

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

# Beaded Wheels

No. 338 February/March 2016

\$6.95



## DUNEDIN MOTORING FESTIVAL



**Noel Daly**

kiwi pioneering helmet maker

**1924 STAR 12/25 RESTORATION**







Photo supplied by Brian Croot, Alexandra, from the collection of Ian Leaden, Dumbarton, Roxburgh.

The caption on the original photo reads: "No 1 Clutha – Milton Motor run to Roxburgh, organised by Marshall & Summers. Muir & Moodie Photo (No date).

The photo is taken on the main street of Roxburgh (Scotland Street) in front of the Commercial Hotel (still operating under the same name) and the Post and Telegraph Office (now renovated and operating as Endemic Gallery and residence.) The next building is clearly a blacksmith business with a giant horseshoe over the door inscribed with the name T. Whelan. Marshall & Summers owned motor businesses in Milton and Balclutha. The following interesting newspaper excerpts are also from that era:

### Otago Witness 29 September 1909

Mr R J Marshall, of the firm of Marshall and Summers, cycle agents, at Milton, has been experimenting with gas manufacturing from petrol, and claims to have discovered a process which means a cheap, safe, and handy illuminant. He is having his system protected.

### Otago Daily Times 2 February 1912

"At the Magistrate's Court, Milton, on Wednesday, Mr R J Bartholomew, SM, delivered his reserved judgement in the case of Robert Thomson (Milburn) v. Marshall and Summers, a claim for £14 17s 6d, damages sustained to a horse through being struck by a motor car driven by defendants' servant. The night on which the accident occurred (reports Bruce Herald) was very dark and stormy, and the chauffeur failed to sound his horn when approaching the rider of the horse from the rear. The animal was evidently frightened by the car lights, and plunged about, thus causing the accident. The Magistrate held that the chauffeur had not exercised reasonable care, and gave a verdict for the plaintiff for amount claimed, with costs, amounting to £6 10s 9d."

### Otago Daily Times 5 July 1913

Advertisement: Gas Engine Wanted (second-hand) about five horsepower. State price to Marshall and Summers, Balclutha.

## 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](mailto:admin@vcc.org.nz)

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

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

Ed Boyd  
06 348 4547 [mgmt3@vcc.org.nz](mailto:mgmt3@vcc.org.nz)  
Tony Bartlett  
06 867 9850 [mgmt1@vcc.org.nz](mailto:mgmt1@vcc.org.nz)  
David Yorke  
06 358 8060 [mgmt2@vcc.org.nz](mailto:mgmt2@vcc.org.nz)

**IMMEDIATE PAST PRESIDENT**  
John Coomber  
03 310 7056 [coomber@clear.net.nz](mailto: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](http://www.vcc.org.nz)

**ASHBURTON**  
PO Box 382, Ashburton 7740  
[ashburton@vcc.org.nz](mailto:ashburton@vcc.org.nz)

**AUCKLAND**  
PO Box 12-138, Penrose,  
Auckland 1642  
[auckland@vcc.org.nz](mailto:auckland@vcc.org.nz)

**BANKS PENINSULA**  
27 Showgate Ave, Riccarton Park,  
Christchurch 8042  
[bankspeninsula@vcc.org.nz](mailto:bankspeninsula@vcc.org.nz)

**BAY OF PLENTY**  
PO Box 660, Tauranga 3140  
[bayofplenty@vcc.org.nz](mailto:bayofplenty@vcc.org.nz)

**CANTERBURY**  
PO Box 11-082, Sockburn  
Christchurch 8443  
[canterbury@vcc.org.nz](mailto:canterbury@vcc.org.nz)

**CENTRAL OTAGO**  
C/- 4B Roto Place, Wanaka 9305  
[centralotago@vcc.org.nz](mailto:centralotago@vcc.org.nz)

**CENTRAL HAWKE'S BAY**  
C/- 346 Porangahau Road, RD 2,  
Waipukurau 4282  
[centralhawkesbay@vcc.org.nz](mailto:centralhawkesbay@vcc.org.nz)

**EASTERN BAY OF PLENTY**  
PO Box 2168, Kopeopeo  
Whakatane 3159  
[easternbayofplenty@vcc.org.nz](mailto:easternbayofplenty@vcc.org.nz)

**FAR NORTH**  
237 Stanners Road, RD2 Kerikeri  
0295  
[farnorth@vcc.org.nz](mailto:farnorth@vcc.org.nz)

**GISBORNE**  
PO Box 307, Gisborne 4040  
[gisborne@vcc.org.nz](mailto:gisborne@vcc.org.nz)

**GORE**  
PO Box 329, Gore 9740  
[gore@vcc.org.nz](mailto:gore@vcc.org.nz)

**HAWKE'S BAY**  
PO Box 3406, Napier 4142  
[hawkesbay@vcc.org.nz](mailto:hawkesbay@vcc.org.nz)

**HOROWHENUA**  
PO Box 458, Levin 5540  
[horowhenua@vcc.org.nz](mailto:horowhenua@vcc.org.nz)

**KING COUNTRY**  
C/- 34 House Ave,  
Taumarunui 3920  
[kingcountry@vcc.org.nz](mailto:kingcountry@vcc.org.nz)

**MANAWATU**  
PO Box 385  
Palmerston North 4440  
[manawatu@vcc.org.nz](mailto:manawatu@vcc.org.nz)

**MARLBOROUGH**  
PO Box 422, Blenheim 7240  
[marlborough@vcc.org.nz](mailto:marlborough@vcc.org.nz)

**NELSON**  
PO Box 3531, Richmond 7050  
[nelson@vcc.org.nz](mailto:nelson@vcc.org.nz)

**NORTHLAND**  
PO Box 17, Whangarei 0140  
[northland@vcc.org.nz](mailto:northland@vcc.org.nz)

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

**NORTH OTAGO**  
PO Box 360, Oamaru 9444  
[northotago@vcc.org.nz](mailto:northotago@vcc.org.nz)

**NORTH SHORE**  
C/- 7 Godwit Place, Lynfield  
Auckland 1042  
[northshore@vcc.org.nz](mailto:northshore@vcc.org.nz)

**OTAGO**  
PO Box 5352, Dunedin 9058  
[otago@vcc.org.nz](mailto:otago@vcc.org.nz)

**ROTORUA**  
PO Box 2014, Rotorua 3040  
[rotorua@vcc.org.nz](mailto:rotorua@vcc.org.nz)

**SOUTH CANTERBURY**  
PO Box 623, Timaru 7910  
[southcanterbury@vcc.org.nz](mailto:southcanterbury@vcc.org.nz)

**SOUTHLAND**  
PO Box 1240, Invercargill 9840  
[southland@vcc.org.nz](mailto:southland@vcc.org.nz)

**SOUTH OTAGO**  
C/- M. Tapp, RD 3, Wairepa,  
Balclutha 9273  
[southotago@vcc.org.nz](mailto:southotago@vcc.org.nz)

**SOUTH WAIKATO**  
PO Box 403 Tokoroa 3420  
[southwaikato@vcc.org.nz](mailto:southwaikato@vcc.org.nz)

**TARANAKI**  
C/- 112a Marlin st,  
New Plymouth 4312  
[taranaki@vcc.org.nz](mailto:taranaki@vcc.org.nz)

**TAUPO**  
PO Box 907, Taupo 3351  
[taupo@vcc.org.nz](mailto:taupo@vcc.org.nz)

**WAIKATO**  
PO Box 924, Hamilton 3240  
[waikato@vcc.org.nz](mailto:waikato@vcc.org.nz)

**WAIMATE**  
4 Harris St, Waimate 7924  
[waimate@vcc.org.nz](mailto:waimate@vcc.org.nz)

**WAIRARAPA**  
PO Box 7, Masterton 5810  
[wairarapa@vcc.org.nz](mailto:wairarapa@vcc.org.nz)

**WAIKATO**  
C/- 9 Marlborough Ave, Glenfield  
Auckland 0629  
[waiemata@vcc.org.nz](mailto:waiemata@vcc.org.nz)

**WANGANUI**  
PO Box 726, Wanganui 4540  
[wanganui@vcc.org.nz](mailto:wanganui@vcc.org.nz)

**WELLINGTON**  
PO Box 38-418, Petone,  
Wellington 5045  
[wellington@vcc.org.nz](mailto:wellington@vcc.org.nz)

**WELLSFORD/WARKWORTH**  
PO Box 547, Warkworth 0941  
[wellsfordwarkworth@vcc.org.nz](mailto:wellsfordwarkworth@vcc.org.nz)

**WEST COAST**  
C/- 17 Loris Place  
Greymouth 7805  
[westcoast@vcc.org.nz](mailto:westcoast@vcc.org.nz)

## Beaded Wheels

### Publisher

THE VINTAGE CAR CLUB OF NZ (INC.)  
The Historic Vehicle Authority of New Zealand  
ISSN 0113-7506 Vol LXVI No. 338

### Editorial Committee

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

### Material for Publication

Reports of restorations, events, road tests,  
historical and technical articles should be  
submitted to beadedwheels@vcc.org.nz.  
Email of text and photos is preferred, digital  
photographs should be high resolution eg  
300dpi. Alternatively mail your contribution to  
PO Box 13140, Christchurch 8141, typed or  
neatly printed, double space on one side of paper  
only. No payment is made to contributors. The  
opinions or statements expressed in letters or  
articles in *Beaded Wheels* are the author's own  
views and do not necessarily express the policy or  
views of The Vintage Car Club of NZ (Inc).

