as a 1915 Calthorpe Scout and began a rebuild. We watch progress with interest as I believe there will be a story to go with it in the future.

North Island Club Captain, Paul Collins has purchased the 1913 FN previously owned by Bruce and Wilma Madgwick. Along with it he has been given the car's history compiled by three of its past owners beginning with Mr Shortt who traded in a very fast racing motorcycle as part of the purchase deal. The car was used as a taxi in the Hawera area and was estimated to have travelled about 100,000 miles. Between 1918 and 1920 it was taken over by Mr Shortt's in-laws and used to travel to and from their farm near Hawera. They spent money having Lucas electrics fitted. Somewhere in the early 1920s it was parked up in a shed. In the '50s it was owned by Dawson Donaldson of Auckland who was later killed in an accident. In 1953 it was bought by Les McIntyre sight unseen for £10. Anything movable was stripped off and everything was railed to Auckland. The excitement of owning a



1913 FN, new owners Paul and Kathy Collins.

Veteran was short lived for what he first saw looked to be an almost hopeless task to restore. The only bright spot was that the engine would still turn freely with the crank handle, so work began and was finished, sans hood, just in time for the first Veteran Grand Prix at Ardmore.

Bruce and Wilma took possession from Les McIntyre in 1978. Bruce's first contact with the car would have been in the late '50s when it was on display in the showroom of Les' business in Rotorua alongside a 1905 Cadillac and a 1916 Chandler. In the late 1970s Bruce had finished restoring a 1928 Austin 7 saloon and a 1918 truck when he heard of an incomplete FN available at Whitford. He contacted Les for advice and was offered his 1913. It was found in storage, very forlorn, covered with dust and the tyres almost flat. After purchase it was completely stripped and rebuilt. The original wooden bodywork was in almost perfect condition despite its 40 years. New mudguards and door panels were made and new hood bows steamed and bent. Some of the original upholstery was still there and provided Albert Voss from Wanganui the pattern to reproduce it as original. Like the body woodwork the artillery wheels were in beautiful condition but because of the astronomical price of tyres a set of Sankey wheels were fitted. The electric lighting was returned to the acetylene generator and gas lights as original.

Final assembly was a mad rush in time to drive to Hamilton on the 10th Annual Brass Era Tour run by the Auckland Section of the Horseless Carriage Club of America. The vehicle's lack of performance was disappointing but later rectified with fine tuning and it has taken part in over 120 major rallies, including the 1988 Bi-Centennial Castrol World Rally in Australia as well as many local events. **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 was both delighted and somewhat sobered to open the July issue of *The Classic Motorcycle* and find an old friend and his very original, as it was then, BAT. This was taken at the end of the ACU National Rally that I've raved on about before in these columns. You may recall it was 600 miles in 24 hours non-stop and Eric did the night part on gas lights.

Not only do I remember this particular event but I took part in it. That's the sobering part that it makes me part of what the magazine regards as "history"! As it was the 1955 Rally I realised that when I counted on my fingers that it was 60 years ago. Where did all those years go flashing by when I wasn't looking?

The old friend was Eric Kennard, the president of my club in England "The Mid Herts Motorcycle & Light Car Club". Eric had a shop in Finchley, North London and came to the club every Thursday night usually loaded with spare parts for members ordered the week before and often paid for weekly. He was sort of the 'patron saint' of impoverished motorcyclists. He also sponsored Brian our road racer. I believe he was a member of a number of clubs and no doubt he did the same thing with all of them. He had a battered old Austin coupe and on Sundays he trailed an equally battered Norton 500T trials bike. One of those old fashioned enthusiasts.

A couple of years later I bought a 1952 ES2 Norton from his shop and did another National Rally on it when it developed a big end knock. I told him on the Thursday over a beer and he said "Alright bring her up on Saturday morning at eight o'clock and the workshop boys will sort it for you." This was real good because she was my only transport to get to work and to visit girl friends.

Saturday morning I arrived at his shop and was sent around the corner to the old stable block where his rather scruffy workshop was. Well the boys fell upon the bike like a pit crew and even though it was still hot it came apart before my eyes. I was given various bits and told to wash them

over there in the kero' trough. In no time the crankcase was split, and the flywheels out, and oversize rollers were fitted, and into the lathe for balancing. What was a surprise was the crankcase tossed in the old gas oven to get the bearings out. Oh, and on the top was a frying pan with congealed dripping in it for frying their sausages for sandwiches and a tea-brewing kettle. I seem to remember as a sort of encore they gave the valves a grind while the rest was being stitched back together. Enough to say I was back on the road home just after one o'clock. I'd called in the shop that as usual was full of motorcycle blokes and asked Eric how much I owed him, "I'll see you Thursday and let you know, pay me the next week."

The upstairs of his workshop, that had in days gone by been a stable, was an Aladdin's cave of spare parts and a pen full of Veteran and Vintage machines he'd collected over the years. Not many of us were allowed up there and someone who shouldn't have been was the factory inspector. How he got in to the act I don't know but he condemned the place until some of the tons of stuff were removed. Eric put the word out to the clubs of the area and invited us to come and take away what we wanted the next Saturday. That day saw the great assortment of sidecar outfits loaded with engines, gearboxes, frames and forks galore, tanks for all manner of machines. I know my mate Bert's ex-WD 16H Norton outfit staggered back to St Albans under the load. We also scored a rare KHA Ariel 500cc twin for ten quid. The front end had been run over and only the forks and front wheel were damaged. Bert worked with a bloke who had an ex WD Ariel and had fitted Matchless tele forks. He still had the Ariel girder front end. One day someone will find a KHA Ariel, a very rare beast, that has what looks like original girder forked front end. Won't that be a puzzle?

Big Knock Ends

BW



50 Year Awards

DAVE ADAMS **Auckland**

Dave immigrated to New Zealand in 1953 with his parents and younger brother. Their first car was a 1928 Sunbeam 20.9 Sports tourer. Thus started an affair with old cars, and in particular Sunbeams, that continues today. David and Anthea have a 1932 Sunbeam 23.8 which he first purchased in 1968 for \$100. It was in very poor condition at that time and was even fitted with a Morris body.

At this time David also owned a 1952 Morgan Plus 4 drophead but at the end of 1968 sold this to follow his then girlfriend, Anthea to Europe. They were away for three years and on returning to New Zealand in 1972 he found the car had been sold by his parents and it was 1978 before he was able to purchase it again. Over the years David has restored it and it is now motoring once again.

ROY SHANKS **Southland**

Roy joined the VCC in 1965 and rallied a 1928 Austin 12/4 for 10 years. In 1968-1969 he transferred to the new Gore branch and became Vice Chairman in 1970. He also was secretary/treasurer from 1972 to '76 and was the bulletin editor in 1975. Around 1987 the family moved back to Invercargill and he transferred back to the Southland Branch where he carried on his participation in various rallies with numerous vehicles including a 1937 Austin 7 Ruby, 1912 Ford T and a 1928 Hudson. In 2011 he was elected as treasurer of the branch and served four years, and at the same time in 2012 he volunteered as branch librarian, a position he still holds today. In 2012 he attended several rallies with his freshly rebuilt 1915 Ford T tourer.

Currently Roy is finishing off a restoration of a 1923 Essex 4 roadster.

He was elected to the committee of the Southland Branch in 2015.

JOHN STEWART **Auckland**

In his youth John had motorcycles; an EW Douglas, a Chater-Lea, then a Scott, one of seven he subsequently owned. His first car was a Model T Ford that had been trucked. In 1946 he bought a Model A roadster. In 1957, he bought a Stanley Steamer and in 1960 was invited by the VCC to participate in the Morrinsville Rally, with the Steamer leading the parade. He joined the Auckland Branch in 1964. John's passion though is for Veterans. He bought a single cylinder Cadillac in 1960

and rallied it extensively over the next 30 years. In 1967 he and several other Veteran owners formed the first regional chapter of the Horseless Carriage Club of America.

John eventually replaced the Model A with a 1934 Morris 10, followed by a succession of other cars before settling on the Rolls-Royce marque. These days he drives a 1952 R type Bentley and a 1951 Silver Dawn Rolls-Royce. His final restoration he says, and very nearly finished, will be the 1898 De Dion Motor Tricycle that has been in the family for 102 years.

JAMES TAYLOR **Southland**

Jim's first car was a 1924 Nash Roadster purchased in 1965 for £30, following which he joined the Southland Branch.