### Email

beadedwheels@vcc.org.nz

### Advertising Address

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

### Back Issues

Available on request to PO Box 13140,  
Christchurch 8141.

### Correspondence & Editorial Contributions

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

### Subscriptions

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

### Production

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

### Closing Date for April/May Issue

Editorial Copy 7 March 2016  
Advertisements 11 March 2016

## 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 *Guff Sheet*.

### Copyright Information

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

# Beaded Wheels

Issue 338 February/March 2016



Vero International Festival of Motoring.  
See page 12.



A fallen Star shines again. See story page  
26.



Harry Hedges. See Harry's story page 30.



## FEATURES

- 10 Vero International Festival of Historic Motoring
- 24 Noel Daly – Pioneer helmet maker
- 26 A Fallen Star Shines Again
- 30 Harry's story
- 34 1976 BMW R60/6
- 36 Rally Snippets
  - Auckland – 35th Auckland Motorcycle Rally*
  - South Otago – Clutha Rally*
  - Nelson – 2015 Biennial Rally*
  - North Otago – The Windsor Rally*
  - Otago – Taieri Tour*

## COLUMNS

- 4 President's Message
- 4 As We See It
- 5 VCC Events
- 6 National Office News
- 6 Mailbag
- 9 Captain's Log
- 9 Timelines
- 10 Soapbox
- 35 Mutterings of a Mature Motorcyclist
- 40 Brass Notes
- 42 Book Reviews
- 43 Marketplace
- 49 Swap Meets & Rallies
- 52 Idle Torque
- 62 Passing Lane

## COVER

*Hood down, sun shining and off to the entrants only day as part of the Vero International Festival of Historic Motoring, Warren and Lynne Leslie, Horowhenua Branch, 1933 Morris Minor convertible, enjoy the run to the seaside.*



## president's message

Throughout the world the Vintage Car Club of New Zealand (Inc.) has a reputation for organising extremely successful major rallies and I am pleased to say that the Vero International Festival of Historic Motoring continued with the high standards of previous years. Every international rally is different and Dunedin brought its own uniqueness to the event.

An event of this magnitude could not be held without the sponsorship and support from many organisations. In particular, I thank Vero who have a lengthy history of supporting our international rallies. Also, the Dunedin City Council, Otago Daily Times, Otago Motor Club Trust, Otago Community Trust, and Sports Otago.

It was a pleasure to welcome our fellow enthusiasts in the historic car movement from overseas. We are a little country at the bottom of the world and except for our friends from Australia who are a bit closer, they travelled considerable distances to get to our event. We had approximately 130 international visitors. We were pleased to welcome Daniel Fischlin and his wife Yvonne from Switzerland. Daniel, who was representing FIVA, told me that he had been to many car events all over the world, but our event would have to be one of the best he has ever attended.

I must mention our special guests Corky Coker and his son Cameron who I had the pleasure of spending quite a bit of time with. To paraphrase something Corky said to me – no matter where you come from in the world, no matter what vehicle you own or drive, we are all family. I think between them Corky and Cameron managed to speak to just about everyone on the rally. Our event is already up on the Coker Tires website and I hope it will encourage more of their countrymen to come to New Zealand. Corky was charismatic and charming and brought an added dimension to the event.

This year the Vintage Car Club of New Zealand commemorates its 70th anniversary and we were truly honoured and privileged to have our Founding and Life Member Andrew Anderson at this event. From that small group of university students who got together 70 years ago, our Club has grown into an organisation that has influence and respect, not just from within New Zealand but overseas as

well amongst our sister clubs and organisations.

As I am sure you will be aware, the logistics of organising an event such as this is huge and could not be held without a very dedicated and hard working team. Our grateful thanks to Nicola, Aaron, Susie, Gary, Neil, Lorelei, Mark, Mike, Rosemary and Caroline and the many volunteers who have helped to make the rally such a successful event. Overall I've heard nothing but praise for the event. I am truly proud of our Club and what we can achieve.

There is a full report on the Rally in this edition of *Beaded Wheels* so I won't go into any detail but the event started off for Geoff and I as back seat passengers in the Veteran Overland of Brenda and Ernest George on the Dunedin to Brighton Rally which proceeded the rally, unfortunately held in very wet and cold conditions. However the weather didn't dampen anyone's demeanour and the same could be said for the duration of the event. Geoff and I had our trials and tribulations before, during and after the event and I would like to mention the generosity and help we received from members of the VCC and public.

Planning will get underway soon for our next international rally and I am pleased to announce that Colin Johnson from Taranaki has been appointed as rally director. Colin and his team will have a hard act to follow. There is a disturbing trend of reducing entries to our international rallies. This makes it very hard when in the planning stages setting what is thought to be a realistic budget and entry numbers coming in under that budget. By the time entries close a lot of costs are fixed. We will be looking seriously at this in the coming months and no decisions regarding the format or set up for the Taranaki event will be made this year.

One of the things I observed on the Rally was the mix of ages of entrants, yes we do have an older membership but I saw lots of two and even three generations of families enjoying themselves over the event and I do encourage you to get your families involved. At the risk of sounding like a broken record, I firmly believe that that is the secret to our continued success.

Best wishes for the coming year and safe motoring.

Diane Quarrie  
VCCNZ National President



## as we see it

The unthinkable has happened! Grant Hitchings, author of *The Way We Were* column, has handed in his pen. No longer will we be able to look back at our Club history through Grant's writing and enjoy his particular style and humour. He has been compiling the column for many years since his first one in issue 251 of August 2001. This means he has produced something like eighty plus columns. What an effort! He is well entitled to take a break from the constant hassle of deadlines and he has served us well during his tenure. A few years ago Grant was presented with the J L Goddard trophy (the Vintage Car Club's highest award) in recognition of his work for *Beaded Wheels* and those who heard his thank you speech were left in no doubt about the ability of Grant as a public speaker demonstrating that he has talents beyond just writing. Thank you Grant on behalf of the Editorial Committee and also on behalf of our readers.

However, this means we have a gap to fill! I would welcome approaches from members who would like to have a go at *The Way We Were* and maybe it could even be more than one person involved where alternate columns are done by different authors. While living in Christchurch could be useful because of access to the National Archive (when we have a National Archivist) I don't think living outside of Christchurch is too much of a barrier. Have a think about it and call me on 021 0270 6525.

Back home now after taking part in the exciting Vero International Festival of Motoring in Dunedin. We have a lot of content and photos of the event in this issue and as you will see by the pics everybody is enjoying themselves hugely. The festivities were capped off to perfection by the final evening in the wonderful Forsyth Barr Stadium. The choreography involved in the serving procedures was a treat to watch and there had obviously been much practise prior to the event. The entertainment was great and the sound system was such that the music could easily be heard while it was still possible to hold a conversation. Well done Dunedin!

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

## FEBRUARY

14	Rotorua	Club Captain's Run
19-21	Hawke's Bay	Art Deco Rally
21	Ashburton	Club Captain's Night Run - BBQ to start
21	Bay of Plenty	50 Year Awards Dinner
21	Horowhenua	Sunday Run Super Cheap Auto Spectacular Car Show
21	Nth Otago	All British Rally
21	Sth Cant	Chairman's Rally
21	Taranaki	Waitara Mini Vin Tour
21	Wairarapa	Remembrance Rally
21	Waitemata	Drive & BBQ
21-22	Wellington	Art Deco Weekend
22	Gisborne	Club Run
27	Canterbury	Commercial Rally
27	Gore	Festival Rally
27	Rotorua	Mid Week Run
27	Sth Otago	Gore Rally
27	Wellsford/Wkwith	Swap Meet
28	Auckland	Posh Picnic
28	Bay of Plenty	End of Month Run
28	Marlborough	Cape Campbell Run
28	Wanganui	Bruce's Shed Run
28	West Coast	Club Run

## MARCH

4-6	Sth Otago	Weekender to Invercargill
5	Canterbury	Moped Run
5	Manawatu	Ruahine Ramble
5	Marlborough	Rai Valley show
5	Southland	Veteran Rally
6	Canterbury	Rear Wheel Brake Rally
6	Horowhenua	Ted Green M/C Rally
6	Sth Cant	Mystery Rally
6	Taranaki	Car Show
6	Waikato	Ladies Rally
6	Wellington	Southwards Open Day
6	Wellington	Sunday Run

8	Sth Cant	Mystery Run
9	Hawke's Bay	Club Run
9	Rotorua	Club Night
12	Canterbury	Back Country Run
12	Gore	Frank Robson & Clearwater Capers Runs
12	Sth Cant	Mid Island Rally
12	Sth Otago	Clutha Motorcycle Rally
12-13	Taupo	Annual Lake Taupo Rally
13	Ashburton	PV / PWV Rally
13	Hawke's Bay	Club Run
13	Marlborough	Boat Trip to Wakatahuri
13	Rotorua	Chairman's Run
13	Wairarapa	Rex Porter Rally
13	Waitemata	Roycroft Trophy
16	Manawatu	AGM
19	Horowhenua	Swap Meet
19	Wellington	VIC Day (by appointment)
19	West Coast	Scenicland Rally
19-20	Canterbury	Jim Toohey Motorcycle Run
20	Banks Peninsula	Veteran Run
20	Central Otago	Moped Run
20	Gore	Swap Meet
20	North Shore	Posh Picnic
20	Waikato	Vintage and Veteran Run
20	Wanganui	Straight Line Navigation Run
20	Wellington	Gymkhana
23	Rotorua	Mid Week Run
25-28	Ashburton	Club Easter Run
26	Canterbury	Annual Rally
27	Auckland	Vintage Muster
27	Canterbury	Open Day, Dinner & Prizegiving
27	Gisborne	Club Run
27	Wellington	Vintage Muster

## APRIL

2	Sth Cant	Swap Meet
2	Waikato	Twilight Run
2-3	Wellington	Club Captain's Safari

3	Canterbury	P Group Rally
3	Wellington	Sunday Run
9	Far North	Brian Parker Memorial Rally
9	Waikato	Mooloo Meander
9-10	Sth Cant	All American Day
10	Gore	Ladies Run
10	Wairarapa	Club Captain's Rally
11	Waikato	Prizegiving Night
13	Rotorua	Club Night
16	Central Otago	Autumn Festival Rally
16	Wanganui	Castrol Autumn Motorcycle Trial
17	Hawke's Bay	Club Run
17	Nelson	Ladies Run
17	Taupo	Blind Run
17	Rotorua	Night Run
17	Wanganui	Sunday Run
23	Taranaki	Maunga Moana Rally
23	Rotorua	Mid Week Run
23-25	Canterbury	Autumn 3 Day Run
24	Gisborne	Club Run
24	Northland	Combined Swapmeet
24	North Otago	Ngapara Coal Pit Hill Climb
24	North Shore	Northern Raid Rally
24	West Coast	Club Run
26	Wellington	Dawn Breaker Rally
28	Waitemata	Hope-Cross Bent Sprint
30	Canterbury	Scoter Run

## MAY

1	Canterbury	Rural Run (All Day Trial)
7	Ashburton	Swap Meet
7	Manawatu	Post Vintage Rally
7-8	Wairarapa	Motorcycle Reliability Rally
10	Far North	AGM
11	Taupo	AGM
11	Rotorua	Club Night
14	Gore	Night Trial
14	Northland	Motorcycle Rally
14	Southland	Waimea Motorcycle Rally

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

# Robinson Instruments

## Automotive & Marine Instrument Specialists



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

SMITHS  
GAUGES

Ph.09 636-5836 | 3/31 Princess Street, Onehunga, Auckland | sales@robinsoninstruments.co.nz | www.robinsoninstruments.co.nz



Julie Cairns-Gee  
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

### Subscription Time Again!

As mentioned on page six of *Beaded Wheels* Issue 337, December/January 2016, the Club membership year is altering.

The annual subscription for VCC membership was posted to all current financial members in early February 2016. To receive the discount of \$11.50, payment must be received by the National Office no later than 20 March 2016. If you don't receive your invoice then please let your branch secretary know before the end of February so they can advise the National Office. You don't want to miss out on the discount because the postman has lost your invoice! The invoice is for the period up to 31 October 2016.

Members who have not paid by 1 April 2016 will show as unfinancial. One reminder notice will be forwarded and the \$11.50 will be payable.

Membership cards are forwarded to financial members in April.

Don't forget to let National Office know if you have changed your address or sold/purchased any vehicles.

The option is given for payment direct into the Club's bank account. **You must put your membership number as the reference for the payment.**

### Credit Card Payments

The National Office accept payment by Visa or Mastercard. Please note that all credit card payments incur a bank fee of 3%.

Any payment made direct in to our bank account (which is available to all existing members and existing *Beaded Wheels* subscribers) is free. Just remember to put your subscription number down

as the reference. This is important as it clearly advises us of who the payment is from.

### Historic Race Licence

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

### Discounts On Interislander and Bluebridge Ferry Crossings

All financial members of the VCC of NZ can obtain a discount with Interislander and Blue Bridge. You must show your membership card. The codes are: INTERISLANDER – WH5465

BLUE BRIDGE – ANTIQUECAR

### Executive Meeting

The next Executive Meeting will be held on 19 March 2016 in Wellington. Should you have any item you wish to be discussed by the Executive, please advise your Branch Delegate.

### Transferring your membership between branches?

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

### National Office Hours

The National office will be closed from 19 February to 7 March due to staff leave.

# mailbag

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

### Alldays Register

I am the owner of a 1912 12/14hp Alldays & Onions and I'm trying to recreate or find the Alldays & Onions Register that was started many years ago in New Zealand and has since, I suspect, been lost.

If you own an Alldays, of any type, whether that be bicycle, motorbike, car or tractor, or if you know someone who does, please can you contact me on rdover@alldaysonions.me.uk so I can add your vehicle and details to a new or updated register. There will be no cost, personal details will not be shared without permission, mostly this is about sharing and updating information on any remaining Alldays vehicles (or parts, piles and collections!)

I am also trying to organise a gathering of Alldays vehicles at the HQ of Alldays Peacock in Halifax, UK, which I don't think has been done before.

Richard Dover +44 (0)7946 605067  
C/o Baymed Healthcare Ltd  
32 Milton Road  
East Kilbride  
G74 5BU

### Photos Identified

I agree the car on page two of the latest *Beaded Wheels* is an Argyll but more likely a 1905 model twin, the first year of the standard Argyll radiator. In 1903 and 1904 there were a few different styles including the Hozier Water Cooling Bonnet (similar to a Wolseley except with vertical tubes), a coal-scuttle bonnet or fitted with honeycomb radiator, with brass shell, for £8 extra.

On the car in *Beaded Wheels* there are two rings where a spare wheel would often sit but of course you would not need a spare with solids. Anyone got any ideas? I own an unrestored 1903 for which I am looking for a Govan gearbox.

On BW337, page 58, your picture puzzle, the top photo is of the 1916 Perry owned and restored by the late Watty Watkinson of Wanganui (standing beside the car wearing a cap).

The next is a 1930 Vauxhall 20/70 Hurlingham with the Southward Type 57 Bugatti behind. Next is the late Roy Southward's 1913 Maudsley. In the group shot behind the Austin tourer is the late George Bognuda's Brough Superior.

## Are you interested in joining the Vintage Car Club?



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

See page 2 for branch contacts.