Jim built the parts shed on the Ariki Avenue site, then later he built the current clubrooms with voluntary help from other members. He served on several committees, was chairman from 1983-84, and has been club captain, bulletin editor and branch delegate.

His restoration projects include a 1914 Metz, 1924 Nash roadster, 1930 Nash 8, 1929 Nash Special 6 coupe and 1923 Nash 4 tourer. He has also owned a number of other cars and two motorcycles. Jim and Margaret have rallied extensively including the 1972 International Rally in Nelson in the 1914 Metz, the 1980 Rally in Rotorua with the 1924 Nash and two National Motorcycle Rallies.

Jim has passed his cars onto his daughter and grandchildren but he still goes on local club rallies and Wednesday runs in his 1964 Holden EH Special and is still involved in the parts shed.

ALF WILLIAMS **Auckland**

Alf's introduction to the VCC was by helping a friend to restore a 1928 Buick in which he was the navigator for the 1965 Haast Rally. Also in 1965 he bought the 1927 Chevrolet tourer which he is probably best known for, and joined the Canterbury Branch. In 1969 Alf moved to Papakura, so transferred to the Auckland Branch.

In 1972 Alf and Rosemeri attended the International Rally held in Nelson where they won their class. Over the ensuing years Alf and Rosemeri have attended many rallies all over New Zealand, competing with considerable success. They have taken part in all nine international rallies held in New Zealand and are entered for the 2016 Vero Dunedin Festival of Historic Motoring.

Alf has also restored two Morris Minors, a 1939 Chevrolet and is still doing odds and ends on a 1930 Franklin. A more recent acquisition is a 1954 Chevrolet. Chevrolets have always been Alf's preference.

book review

Reviewed by Kevin Clarkson



The Colemans of Wanganui The Way We Were by Bob Coleman

RRP \$59.50

Available to VCC members for \$50 plus p&p
Size A4, 362 pages, hard cover.

This book chronicles the Coleman family from Percy Coleman, born 26 Jan 1897, right up to the present day, including car racing exploits of Percy's grandchildren and other relatives. The Colemans are well known in the motorcycling world for their winning ways on the tracks and their success in motorcycle dealerships and in bringing Suzuki vehicles to New Zealand. In the '70s their huge factory was busy assembling many Suzuki vehicles for the New Zealand market, usually four wheel drive Jimnys in various formats including vans, utes and light trucks.

The Coleman boys, Rod and Bob, were both successful racers in New Zealand and overseas, including the Isle Of Man TT and the European circuits. Included in the book is a full account, from diary notes taken at the time, of Bob's first trip to the Isle Of Man. This is great reading and is an excellent account of the difficulties that can face the newcomer to the circuit.

As well as many stories about the Coleman family there are many colour and black and white photos taken through the years. Included are many other interesting items such as press releases, letters, from the ACU for example, and accounts of interest.

The "self publishing" aspect shows up errors and confusions from time to time but this does not detract from the enjoyment I got from reading all about this famous motorcycling family.

A great present for motorcycle enthusiasts.

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The office will close on Thursday 24 December 2015 and reopen on Tuesday 5 January 2016.



IMPORTANT NOTIFICATION TO ALL VCC MEMBERS

Club Membership Year To Alter

In early February you will be invoiced for the period 1 April 2016 to 31 October 2016. **This is a total of seven months only.**
To receive the discount your payment will be due by 20 March 2016 with the final due date being 31 March 2016.

From then on the new membership year will apply and in **early September 2016 you will be invoiced for the period 1 November 2016 to 31 October 2017.**

Full information available on page 6 of this issue.



1939 CHEVROLET MASTER DELUXE. Tidy original, Runs very well and drives okay. All brake cylinders have been re-conditioned. Has very little corrosion and would make a very affordable and reliable vintage car. Needs to be re-vinned as the reg has lapsed. Feel free to ask any questions. Phone 022 038 8660 \$8,500 ono MEM CANTERBURY



1929 SUPER SIX ESSEX Extremely reliable current reg & WOF drive away today \$11,800 frim. Phone Ted 07 878 7844 or 027 495 4693. Te Kuiti.



DATSUN GN620 1 TON 1975 (JUNE) lovely condition, 210km some spares, (spent most of its life in Alexandra). \$13,500. Phone Wayne 06 368 5611, davidbrowns@slingshot.co.nz

MEM HOROWHENUA



1929 DE SOTO SIX. Restoration, inc interior 2004, new tyres, battery, WOF. 6v fuel pump/carb 2004 spares inc motor short block. New pistons, crankshaft, spares plus manual. New carpets, chrome. \$17,800 neg. Phone Len 027 440 0888, a/h 06 844 7524, len.beau@xtra.co.nz MEM HAWKE'S BAY



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



1951 ARIEL 500cc MOTORCYCLE In good running order. Older restoration. Will need to be vinned but all paperwork present. This bike is very close to original factory specifications, with original carb and 20 inch front wheel. \$7,000. Phone Bruce 06 843 6717

MEM HAWKE'S BAY



1966 VAUXHALL VIVA Current WOF and reg, new paint, four near new tyres, excellent carpet and upholstery. New battery, new water pump. Coil and condenser, fuel pump and brakes overhauled, head reconditioned. A beaut wee car. Price \$5,500 ono. Phone 06 751 3502.

MEM TARANAKI



1964 VAUXHALL VELOX HYDRAMATIC travelled 54,000 miles, over \$8,000 receipts available. Very reliable vehicle a fine example of this model. WOF and reg. No rust. New carpets, tyres, brakes. Engine overhauled, nothing needs to be spent. Asking price \$16,000. Phone 027 669 9618

MEM TAURANGA



A VERY EARLY AUSTIN 10 (1933) in drive-away condition. Mechanically sound, excellent paint work and beautifully upholstered interior in psuedo leather. Reconditioned starter motor, good tyres, WOF and registered, selling on behalf of a deceased estate. \$8,250 ono. Phone John Kinvig 04 479 8569 or 027 452 4326.

MEM WELLINGTON



1939 SERIES E MORRIS 8. In very good condition and motors well. Has Morris 10 diff fitted. Many spares included, motor, gearbox, axles etc. Has repro original type hubcaps (expensive!) \$12,000. Phone 06 843 6717.

MEM HAWKE'S BAY



1972 ROLLS-ROYCE SILVER SHADOW Excellent condition inside and out. 126,000km, quiet engine with no work required. NZ new, service records available, WOF. View at Bruce McIlroy Ltd. in Ashburton. \$22,000. Phone Joan 03 693 7519 Geraldine. Please leave a message or jcc@slingshot.co.nz MEM CANTERBURY



1914 HUPMOBILE MODEL 32. Needs full restoration. Ex Clem McLachlan Ashburton. Electric starter, lights and generator. Reliable motoring Veteran. Most parts present includes scuttle and windscreen frame. Currently only 3 Model 32 Hups on the road in NZ. \$5,000 ono. Phone 021 0266 2425, bevars@outlook.com MEM CANTERBURY



1975 MGB GT SPECIAL EDITION 'JUBILEE' #193 of 751. Racing Green. Gold stripe. Gold V8 wheels. Overdrive. Sunroof. Carpet. Tinted windows. Receipts & history. Always garaged. WOF and reg. 78,800 miles. Unique in NZ. \$14,500. Personalised plate neg. Deceased estate. Phone 021 846 687 or 09 426 6687 s.courtney@clear.net.nz Orewa.