These photos were probably taken in the central North Island in the mid to late 1960s.

Dale Conlon

### Captain's Log

In the Captain's Log in the last *Beaded Wheels*, Paul Collins rightly points out that the majority of our members are now pensioners and a lot are without supplementary incomes to fund their rallying.

As a member for 55 years I am now in this category and seeing a picture of the late Watty Watkinson and his 1916 Perry reminded me of the days when Branch's offered Billets to encourage out of town entrants to their Annual rallies (Watty was billeted at our place on one rally). I was billeted for several rallies and as an apprentice appreciated the financial saving but found the best part was meeting members from other branches and seeing what vehicles and other "treasures" were in their sheds.

This may be worth looking at again.

Dale Conlon

### Highfield Motor Services – Timaru

Ross Mackay's article on the Solicitors Sunbeam bought back memories of the late 1940s and early 1950s and Highfield Motor Services as shown in the photo. Mr Temple, the original owner, lived in the house behind the premises. The business was not operating when I first knew it. There was a wind driven battery charger which was very noisy in strong winds.

Jim Oed started a motorcycle repairs and sales business there in 1946 and gradually expanded into all motor vehicle repairs. The two petrol pumps were labelled Shell and Big Tree. Hand pumping was often required during power cuts, which were quite common at these times. I once helped hand fill a 44 gallon drum for a visiting Christchurch doctor for his holiday motoring. Nobody asked where he got the required number of rationed petrol coupons from. A few years later the front end of the building was painted yellow and a young sign writer started one morning to paint the signage. He started at the right hand end and in due course some letters appeared, then he went to lunch. A local busy body did not like HELL on the building and complained to all authorities about it. After lunch the sign was completed. Among the staff employed during this period were Don Morrow, Dave Bell and Joss Tims who were all regular competitors on the local motorcycle sport scene. During 1951 Jim shifted the motorcycle business to main street premises and a short time later sold

it to Des Knauf and Brian Curtis. Over the next few years the building was altered to form the basis of the layout of the present service station. The front bay of the original building was removed and the second bay became the lube bay with the entrance towards the street. A new workshop was built on at the back. For five years during the early 1960s I worked at the now Highfield Service Station when it was being operated by Arthur Alloo and Ian Robertson.

Returning to Jim Oed. Jim was prominent in South Canterbury motorcycling circles as a dealer and competitor. His usual mount at club race meetings was Ginty, an early 1930s Ariel with a Rudge speedway engine. When the Rudge speedway bike was sold the modified Ariel motor was refitted before a new Shelsley Walsh type Matchless motor was used for a while. Like a lot of older racing bikes it has disappeared. Jim's pride and joy was the 1939 500cc Excelsior Manxman Special. This bike was impressed into Army service during WWII but got very little use as it was not suitable for military purposes. Jim bought it after the war and used it mainly for beach races and ran it at the NZ Grand Prix at Cust several times. From memory its best result was a fourth place with Mick Holland riding it. Years later after Jim died the Excelsior went to Mick Holland I believe it was later sold overseas. Another rare bike that Jim had at that time was a 1937/38 AJS R10, a 500cc racing bike. New bikes sold during this period were mainly Matchless and Triumphs and a few Ariels and Royal Enfields. One notable sale was the first Matchless G9 twin to go on the road in private ownership in New Zealand. Ross Mackay and I first met as 10 year old school boys and spent much time together checking out Jim Oed's motorcycle shop, its customers and their bikes. One of the regular visitors to the bike shop also started visiting the young war widow across the road and after a couple of years I had Tom for a step-father. Tom was the original owner of the 1933 Sunbeam 90 that Ross refers to in his article. When the Sunbeam was new it cost twice the price of a BSA Sloper. I believe this bike via Jim Oed and Mick Sheridan still exists, possibly with a collector in Auckland.

Bill Grant,  
Alexandra

### Info please

I was hoping that readers might have more information about these cars. The photos were among a bundle given to the Waihi Museum from the estate of a Waihi



resident but that is not to say that they were necessarily taken in the Waihi area.

Ian Verrall, BOP Branch

50 Orchard Road, Waihi 3610

### Memories of Jim

Having just read the article a Solicitor's Sunbeam and seeing the late Jim Oeds garage reminds me of some great times I had with Jim in Levin.

He retired here and had a large garage where his 500 Excelsior Manxman was housed. After retiring from racing (from memory at the Classic Bike Meet at Pukehoe) he sold it and pottered around in his shed. I used to call round after I closed my shop on Saturdays and visit him. First thing was he went to his cupboard and produced a small glass which was then filled with sherry!

We would talk about bikes, racing and everything in general until his intercom went on and he was summoned to go inside for lunch. I would then head off home. In his shed he had a lovely mid 50s AJS Twin that I would have liked to buy from him but he told me it was going to be for his grandson.

He was a fantastic man to talk to and had a wealth of knowledge on most things.

Thanks Jim for those wonderful times we spent over a glass of sherry.

Tony Wallace.

Horowhenua VCC member

### Pictures Needed

I live in Yorkshire UK and am in the process of building a Austin Heavy 20. The car I wish to recreate is a race 20 which was raced in New Zealand by a Sammy DeBeer, Austin agents of the day.



It is a tall order but do any readers or club members have pictures of this car? I wish to recreate this car as I think it looks good! There were two main race cars in the UK. Felix Scriven a Bradford business man successfully raced one at Brooklands called Sgt Murphy and a Capt Authur Waite Sir Herbert Austin's Australian born son-in-law raced a works one called Black Maria. I have one image of the NZ one which was raced by Sammy DeBeer.

Chris B Longman, +44 (0)7827 897699  
Wedge Cottage, High Street,  
Barmby on the Marsh,  
Howden, Yorkshire,  
ENGLAND DN14 7HT.  
christhemilk@btinternet.com

### Motoring with a drink bottle

Since joining the VCC a couple of years ago I have not had much spare time, as I have been busy restoring my 1928 Willys pickup. I hope to finish her soon.

Recently I was invited to navigate for a friend on the Windsor Rally. It turned out to be a very enjoyable day as well as being somewhat exciting.

We were going great for about an hour when the car seemed to start labouring, my friend thought that the hand brake had come on or the car was starved of fuel, but as we slowed down smoke started coming into the cab, we immediately stopped and on investigation we found the rear brake was on fire. Yes real flames, about two to three inches high, all around the brake hub. Panic was starting to manifest itself in my head but gladly it did not last long, whilst my friend went to get the fire extinguisher I managed to put the fire out with the water from my drink bottle.

After close inspection of all four brakes, we continued on our way and reached the trials area without anymore incidents.

I told my wife, but did not think anymore about it until a week later on our wedding anniversary, her present to me was a 1kg powder fire extinguisher for my Willys pickup, with the advice that 'you do not always carry a drink bottle'. Need I say any more.

Clive Blunden

### Looking for Miss Speights

I have had an enquiry from Peter Ferris looking for information on a car he owned many years ago. Peter was born in

Cromwell and before heading overseas in 1963 sold his 1922 Oldsmobile coupe. The crank handle had "Miss Speights" and a date 22 or 23 written on it. Originally the car was black then sky blue, wooden spoke wheels, side mount spare and water storage under the petrol tank which was used to quench fire breaking out due to brakes overheating.

He sold it to a chap by the name of Val Morrel in Cromwell who he thinks may have used it in hot rod racing. Peter (now 77) would love to own it again if it is still about. Please contact me as per details below if you have any information.

Kevin Casey  
Phone 03 453 0818  
caseyleadlights@xtra.co.nz

### Preferential Tarrifs

I wonder if your younger readers realise that after WWII new cars were hard to get. Fortunately, in the UK steel was only available to car manufacturers who exported some 90% of their production. Because of the New Zealand government's preferential tariff relationship with Britain new American cars were rarely available in those days – a pity as they were more suitable for use in our country areas. British-made cars flowed in as fast as import licencing permitted and tight shipping availability allowed.

We were lucky enough to get a 1947 Austin 10 from Seabrook Fowlds in Auckland. My mother learned to drive in that car and drove till she was 92 in 2003 with only one accident. Our next car was an A50 Cambridge. This car was slightly underpowered by later standards. It had a sticking thermostat – Seabrooks said "throw it away – you don't need one in Auckland". They also said "start the car in second gear except on hills", possibly because second had synchro. I



learnt to drive in that car at age 12 and at 14 was driving prewar ½ and ¾ ton US light trucks, with crash gearboxes, in my cousin's timber yard and also the Ferguson tractor on the farm where we spent Christmas holidays. I didn't stop double de-clutching till 1993.