1938 VAUXHALL DX 14/6 Imported 24-Nov-1938 by Walter Philpott, transferred to son, 1972 88,668 miles. Full chassis restoration 88,700. New WOF, reg, VIC. Current mileage 88,705. \$14,200. Even the trafficator works! Phone Joe 03 545 1886 or nzwaller@hotmail.com. MEM NELSON



1954 FORDSON MAJOR DIESEL TRACTOR/LOADER Good condition, good rubber, all electrics in working order, recon. starter motor, new steering wheel, top link and rev counter. Stored near Maheno, North Otago. Offers over \$3,500. Phone 03 577 5509 or Consultech@xtra.co.nz MEM NORTH OTAGO



CLASSIC CAR STEERING WHEEL COVERS Quality reproduction 1940s/60s style covers with foam backing. Made to measure, choice of colours, includes stitching cord and a bodkin. Diameter of steering wheel and rim (grip) required. \$64 ea incl. freight. Phone 06 868 4846 or 027 478 0872, rohoney@clear.net.nz



RARE 1958 FORD FAIRLANE SKYLINER RETRACTABLE Two People's Choices and Best American at a show. WOF & reg. Exc condition. Personal plates not incl. Genuine enquiries only. Price \$75,000 neg. Phone 0275 797 275, a/hrs 07 868 5989, colbru@clear.net.nz MEM AUCKLAND



1920 MODEL R HUPMOBILE Excellent condition. Authentically restored. Lacquer finish paint. Reliable motoring car rallied extensively throughout NZ since 1971. Has won numerous concours. Asking \$45,000. Phone Joan Paul 03 686 0164 or email russandjoan@xtra.co.nz MEM TIMARU



1982 DAIMLER SOVEREIGN 4.2L 116,070 miles. Reg and WOF. Drives very nicely, shed housed for the past eight years. A little rust in the left rear door and rear window rust has been repaired. A very motorable vehicle needing a minimal amount of TLC. \$4,000. Phone 06 862 5781 Email rohoney@clear.net.nz MEM GISBORNE



1962 AUSTIN WESTMINSTER A110 PETROL/LPG. Good all round original condition. Eight owners. Includes spare parts and reconditioned spare motor. Reg on hold. Estate sale. All offers considered Contact Colin Johnston phone 06 754 6216 or 021 1316 699. Or cjohnstoncollections@xtra.co.nz MEM TARANAKI



1977 CF BEDFORD LWB, factory 202 Holden auto, Reg & WoF. LPG cert & twin tanks cert. to 2022 & 2025. Gas califont H&C water, shower & self contained WC, gas oven, self contained grey water, solar panel, separate battery system. Good condition. \$15,000ono – consider trade. Phone 03 577 5509 or Consultech@xtra.co.nz MEM NORTH OTAGO



1918 FORD MODEL T PARTS Nearly all parts to complete running chassis. Restored: flywheel, coil box + coils, kerosene side, tail lamps, windscreen; bulk head subframe, muffler; diff housings. New: 4 x tyres and tubes, conrods, bearings, pistons. Parts: 2 x motors; radiator, bonnet; chassis; numerous other parts. Phone Bob Pettigrew 06 356 9310 MEM MANAWATU



MODEL A FORD 1928 ROADSTER Reg. and WOF. Needs a slight tidy up. Good all round vehicle. For information contact vintagecars@xtra.co.nz or phone 03 528 7924. MEM MOTUEKA



ISEKI TRACTOR TX2140 16hp diesel 1983. One owner, low hours (98), well serviced. 8 speed diff lock 2xPTO. 4WD in/out. Hydraulics, lights, tyres as new. Info decal intact. Terrific torque. Orig tools, sale brochure, sales receipt, service sheets, operation manual. Optional low use mower. Offers. Phone 03 354 9264. MEM CANTERBURY



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



1928 DODGE STANDARD SEDAN 6 cylinder motor, four wheel steel-draulic brakes. 4-door Budd Body. Restored by the late John Forbes of Alexandra, motor reconditioned by John Loudon. WOF and Reg. Beneficial mods, inc overdrive unit. Some spares, inc gearbox. \$18,000 ono. Phone Jack 03 352 6672, 0274 322 041 MEM CANTERBURY



1997 MGF 1790CC Two seater convertible with hard and soft top. 109,349kms, manual 5 speed, stainless steel exhaust, new front tyres and battery. Well maintained, owners manual, a pleasure to drive. WOF and rego. \$7,500. Phone 06 878 2941 or email davmargadams@xtra.co.nz MEM HAWKE'S BAY



1951 STUDEBAKER CHAMPION 3 speed and overdrive, good 6 cyl engine, stainless muffler and tailpipe. Headlining, carpet and door trims replaced. Studebaker heater. \$13,000. Phone Alwyn Hoskins 03 215 9302 MEM SOUTHLAND



1951 BSA BANTAM 125CC Mist Green. Fully restored in original condition. Mileage since restoration 2368. WOF and registered, with VIC. \$3200 or NO. Nice bike for a collection or just ride. Phone 04 567 9160, or goldenflash@clear.net.nz MEM LOWER HUTT



1958 MK VIII JAGUAR with personalised number-plates. Motor, automatic overhauled, repainted, original upholstery. 145,000 miles, present owner 19 years. Genuine reason for selling. \$21,000ono. Phone 03 202 5378. Car in Southland. MEM GORE



1968 SUNBEAM ALPINE SERIES 5 1725CC Spares and H/T very original. \$20,000. Phone 09 298 5956. MEM AUCKLAND



1908 BRITON For sale by tender. Good motorable Veteran rally car with spare motor (in parts) . Older restoration. Only such model known with wooden chassis 2 cylinder; 10hp; with personalised number plates 'BRITON'. Leather seats. Tenders close 29/2/2016. View Palmerston North. Phone Bob on 06 356 9310, ringgear@xtra.co.nz MEM MANAWATU



RILEY BROOKLANDS SPEED MODEL REPLIC. 1932 Nine rebuilt with reference to a genuine factory team car. Re-manufactured swan-neck pattern frame, lightweight (doorless) aluminium body, leather seats. Brooklands radiator. Repro parts inc gear set, remote gate, water pump. VIC. Phone Murray 04 293 3601 MEM WELLINGTON



1929 DE SOTO SIX Restoration inc interior 2004, new tyres, battery. New WOF. 6v fuel pump/carb 2004 spare since motor short block, inc sump. New pistons crankshaft and other spares, plus manual, new carpets, chrome etc. \$17,800 neg. Phone Len 0274 400 888 or after hours 06 844 7524 or lean.beau@xtra.co.nz MEM HAWKE'S BAY

WANTED TO BUY



1925 STUDEBAKER DUPLEX rear side windows 15 x 12inch as photo and back window frames 31 x 11 inch. Sunvisor external which screws in front of windscreen 40 x 9 ins. Door sill / floor trim plates front and rear. Phone Tony 09 441 9343, daligan@ihug.co.nz
MEM NORTH SHORE

1.75X19 TYRES FOR VELO SOLEX MOPED. Phone John 06 751 5554 or megandjohnny@xtra.co.nz
MEM TARANAKI

1926 1927 FORD MODEL T front and rear guards and valance panels wanted. Contact Ken Phillips 027 276 9919, KJS.Phillips@xtra.co.nz

1929 CHRYSLER 68 REAR AXLE SHAFT, 10 spline, 30 7/8" long, other years may be the same. Would also like a workshop and parts manual. Phone 03 342 8526, brtaylor@xtra.co.nz
MEM CANTERBURY

1930 MODEL A FORD R/H COWL SIDE WANTED or enough to replace the rusty swage at the top (by the tank) of mine. Phone 027 446 1986 or kimhunter22@nowmail.co.nz
MEM HAWKE'S BAY

1936 CHEVROLET MASTER DELUXE gearbox bell housing. Please phone 03 755 6625 or email 19chev36@gmail.com
MEM OTAGO

1938 P6 PLYMOUTH SEDAN PARTS. Steering Column/Bulkhead grommet, Anti Sway Bar links (or alternative that can be used), Handbrake drum and hand brake band. Front Bumper irons. Dip stick and dipstick tube. To borrow for sample - battery box. Phone Peter on 03 327 9227 Kaiapoi, 021 057 0078, or peterjjenkz@hotmail.com.
MEM CANTERBURY

1938 VAUXHALL 10 H SERIES front and rear bumpers. Also the mascot? bird? that is bolted to the top of the radiator shell. Phone 027 498 2772.

MEM CENTRAL HAWKE'S BAY

1957 E VAUXHALL PARTS, heater, factory radio, factory clock, electric wiper motor (2 speed), exterior front sunvisor, exhaust manifold (6 cylinder). Also whereabouts of any '57 Velox parts. If anyone can help with parts phone 03 208 5145 or 027 517 3915
MEM GORE

BEADED EDGE RIM - 23" x 3 1/2" -preferably with tyre for spare. Anything considered. Phone Bruce 06 878 6141 or email absmall@vodafone.co.nz
MEM HAWKE'S BAY

CRESCENT MOPED PARTS or information. Phone 03 322 6424. Christchurch. Will travel.

FORD MODEL T 1926/1927 COUPE OR TUDOR firewall/cowl/A-pillar/hinges/dash. Also interested in subframe to suit and fenders, rad surround, engine hood, h/lights, steering column and wheel, gas tank. Phone 07 824 7728

FRONT BUMPER FOR A TRIUMPH GT6 MK3 which is possibly the same as the Spitfire MkIV. Also wanted a wooden dashboard for the same models. Any condition considered. Phone John 07 578 5403 or johnboaddy@yahoo.co.nz
BAY OF PLENTY

GEARBOX REQUIRED FOR 1934 ASX VAUXHALL any conditon, reconditioned one would be great. Phone 09 836 0989
MEM NORTH SHORE

JAMES FLYING CADET or Francis-Barnett Plover 86 of 1961. Rear suspension coil spring needed. This has an integral threaded stud at each end. Phone Paul Whitehead 07 549 2212 or bsajames@hotmail.com
MEM TAURANGA?

MODEL A RADIATOR WANTED for 1928. In good condition. Phone 09 403 8087
MEM FAR NORTH

ONE STRAP TO HOLD PETROL TANK in place for a 1926 Model T Ford. Graeme Duthie, phone 027 242 0861 or graemeduthie@xtra.co.nz
MEM OTAGO

'PARIS-RHONE' DYNASTART MODEL D2R 12V, or parts thereof. Any condition considered. Email pelwellsutton@fastmail.fm
MEM CENTRAL OTAGO



FRONT LEFT MUDGUARD and headlight wanted for a 1974 Peugeot 504 as per the above photo (same shape as this which is the right hand side). Phone Tony 03 612 6596 or 0274 780 704 or tony45lyn@xtra.co.nz
SOUTH CANTERBURY



1952 CHEVROLET WANTED Must have grill as shown in photo. Must be in excellent condition. NOT a project. Phone Jim 09 420 8302.
MEM NORTH SHORE

ROSTYLE WHEEL for '75 MG Midget (Square wheel arch model). Phone 04 566 2757

STAR Fire hub caps from one to a full set any size. Phone 03 693 9016
MEM SOUTH CANTERBURY

VOLKSWAGEN KOMBI WESTFALIA Poptop camper 1968 - 1970s model wanted in top notch condition. Will look anywhere in New Zealand. Phone Jack 03 352 6672 or 0274 322 041 Christchurch. MEM CANTERBURY.

WANTED TO SUIT 1934 ASX VAUXHALL. Tail lamp with the V logo stamped in it, front mudguard park lights, radiator badge, and bumper bolt covers with the V on them. Any condition or parts of. Phone 027 446 1986 or kimhunter22@nowmail.co.nz
MEM HAWKE'S BAY

SWAP MEETS & RALLIES



SWAP MEET
Saturday 27 February 2016

Swap Meet starts 7am

Sellers \$10 Buyers Adults \$5
Children (under 12) Free

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

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

GORE SWAP MEET
SWAP MEET AND BOOT SALE

Run by the Gore Vintage Car Club.

SUNDAY 20 MARCH 2016
at WAIMEA ST GORE.

8am Start – Breakfast Available,

Admittance Adults \$5 Children Free,

Sellers Stalls \$8 (includes one entry free)

(If you have items you wish to sell please come along and set up a stall)

Enquiries to Evan 03 208 6479 027 650 8056
or Stewart 03 208 7932

SWAP MEETS & RALLIES



GORE BRANCH 49TH ANNUAL FESTIVAL RALLY SATURDAY 27 FEBRUARY 2016

All classes eligible
Long and Short Routes
Entries close 14 February 2016
Enquiries/Entry forms contact
Keith Dodds 03 208 6038
Accommodation available across the road from clubrooms



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SATURDAY 9TH JANUARY 2016

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Nelson Branch VCC NZ

SWAP MEET 6 February 2016



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khmercer@xtra.co.nz • Phone 03 541 8112
Pit Gate, Speedway Assn Grounds,
Lansdowne Road, Richmond
VCC Member Sites \$10
Public Sites \$15 • Site Size 6m x 5m
Entry non-site holders \$2

39th Annual

PUKEKOHE SWAP MEET

For Information contact
Rob 027 4955567

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Sunday only sites \$15.00

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Something for Everyone
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WEST COAST Scenicland Rally! 19 March 2016



Based in Greymouth
Entry closes 5 March 2016
No late entries

Entry forms from Rally Sec.
Email: b.m.woolhouse@xtra.co.nz

WINCHESTER SWAP MEET and BAZAAR

Winchester Domain

Saturday 2 April 2016

GATES OPEN AT 7.30am

\$5 entry and NO DOGS ALLOWED.

On site Camping Friday night only

For SITE BOOKINGS contact

Michelle Munroe ph 03 688 4824

Swap Meet Chairman. Grant Mehrstens ph 03 684 9094

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All sponsorship and donations raised will be allocated to Hospice NZ or a Hospice of the donors choice.

Organizers and participants will cover all their own expenses.

For those interested in joining us or for more info:
Email phil.aish@gmail.com or tombro@xtra.co.nz
Mob 027 444 9655

SWAP MEETS & RALLIES

Horowhenua Branch VCC NZ Inc

ANNUAL SWAP MEET and collectables day

Saturday 19th March 2016
Gates open 7am

Levin Show Grounds Events Park
14 Tiro Tiro Road Levin

Admission

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

Food and Drink on site all day
Something for Everyone
Spare Parts - Open at 10am

Enquiries to Pete Coll ins
Phone 06 3688656 or
sandracollins@xtra.co.nz

VCCNZ Ashburton Branch SWAPMEET

Saturday 7 May 2016

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

Site Bookings to NOEL BATTY
3 Country Place, Ashburton 7700
Email noelbatty@hotmail.com
Phone 03 308 4003

Gates
Open
7.30am

The Rotorua Vintage and Veteran Car Club

ANNUAL CAR SHOW

Sunday 17 January 2016, 9am to 4pm.

Rotorua Village Green at the lakefront
entrance is off Whakaue St, between Fenton and Tutanekei Sts.

Entry: Show car drivers and visitors will be asked for a gold coin donation.

All vehicles of special interest are welcome, particularly Veteran, Vintage and Classic Cars.

Bring picnic lunches and refreshments, or visit cafes close by in the Eat Street precinct.

Contact: David Tomlinson, telephone 07 357 2712,
email dave@tomlinson.co.nz or rotorua@vcc.org.nz
for further information • www.rotoruvintagecarclub.org.nz

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FREE ADVERTISING*

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

Email your advertisement to beadedwheels@vcc.org.nz or complete the form below and post to Marketplace, Beaded Wheels, PO Box 13140, Christchurch 8141. See page 3 of this issue for deadline for receipt of advertisements and payment for our next issue.

\$21 Text only advertisement.

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

\$54 Text and colour photo advertisement.

Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, digital photos may be submitted to our email address: beadedwheels@vcc.org.nz

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

WANTED FOR SALE Tick which column you require

Name (block letters) _____ Phone _____

Advertisement text (45 words) _____

Non-members if possible include vehicle location in your description

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

Card Expiry Date: ___/___/___ Card Number

Name on Card: _____ Cardholder Signature: _____

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

CONDITIONS OF FREE ADVERTISING

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

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

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

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

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

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Ashburton: Ron and Marilyn Galletly with Mr and Mrs Cross.



Auckland: Neil Lucas' 1939 Mercury.



Auckland: Don Johnson's 1970 Cortina Mk2 1600E.



Ashburton: A photo of some of the cars gathered at Geraldine before the combined Ashburton Branch and South Canterbury Branch Opening Rally.



Auckland: Wayne and Carrie Roberts' 1928 Willys Knight model 56.



Auckland: Rolls-Royce Silver Shadow projects seen by the midweek tourers.

Ashburton

Owen Wilson

Welcome to new members Kevin and Alison Longford, 1929 Dodge and Dave and Ally Saunders, 1955 MG TF 1500. Our opening run was on 6 September with South Canterbury Branch and there were 66 vehicles, about half from each branch. We visited the Fairlie Historical and Machinery Collection. After lunch we looked at Colin Lyons' collection. The more adventuresome ones did some wine tasting. Then on to the South Canterbury Chairman John Foster's home to see his collection.

The Spring Rally was on 18 October. Some did not get away on time as the rugby was being played. There were 46 entries but the only trophy competition was for motorcycles, Veteran and commercial.