The photos are of those first two cars – taken when I was under 14.

John Newsham  
Phone 06 868 9658

### Corrections to "She's A Honey"

Kevin Casey's write up on She's A Honey 1941 Cadillac needs a few corrections in relation to Honey Tanks. The Stuart M3 called the Honey was nicknamed Honey when they were fitted with a Continental seven cylinder radial engine long before the M3A3 that they fitted with the twin Caddy engines. These engines were fitted because radial motors were needed elsewhere in the war effort. Having grown up with military personal I often heard talk of 70mph from Honeys with turrets removed and I'm pretty sure that New Zealand didn't have Caddy powered M3A3 as New Zealand had updated with Valentine tanks that were engined with either GM671 or AEC engines. AEC had straight exhaust out of muffler and GM bent exhaust tip. I hope this information is of use to somebody. It also seems strange that Caddy had electric windscreen washers when GM was still using vacuum wipers.

Rick Murray

Kevin Casey replies:

Hi Rick,

You are quite right about the "electric" windscreen washers. Damned if I know how that slipped in given that I overhauled their vacuum system six years ago! You may very well be right about "She's a Honey" originating with the early radial engine model although I never found any reference to it, while several sources, which I have checked again, linked it to the far more prolific Cadillac-powered version. The inclusion of Cadillac's wartime involvement was just a small part of the story to add interest. We were taught in those long-gone English classes to put extra effort and care into the title, start and finish of an essay. "She's a Honey" gave me a title, introduction and conclusion; I can only hope that readers enjoyed it.

I do spend a lot (actually an insane amount) of time researching every story looking for 100% accuracy, knowing that there are knowledgeable readers out there who will shoot me down if I get it wrong. It's a wonderful incentive to try harder.

Cheers, Kevin





Alon Mayhew  
South Island  
Club Captain

## captain's log

With our hobby we can spend a lot of time on the open road. As I am writing this I am contemplating travelling with many others going on holiday and moving around the country generally, as well as looking forward to the Festival in Dunedin later in January.

Down here in the South Island we have the pleasure of having a lesser amount of traffic on our roads which I think makes getting around a whole lot easier, and this may be a contributing factor as to why South Island rallies are so well attended.

One concerning factor though is that with plenty of gaps between traffic it gives our overseas visitors a good opportunity to forget which side of the road they are supposed to be driving on, not a good look to see oncoming traffic on your side coming straight at you.

Just before Christmas I happened to see a small segment of Highway Patrol on TV and was interested to see a couple of carloads of foreign nationals pulled over for holding up traffic, a queue of 12 vehicles, on a stretch of the Crown Range Road in Central Otago. When stopped, it was found they also had an unrestrained

minor, (car seat in vehicle though), which is what they were fined for. The policeman was feeling generous and let them off with just a warning for travelling too slow, which would have been a fine of \$150. This is what I would like to comment on.

We as Vintage motorists have a responsibility to be considerate to other road users. If we wish others to enjoy seeing us use our vehicles as freely as we can at present, we need to look for slip lanes, we need to consider pulling in to driveways and lay-bys, being prepared to stop rather than just slowing down. At most rally briefings the rally organisers ask us to respect other time trialists, so to this extent we need to be pro active in our awareness of all other vehicles travelling around us. We all hate those drivers who speed up in the passing lanes and then go back to their previous speed on exiting the lane. Very frustrating!

Yes, we do have the right to drive our cars at any legal speed or less and in any legal way we wish to but please not at the expense of courteousness to other road users. I am always impressed with the thoughtful manner and consideration of drivers in my home town of Wanaka during the busy Christmas period so let's look closely at how we drive and maybe it will be more attractive for some prospective new members.

One more thing, if you are driving an open car this summer, remember to slip, slap and wrap!

BW

## mailbag

### Picture Puzzle, pg 58 BW337

The pictures from top to bottom could have been taken in Wanganui. The top car is the late Wattie Watkinson's 1915 Perry, now owned by Roy Sharman. The middle left is a 1929 Vauxhall 20/60, once owned by Terry Royan in Northland, I don't know its current whereabouts. A Southward Bugatti Type 57 is behind it. The four cylinder Chev to the left of the Vauxhall may also have been owned by Wattie Watkinson. The middle right is the Southward 1913 Maudsley. The obscured car in the lower picture could be an Oakland. Then there is a 1927 Falcon Knight Model 10, which is now in the Craw collection at Maungatapere. The Austin tourer, I don't know, the sporty car is possibly the Aston Martin once owned by Paul Hicks. The car with the black radiator surround is possibly the late Phil

Jones Essex Four, now owned by his son David.

John Stokes.

### Mystery car, issue #337, p. 58,

FE 1913 is a Maudsley, possibly the Maudsley Torpedo from the Southward collection that I believe participated in the 1972 13th International Vintage and Veteran Rally.

Martin Purdy



historical snippets  
of motoring interest  
from years gone by  
Graeme Rice

## timelines

### 100 YEARS AGO

1916 – *The Taranaki Daily News* reported on the gift of 41 ambulance cars, four officer's cars and 10 motorcycles from Maharajah Scindia of Gwalior to King George V for the war effort. Valued at £25,000, the vehicles were reported as being made by Sunbeam of Wolverhampton, each one with the name Scindia inscribed on a brass plaque. The procession covered over half a mile.

### 75 YEARS AGO

1941 – After Dunkirk, Humber's sturdy Super Snipe chassis found itself adapted to a variety of military roles for home defence. There were staff saloons and tourers typified by Field Marshal Montgomery's Old Faithful, and a woody estate with a canvas roof. An armoured reconnaissance car; the Humber Ironside, was a luxury car for Cabinet Ministers, VIPs and the Royal family. Equipment included an eight day clock, a microphone for communicating with the driver, a fire extinguisher, wool rug and upholstery in leather and West of England cloth.

### 50 YEARS AGO

1966 – One of the last cars that could claim a Vintage ancestry, the Alvis TF 21, was seen at Geneva complete with its vertically stacked dual headlights, four wheel disc brakes and beautifully finished Park Ward bodywork. It now looked stately rather than sporting with the Graber-designed bodywork dating back to 1955 and the 16 year old three litre six offering 150bhp and 120mph courtesy of triple SUs and a five speed ZF gearbox.

### 30 YEARS AGO

1986 – Mini lovers saw the five millionth Mini roll off the production line on 19 February 1986 – some 27 years after first being seen by a startled world. Before long there were Minis in all guises, from the quick Cooper versions to Harold Radford's mini-limos for the rich and famous. Then there was Bruce McLaren pushing this amazing little machine through corners with smoke billowing out from each front wheel.



This international rally had a number of firsts – the first female Rally Director, the first open day themed as a Wings and Wheels gala day and the first time an event management company had been contracted to work with the rally director and committee in the planning and running of the event.

Because of these firsts entrants will have noticed some changes in both the format and organisation from previous rallies. Did we make the right decisions? Well from all the smiling faces and positive feedback received from both entrants and members of the public I would have to say that on the whole we did. Will this change in direction with contracting an event management company continue? That is up to the National Management Committee to decide in due course however given the nature of our international rallies in my opinion it can only be for the better.

Thank you to everyone involved in bringing the festival to you – the various organising committees, all the volunteers, Aaron, Susie and the team from AJ Events, Bill Acklin Entertainments who coordinated the entertainment each night, Adam from Adam Binns Photography, and Brad who was the MC at the opening ceremony, open day and final dinner.

I hope that all entrants enjoyed themselves in Dunedin and were able to take in the local sights. The team and I enjoyed organising the festival for you.

Please take time out and enjoy reading through the following pages as we take you through the highlights.

Nicola Wilkinson  
*Rally Director*

# Dunedin 2016

14 January - 24 January 2016

Words Nicola Wilkinson, Photos Adam Binns Photography

Proudly Sponsored by Vero



Rodger and Val Ball, Papakura, 1930 Ford Model A Phaeton

The aim of the festival was to put on a relaxed event where entrants could mingle, meet new friends and enjoy themselves. Seeing all the happy smiling faces of the entrants during the ten days I would suggest that we achieved this. We were also celebrating the 70th anniversary of the Vintage Car Club of New Zealand and it was a pleasure to have Life and Foundation member Andrew Anderson in Dunedin to help us celebrate.

The actual festival for myself and Mark started two days prior to registration when we met our special guests – Corky and Cameron Coker at Christchurch Airport. Within minutes of meeting them we knew that they were the perfect choice as festival guests and as the event progressed it was evident that entrants felt the same with both Corky and Cameron taking time to speak to as many entrants as possible and while they may have been from the USA – their interest in vehicles spans all conti-

nents and all makes and models. Thank you Garth Hogan and Robert Duncan from Warbirds and Wheels Museum for making the initial introductions to Corky on behalf of the National Management Committee.

The Pomeroy was held the day before registration, based at Timaru International Raceway and organised on our behalf by members of the Banks Peninsula Branch. It was great seeing the entrants getting into the spirit of the Pom and while it is a “non-speed” style of event the entrants were determined to put on a good show for the spectators with Corky hinting that he would love to organise a Pomeroy event back home in the States.

Opening night was a blast – entrants were piped into the arena in branch order with our international entrants being welcomed in by their New Zealand counterparts. The festival was opened by National President Diane Quarrie and



Robert & Lynette Duncan, Wanaka, 1932 Packard dual cowl sports phaeton (left), Tony Devereux, Dunedin, 1927 Packard 343 enjoy an informal get together on the Member's Only Day, Waikouaiti Beach.





*Rob and Dianne Ross' Chrysler makes for comfortable motoring.*

was followed by a Haggis ceremony – a tradition in this part of the country. The night had a Scottish flavour and our entertainers certainly provided this.

Second official day and we were off to Oamaru on the train trip. This was a popular addition to the festival as there were 490 on the main train plus another 180 alternating between the Silver Fern and buses. The festival was also all about showcasing the wonderful scenery in the Otago region and the trip from Dunedin to Oamaru certainly afforded us that. The Whitestone Heritage Trust had arranged a mini Victorian Fete which was enjoyed by everyone – so much so that some were running to ensure they did not miss the return trip back to Dunedin. For those not on this excursion, they had a day to recover from their travels and also a chance to see the sights of Dunedin. Entertainment that night was “An Evening with Corky” where Corky regaled us about his life along with

the history of his companies and TV programme Backroad Gold.

Another first for a Vintage Car Club International Rally was the format for the open day which was a Wings and Wheels theme jointly organised in conjunction with the local aero club. The weather leading into this day had been somewhat inclement so everything that could be crossed had been crossed and thankfully someone somewhere had listened. From my position in the control room I had a perfect view of the line of cars waiting to get into the public car park area which was non-stop from 9.30am. As well as the cars and planes we also had a large variety of food vendors, craft stalls and free kids' entertainment so there was something for everyone which was evident by the queues everywhere you looked. The Aero Club had arranged flights in various forms of aircraft and there were at least three planes in the air at any one time. We

heard later that members of the public who had thought they would only be there for an hour or so had ended up staying all day.

As you can tell the first weekend was very full on, however it was also designed so entrants who had travelled some distance could take time out before starting travelling to the rally destinations.

The entrants were split into four groups, three travelling in rotation between Balclutha, Lawrence and Middlemarch. The lunchtime destination at both Balclutha and Lawrence were sports complexes however the crème de le crème appeared to be the Cottesbrook Wool Shed at Middlemarch where they were treated to a barbeque lunch and salads. Our lunch offer, where we offered four lunches for a set price, was well supported and I would recommend that future rallies follow this format.



*Cameron Coker and the Haggis being piped in for the Opening Ceremony.*



*Two year old Leo Marshall and his mum take a break from dancing.*



*Always something to look at when a bonnet is up.*





Fans flock to Elvis at the final dinner.



Strutting their stuff – VCC members take to the dance floor in Dunedin.



Pam and John Handley took the Australian pioneering spirit to heart in their borrowed Darracq with no hood and no windscreen.



Bevars Binnie (right) swapping yarns with motorcyclists at the open day.



Lunch stop at Cottesbrook Station, Middlemarch.

Right from the start of our planning we wanted to have an entrants only day where we could all be together in one area to catch up with others who were travelling in a different group. We decided that we would take everyone to Waikouaiti Beach for this day. However to add extra pressure we would also make this our only competitive day. Thankfully the day was fine so the smiles as entrants arrived at the lunch time venue proved that this was a winning formula and once there everyone took the opportunity to relax, enjoy the picnic-like ambience and for some, to paddle in the surf.

After four days of touring everyone had a free day to recharge the batteries and

have a look around the city. Some chose to go on the Taieri Gorge train while others went to Larnach Castle, Olveston, Cadbury's or even relax at the Botanical Gardens. The same night was the Thank You Parade around the city and out to Mosgiel. Reports back were that there were crowds of people lining the streets to wave goodbye.

On the final day we relocated from the Edgar Centre to the Forsyth Barr Stadium where another first was about to happen; this time for the stadium itself as we were the first to have a dine and dance on the pitch. The anniversary cake was cut by Corky, Andrew and Diane and the Sun Alliance Trophy was presented

to Gore branch. I mentioned earlier that the opening ceremony was a blast – well the final dinner surpassed it and much more as the entertainers certainly gave us a night to remember. So much so that hardly anyone went on the earlier buses meaning those travelling on the later ones were packed in like sardines. Everyone who called in to rally HQ on Sunday before they departed for home was still talking about it.

If you know Dunedin and Otago, you will know that to see the spectacular scenery that we promised you would need to travel over quite a number of hills especially on the long routes. These also include quite a bit of gravel and



The scene at the highly successful final dinner at Forsyth Barr Stadium.



Alan Sharp from Hamilton, 1935 Chrysler Airflow.





VCCNZ Life member Andrew Anderson celebrating 70 years of the Club he helped found.



Event organiser Aaron Joy with Corky Coker.



Jim Smylie, Tauranga, 1930 Ford Model A.

when the weather is not being kind to us, this can make travelling over these roads even trickier. While everyone is to be commended for rallying on the really wet days which were the Dunedin to Brighton and the One Make Day, one couple took the pioneering spirit in their stride. Pam and John Handley travelled from Bundaberg, Australia for the festival and competed in both the Dunedin to Brighton Veteran Rally and the Festival on the long routes in a borrowed 1909 Darracq which did not have a windscreen or hood.

Special mention must also be made to VCCNZ members who either lent cars to our overseas visitors or carried them in

their vehicles as passengers. As mentioned at the final dinner, this generosity does not happen in a lot of countries however we had over 20 requests which we were able to fulfill. On behalf of the entrants and the organising committee, a huge thank you to those who were able to assist.

So what were the highlights for me? The whole week was magical however the moments that stand out would have to be the opening ceremony and final dinner. Seeing everyone enjoying themselves during the week especially the days I was able to get to these being the train trip, Pomeroy, Open Day and Entrants Only Day. It was also great to see the different generations at the festival with the

youngest being two year old Leo Marshall. Leo was at all the nightly functions until quite late having a great time entertaining and enthralling both the entrants and entertainers including Suzanne Prentice with his outstanding dance moves.

Thank you again to Diane and the management committee for allowing the Otago branch the opportunity to host the international rally. I enjoyed catching up with old friends and making new ones during my time as the Rally Director and I look forward to meeting up with everyone again at future club events.