Results

Veteran

1st Rob and Diane Ross, 1915 Dodge
2nd Kevin and Iris Begg, Ford Model T

Motorcycles

1st Gary Hawke, Norton
2nd Percy Ralston, Douglas

Commercial

1st Isla and Roger Jones, Ford Bonus pickup
2nd Ron and Marilyn Galletly, 1939 Dodge pickup

The owners of the property Mr and Mrs Cross were asked to choose a vehicle that took their eye. They selected Ron and Marilyn Galletly's Dodge.

Auckland

John Stokes

We extend condolences to Leo Fowler on the loss of Fiona, and to the Jackson family on the loss of Bryan.

Motorcycles: David Warren displayed his 1928 Harley-Davidson Model JD at our September meeting. This machine has some modifications and David is very happy with its road performance. Several Aucklanders attended Taranaki's Rubber Duckie rally and after 28 years trying Leo Fowler succeeded in winning outright on his 1942 Indian 741B. Malcolm Brown won our Kick Start Rally on his Indian and Andy Miller won the Poker Run on his 1977 Laverda Jota. New motorcycle members include Paul and Kerrie Hunter, 1922 Indian Scout and 1972 Honda CB 750 and a 1928 Ford A Tudor, Roger and Debbie Bourne, 1930 Norton Model 18, and Keith Ballagh, 1936 KSS Velocette and 1951 MAC Velocette.

Veteran: Bruce and Wilma Madgwick have sold their 1913 FN to North Island Club Captain Paul Collins.

Vintage: Ted Spain is busily gathering parts for a 1922 Model T Ford.

PV PWV: Neil Lucas has brought a 1939 Ford V8 Mercury.

P60V P80V Neville Williams has joined with a 1966 Chev Corvette coupe and Doug Pinker has purchased a 1960 Chev Impala. Don Johnson has acquired a 1970 Ford Cortina Mk2 1600 E.

Commercial: Barry Julian has rejoined with a 1934 Chev pickup.

Library: We have acquired a number of rare *New Zealand Motor Journals* from the 1920s and also a very rare painted glass advert for the Span petrol marketed by W S Miller in the 1930s.

Wayne and Carrie Roberts organised a tour for 14 cars to the Sulphur City Rally in Rotorua. Wayne and Carrie got second Vintage in their 1928 Willys Knight on the Sulphur City Rally. Tracey and Stephen Winterbottom initiated a straight line rally with accompanying written instructions to help out newcomers to this form of rallying. Rodger and Val Ball and Russell and Jocelyn McAlpine tied for first place in their 1930 Model A Fords. Wayne and Carrie Roberts driving their 1924 Velie Silver Swallow won the Ladies Rally, plotted by Annette and Ken Foot.

Bay of Plenty

Bryce Strong

At our monthly meeting in October Rod Brayshaw, branch member and National Registrar, gave a very interesting address on the new Authentic Reproduction Vehicle (ARV) class of vehicle. This was covered in *Beaded Wheels* 336, but as we heard the draft of Rod's forthcoming presentation to the FIVA General Assembly later this year, along with his question and answer period, it was explained in much greater detail. His examples of some vehicles that have been



Auckland: David Warren's Harley-Davidson.



Bay of Plenty: Bella Street Pumphouse exterior.



Bay of Plenty: Don Wade with the giant crankshaft from the Pumphouse.



Bay of Plenty: one of the pumphead rockers.

recently built and would meet the new class criteria was astonishing!

It is encouraging to see that we regularly attract over 80 members to our monthly meetings.

A recent run was to club member Rex Williams' property to view his four Model T Fords (one for each of his children), his collection of tractors, and much other assorted memorabilia. I was impressed with the support and enthusiasm of his adult children, and of his 'tracked' tractor.

Another run was to Thames to inspect the Bella Street Pumphouse, which ceased operation over 100 years ago. Built to de-water underground gold mines, this amazing piece of steam powered machinery lifted water from 1,000 feet underground at the rate of 2,000 gallons per minute. This was followed by a visit to the Butterfly and Orchid Gardens. Our final run for October was a visit to the abandoned Golden Cross Gold Mine.

Central Hawke's Bay John Foot

Rod McKenzie has had the differential and gearbox out of the Model A to remedy some oil leaks and give a general tidy up underneath. Bruce Poole has had a new driveshaft manufactured and fitted to the Chrysler 77 and reports that it is a much nicer car to drive now. I have the engine out of the Buick and it is terminal so there will be a transplant in the very

near future when I get the machining back. The August club night was held at the Leopard Tavern with 42 members present. Waipukurau Clubs and Services day was held in August and we had four cars on display along with an information stand in the main street. Our August Club run (14 cars) was to a camera and car collection that ranged from small personal cameras to huge aerial mapping cameras and x-ray equipment. The car collection was mainly Daimler but also with a Veteran Rover, 1907 Demeester and 1905 Reo. The September club run was well attended with 19 cars out and a very interesting visit to Kintail Honey, lunch at a private daffodil garden and followed with a visit to Taniwha Daffodils. We welcome new members Neil and Glenys Cox, ex Marlborough, Laurie and Gloria Malcolmson, Paul and Jessica Squire, Viv Atkinson, Mervyn McCulloch and Sandra Haycock. September club night was held at the Dannevirke Services and Citizens Club with Manawatu Branch as guests. October we held a successful first mid-week run to view two Onga Onga members' projects.

Eastern Bay of Plenty

Peter Donovan

Four cars travelled to Rotorua to enter the annual Sulphur City Rally. Prize plaques for Vintage and Post War sections returned with Les and Gail Costar, '28

Austin, and Steve and Joy Growden, '51 Velox, respectively.

Seven cars attended the Paeroa Vintage and Antique weekend celebrations, leading the procession with the three oldest cars in a long line of very well presented vehicles.

Members' cars were on display at the Kawerau Wood Festival on 27 September, and also again at the revitalized Whakatane A and P Show on 10 October.

John Twaddle's rare 1961 Morris Minor 1000 was on display with 464 other British cars at the Brits at the Beach celebration in Whitianga during October. This car was imported from Ireland and has been recently restored to new condition and joins his other mint condition Minor.

Perhaps the climax of recent activity has been the Posh Picnic celebration of Walter and Alison's Veteran Studebaker which turned 100 this year! The event was celebrated with a tour to Ohope Beach followed up with cake and bubbles.

Walter and Alison in their '28 Chev roadster pickup, together with four cars from CHB Branch recently completed Tony's East Coast Ramble covering secondary roads; very rough through the Motu, best accommodation at Tokomaru Bay and a most enjoyable night in the Matawai pub where the locals came to join in the fun.

As a cost control exercise, our branch has this month adopted the practice of emailing out *Running Board*, our magazine.



Hawke's Bay: 1937 Packard belonging to Brian and Margaret Taylor at Silverford Homestead.



EBOP: The touring group's cars outside the Matawai Hotel.



EBOP: Alison and Walter McFarland's Chev crossing a ford on the Motu road.



Central Hawke's Bay: Clubs and Services display Vauxhall J, MGB, 1914 Overland and 1935 Auburn.



EBOP: Local branch cars leading the Paeroa celebration procession.

Gore Jim McFadzien

A new event for the Gore Branch took place on 13 September organised by Keith Nunn. This was for Commercial, Vintage and PVV entries – so flat decks, well decks and an ambulance from yesteryear all took part. Competitors had their lunch at the clubrooms before the run. We went south east of Gore to cross the Waikaka stream then north through Waikaka Valley before going westward through Otama and back to the clubrooms.

Bill Sheddan and Ken Buchanan were nominated to organise our annual P60V run on 17 October. A map outlining the roads plus instructions showed our travel plans taking us through Hedgehope, Springhills and Ryal Bush to Southland's Riviera of the South – Riverton. We swelled the numbers by another 18 vehicles at their annual Classic Car Show, and over lunch were able to see other exotic vehicles as the venue kept filling up. We left to continue north through Fairfax and Otatau to Mossburn, then to Lumsden for a refreshment stop at Route 6 Cafe. On to Riversdale to one of New Zealand's hideaway collectors who had a display of some 30 Ford vehicles, some rare and priceless. A good run of 160 miles enjoyed by all – crossing the Matura, Aparima and Oreti Rivers, all in flood and

very dirty. Fifty millimetres of rain had fallen the night before.

Hawke's Bay Esther Smith

The big event on our radar is an open day to be held in early November. It's been a huge logistical planning exercise but the event seems to have really triggered people's interest with offers of help pouring in. The aim of the open day is to attract new members and also to provide a different event to bring out members who we don't often see. It's also an opportunity to showcase the branch, its activities and facilities to the wider public. We are working on the premise that we want to show the range of vehicles that are club eligible, emphasise the fact that owning and restoring an older car can still be done, and that it can be undertaken by anyone who is keen and it doesn't have to cost the earth.

The gymkhana is to be a feature of the open day. Committee member Malcolm Blair has risen to the challenge of organising that part of the day. All the equipment that is been prepared for this event will be able to be used for similar events in the future.

Our recent outings have included a successful shed raid organised by Steve Trott. In October we had a country run,

croquet on the lawn and all that, visiting a delightful 100 year old property set among the most magnificent established trees. Apparently it was the town house for a more remote station.

The branch is busy over the next few months with lots of activities and events planned including our annual safari, this time we are visiting the Te Awamatu area.

Horowhenua Peter Nightingale

In September we held our Open Day at the clubrooms. This was held in conjunction with Tararua Rodders. They held their very successful show in the AP&I Show Grounds at Levin. Our members assisted on the gate and installed and assembled our mock garage for their show. Our clubrooms, library and spare parts were open all day. We displayed our cars and were met for lunch by Manawatu Branch on their Sunday run. Ten cars from the Morris Minor Club also finished their run at our place for lunch. Spares report that trading was similar to a swap meet and the library was busy with some visiting, some searching for information and some purchasing. Librarian Bev distributed five membership packs to visitors. A great day with two branches and three different clubs all cohabitating the same park.



Horowhenua: Moulds to manufacture the MGA 3 piece screen.



Horowhenua: Trial fit of the acrylic window in the MGA.



Horowhenua: Horowhenua members assemble the mock garage.



Horowhenua: Ivan Benge and his 1939 Plymouth pickup.



Horowhenua: Morris Minor Club in attendance for lunch.

Ivan Benge participated in his newly acquired 1939 Plymouth PT81 pickup on its first club run and it rolled into the grounds sounding just perfect.

Last club night speaker was Rick Goodman from Goodman Contractors who built the Kapiti Expressway. Rick is a very entertaining and engaging speaker. He captivated the 60 members present with stories of old and current tales of the expressway. His account of issues dealing with peat and sand was interesting.

Member Mike Khull, our John L Goddard Trophy winner, continues to toil away. He cannot source a glass rear screen for his MGA anywhere so he made three separate moulds to have the three-part screen made from acrylic by an outfit in Auckland. They have just been finished and



Horowhenua: Horowhenua and Manawatu cars on display.



Nelson: Hosting the Marlborough branch for morning tea.



North Otago: Rolfe's Citroen Light 15.



North Shore: Richard Flemming's collection visited on the Spring Tour.



North Otago: Lee's Chevy speedster.



North Shore: Oct Club Run, Frances Gillett reminiscing.

fitting is underway. He hopes that one day a genuine glass screen will turn up.

Marlborough Chris de Wagt

We recently lost our Patron and stalwart of the branch Trevor May in his 90th year. We welcome new member Dennis Menzies, 1961 Ford Prefect.

Our October run to Marfells's Beach for a barbeque attracted 30 vehicles and in early November 22 vehicles turned out for the drive to Whites Bay, a great run with good company. Summer is on its way.

Inter-branch relationships were fostered by 37 members taking a bus trip over-the-hill to Nelson's new clubrooms for morning tea. After a natter the group found time to visit Eyebright and the wonderful World of Wearable Art museum and take time looking over classic cars of course.

In October the draw card was the Hororata swap meet where there were plenty of motorcycle parts and several complete motorcycles for sale. This being the day before our normal run those not attending (or who had returned) turned up to clean the motorcycles on show in the branch museum. Following lunch the members visited the RSA small-bore rifle range with some fairly strong competition from the female members. The annual Shiny Parts auction was held with Graham Wiblin being made an honorary motorcyclist to assist the auctioneer, qualifying

him to attend the motorcycle section's Christmas lunch.

The Foundation for the Blind and Marlborough Hospice benefited from visits by branch members with 43 vision impaired folks enjoying a drive around the outskirts of Blenheim and back to the clubrooms for afternoon tea.

Nelson Jim Wareing

The end of the winter has been a quiet time in Nelson. A small number attended an interesting talk by Richmond Radiators for the September club night. Many members travelled to Christchurch for the annual swap meet and several camped on site. The Branch hosted approximately 40 Marlborough members for a morning tea at the end of September, it was a pleasure to catch up with our neighbours.

A very successful trials event attracted 27 drivers. See Rally Snippets for a report on this event.

North Otago Clive Blunden

The weather gods were favouring us again for our opening run, the Tea Pot rally. This was a combined outing with the Waimate branch and both branches had a preliminary run as we met up at the Waitaki Hall. We did a run around Oamaru taking in some great town views and then out onto the Waitaki plains ending up at the Waitaki Hall, times were taken on the

plains run to see how members were at maintaining their nominated speed, with some very interesting results!

A wide range of vehicles took part, all looking grand. The field test winners were Kenneth and Christy Rolfe in their Citroen Light 15 with Graeme Simpson and his dog Bella in their 1939 Austin 8 a close second. The winner of the Tea Pot rally was Lee Orchard in her Vintage Chevy Speedster, the oldest car there. It all ended at the Oamaru clubrooms for afternoon tea. It was a good day out and we made a lot of new friends from Waimate.

In my last Idle Torque two valued members were mistakenly left out of the Daffodil run, my apologies to Leslie and Nola Gardiner with their 1951 Citroen Light 15.

North Shore Mary Lloyd

The much-anticipated Spring Tour organised by Paul and Kathy Collins had two glorious spring days of non-stop sunshine and cherry blossom trees blooming everywhere. Our first stop was to the interesting Coalfields Museum in Huntly and then on to Pirongia and their very popular Market Day. The police directed us away from the crowds but not before the admiring shoppers checked out the cars. We were directed to the back roads and our next destination, Richard Flemming's farm in Otorohanga, where we



Rotorua: John Peters and Bill Skelton discuss 1920s Austin engineering.



Rotorua: Rotorua members examine Bob MacKay's Morris Minor utility.



South Canterbury: South Canterbury members view the collection of Colin Venables, at Green Island.



Rotorua: Tall marshalls have to bend double to speak to Reg Munro in his Sprite. Denis Burr's Dodge towers over them.



South Canterbury: The 1925 Studebaker of Barry Barnes, at the start of the 60th Mt Cook Rally. Barry has owned this vehicle since the 1960s.

had lunch. We soaked up more sun and lunch and Richard's amazing collection of vehicles and memorabilia.

The next leg took us to Lake Waipapa and then it was off to Taupo. This was a very long section and we were getting anxious because we thought we would run out of petrol. We made it and first stop was for petrol. We found our motel and then it was off to a very nice dinner.

Next morning we were surprised to see all the cars had white roofs – yes, they were covered in frost, which soon disappeared. We went along to the Taupo branch and were warmly greeted with morning tea and introductions. We then had the obligatory stop at Huka Falls, which was awesome. Orakei Korako beckoned so it was off again and we took the boat across the lake. We climbed over the incredible landscape with the hot water bubbling up but it was a quiet day for the geysers. A fabulous weekend! Thanks to Paul and Kathy again.

Otago

Graeme Duthie

The Autospectacular was held in September where the branch sets up a display of relevant cars, and we also had a stand for the Vero International Rally. This attracted quite a lot of people and the interest was high.

The P60V/P80V Rally was run in September also. The run took us from the north end of town going north to Hampden.

There were 14 cars and the winner was Neil Gamble in a VW Beetle.

A annual night rally hosted by the Vauxhall Club and organised by the Four Wheel Drive Club left the clubrooms for a night run around the town and Peninsula then returned to the clubrooms.

The annual Dunvegan rally left from the Chinese Gardens in good weather and went to Kurow and a night at the local camp then back to Dunedin on Sunday. There were 31 bikes from far and wide, and the overall winner was David Topliss from Blenheim on a Vincent Comet.

The Sparkoholics group attended the Polytech for a tour of all the amazing facilities available to the engineering students of today.

November brings the Taieri Tour and the Commercial and Veteran Run, and the Christmas BBQ on Sunday 13 December at the clubrooms.

I have been away most of September so have missed the activities in September however my vehicles are registered and warranted and ready for what is coming.