## Results

### Veteran

- |                |                        |
|----------------|------------------------|
| 1 Alan Price   | 1915 Renault Charabanc |
| 2= Will Holmes | 1910 Austin 18/24      |
| Wayne Nicoll   | 1908 Cadillac S        |

### Vintage

- |                    |                           |
|--------------------|---------------------------|
| 1 Don Bennetts     | 1927 Chrysler 72          |
| 2 Russell McAlpine | 1930 Ford Model A         |
| 3 Pat Knowles      | 1929 Chrysler 65 roadster |

### Post Vintage

- |               |                                 |
|---------------|---------------------------------|
| 1 Ian Sykes   | 1933 Humber 12<br>2 door coupe  |
| 2 Bill Partel | 1938 Chevrolet Master           |
| 3 Steve Trott | 1935 Auburn 851<br>Supercharged |

### PWV

- |                         |                             |
|-------------------------|-----------------------------|
| 1 Claus Moller (Sweden) | 1954 Austin A40<br>Somerset |
| 2 Dallis Yates          | 1952 MG TD                  |
| 3 Graeme Simpson        | 1945 Austin 8               |

### P60

- |                        |                     |
|------------------------|---------------------|
| 1 Phillip Thomas (Aus) | 1970 Peugeot 404    |
| 2 Garth Moore          | 1974 MG B           |
| 3 Paul Seaton          | 1964 Wolseley 16/60 |

### P80

- |                    |                              |
|--------------------|------------------------------|
| 1 Ian Baxter (Aus) | 1983 Ford Cortina            |
| 2 Graham Gill      | 1981 Leyland Mini<br>1275 GT |

### Overall Competitive

- |                        |                   |
|------------------------|-------------------|
| 1 Don Bennetts         | 1927 Chrysler 72  |
| 2 Phillip Thomas (Aus) | 1974 MG B         |
| 3 Russell McAlpine     | 1930 Ford Model A |

### Pomeroy Trophy

Under the regulations only those in Class A are eligible for this trophy.

#### Class A

- |              |                   |
|--------------|-------------------|
| 1 David Adam | 1973 Rover 3500 S |
|--------------|-------------------|

#### Class B

- |                      |                    |
|----------------------|--------------------|
| 1 Robin Longdon (UK) | 1967 Morris Cooper |
|----------------------|--------------------|



## Open Day

*Words Caroline Walker, Photos Adam Binns*

The festival Open Day once again proved a hit with around 12,000 enjoying the day at the Taieri Airfield just south of Dunedin City. This year the organisers decided to join up with the Otago Aero Club, who are based at Taieri Airfield, to put on a Wings and Wheels themed day.

Someone was looking down on us for the weekend of the Open Day. The weather forecast in the days leading up were anything but fine for the weekend, some of the set-up was delayed from Friday to Saturday as the rain on Friday was persistent. But come Saturday, the rain was gone and the sun even peaked through the clouds in the afternoon meaning that the team of volunteers from the VCC Otago Branch and the Otago Aero Club could spring into action and set up for the following day. Yes, the rain even stayed away on Sunday too, it wasn't what most would call warm but that

didn't deter the crowds. The gates were set to open at 10am but at 9.30am there was already a significant crowd lined up at the gates so the decision was made to open early. The first people through the gate saying "We have driven for two hours to get here and we can't wait to get in as it isn't often you get to see this many amazing cars in one place!"

The Open Day was marketed as an event for the whole family, from the very young right through to their grandparents and great grandparents. This is what the day proved to be! 600 historic vehicles, 40 planes of various Vintages, historic fire engines, around 40 market stalls selling a huge variety of wares, amazing food options, aeroplane and helicopter rides and free kids' entertainment meant that a family could come along and be entertained for hours.

The Central Otago fruit stall was a big hit with the entrants. They reported that a number of the entrants came back at least twice as they couldn't get enough of the delicious summer fruit on offer. Many market stall holders told organisers that

although they couldn't get around to see the cars on display. The entrants would come and chat to them and they loved hearing about where they had travelled from, what they were driving and how their vehicles had been restored.

As at Wanganui in 2012, food vendors were quickly running out of food trying to keep up with the hungry masses, but thankfully for many it was a quick trip down the road to the local well stocked supermarkets to replenish supplies rather than the two hour round trip needed from Wanganui to Palmerston North!

For all involved including the organisers, entrants, food vendors, stall holders, Taieri Aero club, Heli Otago, display stall holders and members of the public, it proved to be a very successful and memorable day. A huge thank you needs to go out to all the volunteers including the VCC Otago Branch members, Otago Aero Club, Taieri Lions, Mosgiel Community Patrol, the Southern United Football Club and organisers' family members.







## Getting Behind The Wheel

Words Vanessa Whitham

Vanessa and her brother Brad were entrants #1328 in Vanessa's 1976 Austin Mini 1000 while her parents Maurice and Rosemary were entrants #1325 in their 1929 Austin 16/6 Burnham

I first got involved with Vintage cars at the age of 19 in 2010 when I bought my first car, a 1976 Austin Mini from a lady in Napier.

As a first car it was very exciting, and that was also when my dad, a VCC member, told me that my Mini was old enough to allow me to become an associate member of the North Shore Vintage Car Club and encouraged me to join.

This sounded a good idea as I am open to learning about and getting involved in new hobbies, which include being into motorbikes, motocross, and indoor/outdoor soccer. Owning an older car also helps me learn about cars because Vintage cars need fixing more regularly. I was 14 years old when I first learnt to change car tyres in 2006 for the VCC South Island rally held that year. I can still use that skill today.



Above Vanessa and Brad hit the road in the mini. Right: Vanessa taking in the view at Lamach's Castle, Otago Peninsula.



I have been to every international VCC rally since 1996 in my dad's 1929 Austin 16/6 and this year was my second as an entrant in my own car. I shared the driving with my brother Brad (age 23) – we had a great time. The sheep dogs and the horses made the trip to Middlemarch our favourite route of the rally.

Owning a club eligible car also helps keep New Zealand history alive as the old Vintage cars are still driven today. It is easy to see how much technology has advanced. Our VCC cars show how difficult it was to travel efficiently in the olden days (early 1900s?). Travelling today is more efficient and faster, compared to a time frame like in 1920s.

Having an interest in old cars is a good way to help young people learn

practical skills, as well as meeting new people and building up skills that may be beneficial in the future. Skills, eg changing a car tyre, that may not have been used/available to learn in school or certain areas of study.

It is good to have an interest in Vintage vehicles, because it helps me realise the benefits of today's modern technology. I also get to enjoy a hobby with my family!

## MAKE MINE A MINI...



Mark Wilkinson, Dunedin, 1962 Austin Mini Cooper.



Hec Browett, Dunedin, 1968 Morris Mini Mark II.



Chris Railton, Tauranga 1970 Austin Mini.





# On the Road

Loralei Hart, Dunedin  
Photos Adam Binns

*A head turner, Kevin & Gaye Heyward from Hawke's Bay toured in their 1957 Austin A35 pickup.*

## The Blue groups (medium route)

festival rally days as told by Loralei Hart.

### Balclutha

Monday 18 January, Rally Day 1

We left the start point in Dunedin and travelled via the coast and hilly areas southwards. We left the rain behind as we drove out of the city but the cloud and cold hung around.

We got caught behind a line of 'oldies' puffing up Jeffcoats Road, a long steep climb! All made it over the brow and down to Brighton.

On arrival at the local recreation centre in Balclutha we were met by the locals, ready to share their patch of the south, handing out booklets and advising the best places to visit. A full room and lots of chatter between new and old friends met us in the lunch room.

In the afternoon we toured the big river town before departing for home. Everyone appeared to have a good run, no one seen arriving on a trailer at this stop.

That evening we had members of the Kaikorai Metropolitan Band entertain us with their music.

### Waikouaiti

Wednesday 20 January, Rally Day 2

Today was the day that all the entrants gathered at one place without the mass of public, though a few did turn up.

A beautiful day for a drive; blue skies and warm. Driving up over the old roads north out of Dunedin and around the coast, going past the old Seacliff hospital site. A very scenic route.

On arrival at Waikouaiti the locals parked us up and we were offered tea and scones. The stunning cars were on display for all to see at leisure.

The evening entertainment was a variety show of New Zealand musical artists – a great show.

### Lawrence

Thursday 21 January, Rally Day 3

Another good day for a drive, this time we went on a road that we personally had not driven before. We headed to Balclutha on the main road then turned inland to Lawrence via Tukapeka Mouth up the Clutha valley. Beautiful scenery and a very motorable road. Lunch was provided by the Lions group fundraising for the new local recreation centre.

### Middlemarch

Saturday 23 January, Rally Day 4

The final rally day and we decided to do the long route on gravel roads. Luckily the rain had been and gone and dust levels were low. Another new road for us.

Heading north out of Dunedin on the old road, meeting the highway at Waitati we then, after a highway stint, turned inland and made our way on gravel, through some amazing examples of high-country farms and deep valleys. Incredible scenery.

Lunch was held at Cottesbrook Station in the stone woolshed. We were met by a small flock of sheep held at bay by one collie while the other dogs lazed around, having done their bit earlier.