Rotorua

Ronald Mayes

Our Sulphur City rally was held in August with 65 participants. There was a straight line navigation section followed by a long run past Kinloch to the west of Taupo. Morning tea and lunch was provided

at the Tirohanga Hall near Atiamuri. By all accounts this rally was thoroughly enjoyed.

Mid-week runs have included drives over the new Paengaroa – Mount Maunganui expressway and a visit to the Firth Tower museum in Matamata. Sunday afternoon rallies have taken us on lesser-driven routes around Rotorua countryside. Four members and their wives took part in the King Country branch's Journey Through Time rally. It was labelled the Hills, Hills and More Hills Rally and provided much second gear work even for large Vintage American cars.

Monthly meetings have included presentations by John Peters who spoke of his 1923 Austin 12/4 tourer. He demonstrated its up to the minute features: keyless entry (no door locks), push-button starting (on the floor), air conditioning (heat from the engine or cool air via vents) and cruise control (throttle lever on the steering column.) Rally Tours NZ operators spoke of their operation at a recent meeting with illustrated details of Shanghai – London tours via China, Mongolia, Russia, and eastern and western Europe.

Bob MacKay bought a Morris Minor utility and wasted no time stripping it down to its last nut and bolt. It is now going back together and will no doubt end up as good, if not better, than new.

Our next big event is the Rotorua lakefront show on Sunday 17 January.



South Canterbury: South Canterbury Branch Chairman John Foster, discusses his 1963 Daimler SP250 with Ashburton and South Canterbury members.



South Otago: Branch afternoon tea at Normanby Tavern.



Taranaki: 50 year member Bill Durling auctioneer extraordinaire in charge at the shiny parts auction at the clubrooms held in October.

We look forward to seeing upwards of 200 vehicles displayed and gaining more members – our current chairman’s introduction to the branch was at this year’s show!

South Canterbury

Shannon Stevenson

On 29 August over 40 members took part in a bus trip to Dunedin. Organised by Ron Hammer, with the bus driven by John Lester, tickets for this trip were sold out almost a month ahead. Several venues were visited; the private collections of Colin Venables at Green Island, Trevor Johnson at Ravensbourne and the clubrooms of the Otago Classic Motoring Club out in the Leith Valley, where their Ford V8 bus enthralled many.

The Opening Run took place on 6 September in conjunction with the Ashburton Branch. With over 60 vehicles participating, this run took members from Geraldine to a lunch stop at Fairlie’s Heritage Museum. In the afternoon two branch members’ vehicle collections were visited, Colin Lyon’s near Hanging Rock, and branch chairman John Foster’s near Winchester.

The Annual Mt Cook Rally was held over Labour Weekend. This was our 60th Mt Cook rally, for which over 90 vehicles were entered. Eight cars and three motorcycles entered were Veteran, the oldest

automotive entry was the 1900 Wolseley of Colin and Judy Winter of Dunedin, and the oldest motorcycle entry was a 1908 Triumph entered by Allan Averis.

Field tests were held this year at Pleasant Point, and there were three different routes mapped out for entrants to reach Twizel – a sealed scenic route, a gravelled back country route and a direct route up State Highway 8. Mount Cook Village was duly reached on the Sunday, where a dinner was held at the Hermitage.

South Otago

John Cook

Our potluck tea at the clubrooms to officially open the renovated kitchen had a disappointing attendance but the branch members who did come enjoyed the evening.

Branch member Barry Allison spoke of his recent trip to the UK to attend a wedding and look into family history. It was very interesting to hear where he had been and what he found out.

Our opening run to Port Chalmers held in mid-September was a great day out thanks to Gordon and Beryl Duthie. A lunch stop at the Port Chalmers Yacht Club was a challenge in the pouring rain (surprising what some people do to improvise). After lunch some visited the Maritime Museum while others browsed around the shops. Later it was over the hill to North East Valley to the Normanby

Tavern for afternoon tea with the manageress keeping us supplied with freshly baked scones.

Some of our branch members attended the Central Otago Branch’s Festival Rally and had a great run. South Otago branch members Robin and Margaret McCall won the PV section in their 1936 Plymouth. Well done.

Taranaki

Colin Johnston

The annual Rubber Duckie motorcycle rally was held in September with a very good entry of 55 motorcycles. Starting at the Top Ten Holiday Park in New Plymouth the entrants were able to navigate the morning section with the afternoon section untimed and allowed a chance for some great riding conditions. Congratulations to Leo Fowler from Auckland on his 1942 Indian who was the overall winner.

Lloyd Gleeson has brought a rare 1978 Datsun two door 140Y which is the last of the rear wheel drive. It has 1400cc engine with five speed gearbox. It’s the first one with the Nissan badge.

Les Bognuda is nearing completion of a total restoration of a very rare 1937 MG sports car. It looks stunning in its grey and silver paint work and beautiful real English dash panel. Les’s late father George owned the car which has been in the family for over 40 years.



Taranaki: Robert Simpson from Hamilton starting the road trial for the Rubber Duckie motorcycle rally on his 1941 Indian 741B.



Waikato: Model A truck in the Backblocks Tour.



Waikato: Graeme Luxford giving new member Robyn Doughty instructions on straight line navigation



Waimate: Left to Right is Mary Shaw, Penny McConnell, Steve Dyson, Lorraine and Owen Richardson, Ron Harris. Photo taken outside the Waimate Branch VCC clubrooms.



Wairarapa: Nola Groves with her navigator's spoon.



Wairarapa: Graham Gordon, a 50-year branch Veteran, now spends his spare time restoring railcars.

Our clubrooms have had fibreglass insulation installed in the ceiling to keep the rooms warmer in the winter months. This will help to stop the cold and dampness from effecting our library books and the displays of articles and photos housed in the clubrooms.

The Breakfast Run has been held and Robert Gudopp was the winner of this year's event. Our annual shiny parts auction night was held at the clubrooms and raised over \$300. Long time club member Bill Durling conducted the auction with plenty of bargains sold.

Taupo

Greg Natrass

Early September we were treated to a short visit from the North Shore branch. They did an overnight trip, with an invitation to our branch to join them with their planned activities while in our area. On Sunday morning, we had a great show of cars when we came together to enjoy a morning tea at our clubrooms before our visitors continued their travels.

Our September club night saw a good turnout of our members once again for movie night. This time the feature movie was the comedy *Wild Hogs* with Tim Allen, John Travolta and others. Popcorn and ice creams were served. Club run was the (alcohol free) champagne breakfast. A half hour run was completed before returning

to the clubrooms for a cooked breakfast prepared by the committee.

The October club night was with speaker Didymo Dave. Dave Cade, a local identity who is a very likeable and enthusiastic character, is deeply involved with not only the Didymo but pest eradication in some reserve areas and is encouraging of young less fortunate to get involved. He appears to have a good success rate. A very enlightening evening enjoyed by the average turnout. The run for the month was planned to be the Chairman's run, which was to take us to Whareroa, a western settlement around the lake, for a picnic lunch. It was cancelled due to changeable weather.

Waikato

Ian Patton

This year's hillclimb was a great success and drew in a sizable muster of members. Thanks go to Brent Terrill's Hot Rod Club mates and to the Amateur Radio Club for their support.

Our midweekers toured Dalton Manufacturing of Matamata. Everyone was impressed with the size, scale and diversity of this operation. The robots stacking the bags on the pallets were pretty to watch and left me wondering if anyone in the future will take to collecting, repairing and restoring worn out robots! Our 40th PV rally organised by Ivan and Alison Stevens attracted over 30 entrants.

Starting from Otorohanga the cars travelled some new and interesting roads with a spectacular lunch stop on the Kawhia Harbour at Konihaku School.

A weekend away in the back blocks saw a variety of cars travel from Cambridge to Taumarunui and back without venturing on any main roads. Overnight accommodation at Blackfern Lodge in the Ongarue Valley was limited for numbers but very good. Stops at the Kakaio Camp Ground deep in the Pureora Forest, Paherekeka at Barrystown and a lengthy stop at the Bennydale Garage for a spring repair to an ancient Austin. Amazing roads and views all added to by indifferent weather.

Our motorbike boys were well represented at the New Plymouth Rubber Duckie weekend – prize winners too.

There was a good contingent at both the Canterbury swap meet and Brits at the Beach which clashed this year.

Coming up, our Veteran Rally, Swap Meet and the opening of the latest Cambridge section of the Waikato Expressway on 12 December.

Waimate

Steve Dyson

We held our Shiny Bits Auction on 20 August 2015 at the clubrooms, Harris St, Waimate with North Otago and South Canterbury branches with 25–30 combined members participating. The proceeds were



Wairarapa: John and Elaine Pettigrew won the Janice Groves Trophy in their 1929 Pontiac.



Waitemata: Brunch Run.



Waitemata: Shed raid.



Wairarapa: Sue and Andrew Dittmer in their Austin 7 Special.



Wairarapa: Cars outside the Whakataki Hotel at Castlepoint.



Waitemata: Shed raid.

presented to the Waimate Branch of the Cancer Society.

The Waimate cancer group were thrilled to have the Waimate VCC members help distributing daffodils to local business venues during daffodil week with the extra manpower much appreciated.

Wairarapa

Kevin Ball

Midweek runs are becoming an enjoyable feature of club activities. Last summer we visited rural schools, which was always fun. In October there was a good turnout for a pub run, a dozen or more cars touring to the Whakataki Hotel, close to Castlepoint Beach. Fish and chips in the garden, washed down by a cool drink on a hot sunny day, was very pleasant. Afterwards some cars cruised on to the beach.

At our October club night historian Henry Christensen talked about the days when Wairarapa had 96 dairy factories. Paul Furkert then set a 120-mile run in which teams had to spot the remains of 17 factories. Lunch was at the Pahiatua-based railcar restoration society's base, where we inspected the amazing work they are doing.

The Peter Smith Austin rally attracted 29 entries from around the region, honours going to John and Judy Stratmore in their 1928 Austin roadster. Honorary Austins were welcome and included a 1966 Ford Thunderbird imported from Austin, Texas. Recent arrivals from Hamilton, Sue and Andrew Dittmer, of Carterton, turned heads

with their shiny 1934 Austin 7 special. Ian Lambess (1938 Austin 14/6) won the Flying A division, Pat Dutton and Jill Kernahan (1959 Morris Minor), the honorary Austins.

The Janice Groves Memorial Rally was won by John and Elaine Pettigrew, who also got the prize for the oldest car, a 1929 Pontiac. Nola Groves was best navigator. Organised by Frances Elwin and Ray Lester a trick question was asked upon passing a derelict school. "Do you know the name of this school?" Many tried but failed. There were two correct answers, "Yes" or "No". The lesson: READ THE QUESTIONS

Waitemata

Di Humphries

The Shed Raid, Drive and Dine held Sunday 27 September proved to be an organisational challenge for Don Suckling as various plans fell though. With Ian Goldingham's help we visited the car collection of Richard and Lois Hadfield in Coatsville instead. This is a great collection and it was a pleasure to listen to Lois do the commentary on each car. An interesting memorabilia automobile collection was seen at Larry Beck's shed in Kumeu.

The Drive, Lunch and Sculpture Run held Sunday 18 October saw a small group of us enjoying the country roads to Waitoki for lunch. After lunch, travelling to our final destination, the Kaipara Coast plant centre and sculpture gardens, we ventured forth via roads making just enough dust to make sure the cars had to be washed once

home. This final destination has a great garden centre and although the sculpture walk was enjoyable the sculptures left a little to be desired.

The annual Chelsea WALSH (Waitemata Annual Local Sealed Hillclimb) was held on Sunday 8 November. This is followed by the annual Historic Racing Sports Car Club invitation to share the Taupo Race Circuit with them in early December.

New Year's Eve day will be a combined event of an afternoon of driving tests on grass at the farm of members Mike and Kris Hope-Cross followed by a see the New Year in BBQ. We hope to entice the younger generation to enjoy this event. It will be a fun afternoon and they are more than likely the ones that will remain awake enough to see the New Year in!

Wellsford – Warkworth

Anne Hamilton

August saw the annual Triple Combined rally, organised jointly by ourselves, North Shore and Hibiscus Coast clubs. Unfortunately, entries were down but the runs were varied and interesting. Overall honours went to our Francis Ross and her team.

Dinner and prize giving were also a recent feature. Of special mention was the presentation of 25 year badges to Graeme and Noelene Logue, Martin Howson and



Wellsford: Foreground, Gavin and Val Palmer's Citroën, Francis Ross's 1968 Jaguar, Wilbur and Aylene Brown's 1951 Daimler and Grahame and Anne Power's Studebaker. All on the Spring Tour.



Wellsford: Richard Fleming's collection at Otorohanga.



West Coast: McKay and Atkinson twins. With a common interest in old cars.



West Coast: Members gathered outside the Nelson Creek Hotel.

Dave Oliver, while Jack Algie was awarded his 35 year badge.

Trophy Winners

Coleman Cup (*Vintage car attending the most events*)
Leon and Brenda Salt 1928 Model A

Des Waters Trophy; (events participation award)
Francis Ross 1968 Jaguar

Winter Woollies Wander;
Colin and Pam Bell Auckland Branch

WWW
Local winner Brian and Vivienne Guest

Restoration of the Year
Harry Heaven

Dodge Ram Trophy (*Gymnic winners*)
Graham and Cindy Buchs

Mike Brown Memorial Trophy
(*Are we there yet rally*)
Brian and Vivienne Guest

Clubman of the Year
Dennis Martin

The branch has had its usual midweek outings, the highlight being a static display at a local retirement village followed by a picnic lunch at Goat Island and a very detailed tour and talk at the Marine Lab facility there. Among the participants were Jack and Kathy Algie in their newly acquired Model A tourer.

Six cars from our branch joined the North Shore group for the annual Spring Tour, which this year took us through countryside wearing wonderful spring colours to Taupo.

West Coast

June Campbell

Our September club run attracted 54 people and 29 vehicles from Greymouth, Hokitika and Reefton for a visit to the Kumara Power Station and then on around through beautiful scenery to Lake Brunner and on to Nelson Creek for lunch. October club run was a back country run through Jacksons on the Midland line.

Six Model A owners from our branch attended the 50th anniversary of the Christchurch Model A Club in Christchurch recently and we can claim the overall winners for the weekend, Philippa and Russell Begg. Also our branch member Lance Braid gained first overall honours for this year's sporting trials.

At the time of writing group of vehicles was heading south to take part in the celebrations. the 50th anniversary of the opening of the Haast Highway held on 7 November.

Our annual Scenicland Rally is to be held on 19 March, this time back in the Greymouth area and we look forward to welcoming everyone again.

Safe travels to all those who are heading to Dunedin in January, no doubt a wonderful time will be held by all.

West Coast Branch extends season's greetings to all branches and to all our fellow members best wishes for 2016.

OBITUARY



Motorcycle legend Glen Bull with his last restoration project, a Francis Barnett Fulmar.

Glen Bull

Members of the Wairarapa branch of the Vintage Car Club are mourning the death of one of its most active members, Glen Bull, a 50-year badge holder.

Immediate past president Frances Elwin said Glen joined the Wellington branch of the VCC in 1962 and became one of the founding members of the Wairarapa branch in 1968. He was the

Branch's first Chairman, from 1968–1969, and Club Captain from 1981 until 1985.

Glen, along with fellow club member Barry Gillum, reorganised the annual motorcycle rally to become the Gold Medal Trial for motorcycles. He also got the annual Mid-Winter Reliability Trial for motorcycles started.

He and his wife Maureen were very keen motorcycle riders and rallied all over New Zealand. Maureen is also a published author of motorcycle histories and is currently working on a history of the Wairarapa VCC

Glen received his 25 year service badge in 1993, 35 year service badge in 1997 and his 50 year service badge in 2012.

Glen was a founding member of the Wairarapa Motorcycle club and an ACU steward. He was a founder and life member of the Honda Goldwing Road Riders and a past member of the Waipoua Lions Club. He was also the patriarch of a large family involved in motorcycling.

Vintage car and motorcycle enthusiasts turned out in force for Glen's funeral, some coming from as far away as Auckland. The church was decorated with some of Glen's Veteran and Vintage motorcycles.

Kevin Ball

Passing Lane

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

	◆◆◆	
Beardsley, Bob		Banks Peninsula
Billyard, Jim		Otago
Etwell, Noel		Canterbury
Gough, Bill		Southland
Grafhorst, Marian		Canterbury
Kilbey, Olive		Hawke's Bay
Wood, Laurie		Otago

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