After a brief tour of Middlemarch, we continued home via an old historic suspension bridge before joining the main road back to Dunedin.

That night was the final dinner held in the Forsyth Barr Stadium. An amazing dinner that would put many restaurants to shame was served well and presented with flair. Excellent entertainment and formal speeches followed.



*The scene at the Entrants Only gathering at Waikouaiti. Photo Brad Whitham.*



*Peter Ashcroft, Mosgiel 1957 Chevrolet Bel Air.*





Peter Croft, Christchurch, 1914 Ford T.



Bruce Washington, Timaru, 1929 Chrysler roadster heads for lunch in Middelmarsh.



The family vehicle.



Canterbury Branch stalwarts, Tony and Leigh Craythorne, 1926 Morris Oxford.

Ray Craig, Dunedin expounds the virtues of his 1925 Chrysler.



Helicopter riders were a hit at the open day.

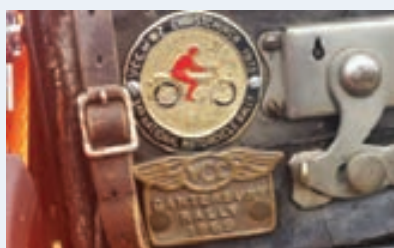


VCCNZ Immediate Past President John Coomber and wife Chris motor in style in their 1957 Bentley S1.



# Deja Vu

Words Kevin Clarkson



The article at right first appeared in *Beaded Wheels* 22, June 1960. The concluding sentence says "We'd be willing to bet that it's good for another fifty-two years!". Well that proved to be a safe bet as here is the same Humber as photographed on the back of Neil McDonald's 1936 Chev 1 ton truck at the Vero Festival of Historic Motoring during the Open Day. The original text refers to the Humber being a 1908 model but in fact it is 1910. This is still 105 years of motoring completed by this machine.

The Humber, owned by Karl Wood, took part in the Dunedin – Brighton rally on Friday 15 January 2016 following which it was put on the back of the Chev as a static display for the duration of the big rally. I wonder what circumstances the Humber will find itself in in 50 years' time, let alone 105 years!

## V & V PERSONALITIES

Words Geoff Hockley

Spectators at recent rallies who, like your scribe, are afflicted with advancing years and increasing avoirdupois, probably emitted sighs of envy at the athletic prowess of a certain competitor, who, scorning the use of pedals, kick-starters or other new-fangled devices, coaxes his steed into life by breaking into a hand-gallop with it and then vaulting into the saddle with the grace of a startled gazelle. Upon consulting their programmes to identify rider and machine, the aforementioned spectators found the combination revealed merely as "D. de Thier, 1908 Humber motorcycle." Now, while such scanty information is all that one can expect to find within the limitations of a programme, we are sure that a few more details of Des and his venerable steed, which must be one of the oldest machines to regularly appear at club events, will be welcomed by our readers. We think we are correct in saying that it was at the Ashburton Rally that Des and the Humber made their debut, the result being a well-deserved first place in the Veteran class. Apart from the excellent restoration job which has been carried out on this 52-year-old, it is well worth inspection as being typical of its period, purely basic transport with an entire lack of frills, yet this clutchless and gearless Veteran has a surprising road performance as its owner has demonstrated more than once. For instance, the morning of Easter Friday found us bowling briskly along en-route

for Hanmer on Henrietta the Harley, with all 989 ccs co-operating nicely and everything going as merrily as wedding bells. We were congratulating ourselves on being a real tough type for tackling the trip on a machine which had celebrated its fortieth birthday, when we spied another rider ahead, a mere speck in the distance. We took an extra handful of grip, opened the extra air, shook a reef out of our topsails and set off in pursuit. Well, believe it or not, the bloke took quite a bit of catching and when finally we drew alongside he was none other than the de Thier man, cruising as effortlessly as you please on the old Humber. He was tactful enough not to enquire what had detained us - our ego felt perceptibly deflated as it was, and that would have been the last straw. During the Hanmer get-together, the Humber's performance was still further improved (we hope the owner will forgive us for disclosing these "secrets of tune"). But in his haste to get the old bus mobile after the original restoration job, Des had inadvertently assembled the front forks with the upper spindle lug back-to-front, causing the forks to assume an almost vertical position and giving the unfortunate old machine the impression that it was climbing a perpetual gradient. However, on this little error being rectified, the old bus gave a distinct sigh of relief and darted off like a startled jackrabbit. We'd be willing to bet that it's good for another fifty-two years!





The Pomeroy event was held in Timaru 14 January 2016 prior to the actual start of the VERO International Festival of Historic Motoring.

# the POM'

*Words and photos Mark Wilkinson*

It was decided to hold the event at the Levels Raceway Timaru for a couple of reasons, firstly as the circuit was on the way to Dunedin and the only branches that would need to travel were south of Timaru. And secondly Dunedin currently does not have access to a circuit.

Our International Guest, Rally Director and National President were surprise visitors and spent a good portion of the day watching along with a good crowd.

After some very welcome rain on the Wednesday, Thursday was sunny and warm and the 46 entries enjoyed the event – for some it was their first time and from comments received they are keen for more.

On behalf of the Rally committee a very large thank you to Craig Keenan and Banks Peninsula Branch for the running of the event and to South Canterbury Branch for providing assistance on the day.





## Summer motoring in Otago...



## Beaded Wheels Editorial Committee come out into the sunshine

An opportunity to photograph the Editorial committee of the *Beaded Wheels* magazine (less one member, Mark Dawber) very rarely occurs. They usually meet indoors around the committee table with editing pens at the ready. But this summer the committee launched forth and joined the throngs of members in Dunedin. Here they are, together with partners, resplendent in the new style *Beaded Wheels* caps and limited edition polo shirts, sharing the sunshine by the sea at the Entrants Only day at Waikouaiti. Thanks to all those members who came and made themselves known to us during the rally, it's so nice to put a face to your names.



Left to right: Bevars and Lois Binnie, Allan and Judith Bain, Shona and Kevin Clarkson, Marilyn and Ian McKinlay, Christine and John Coomber.

Entrants vehicles on this rally seemed to highlight the expanding nature of our club, our own committee vehicles bore testament to this. Here are the committee, partners and vehicles from left to right: Marilyn and Ian McKinlay Vintage 1928 Austin 16/6 Burnham saloon, Bevars and Lois Binnie, Veteran 1913 Hupmobile 4 cyl Model 23, Kevin and Shona Clarkson P60 1977 MG B GT, Judith and Allan Bain Vintage 1928 Standard sport, John and Christine Coomber's PWV 1953 Bentley S3 saloon.







The penny farthing enthusiast shares the fun of his sport.



Lois Brulotte (Canada), Neil Farrer, Alison and Warwick Hord (Aus.) and Marcel Brulotte (Canada) on the train.



Looking the part on the streets of Oamaru.



Steam punk enthusiasts.



Peter Yeatman and friend cut a dash.



Comfort on the train.

## Oamaru - New Zealand's Historic Victorian precinct

Bedecked in Victorian finery with the odd element of steam punk thrown in rally entrants revelled at the opportunity to sit back, relax and be conveyed to Oamaru via train. Admittedly the weather could have been better but the reception from the Oamaru locals and the stunning historic buildings made for a fabulous day trip for those who made the journey.



Geoff and Diane Quarrie looking the part in Oamaru.





# Rally highlights from a couple of West Aussies

Words Tony and Lesley Gibbs (No. 164), Fremantle, Western Australia

**We were part of a West Australian group to attend the Vero International Festival of Motoring and were looking forward to the adventure.**

Unfortunately, on the first day of the programme we awoke to pouring rain which was a shame for the many Veteran cars gathered for a display in the Octagon before setting off on the Dunedin to Brighton Rally. This was just a sample of Dunedin's changeable weather – rainy, sunny, humid and windy all in a matter of hours. Our greatest thrill was seeing the bright yellow 1914 Delage R4, a sister to our girl at home.

The opening night was a feast of colour an amazing range of tartans, from beautiful kilts and the full Scottish outfit down to those sporting comical tartan hats complete with the fake hair. The auditorium was abuzz and it was exciting as we, the international entrants, were piped in to the applause of the New Zealand entrants. In true Scottish style we watched the Addressing of the Haggis, the beautiful Scottish dancers and the pipe band. A great introduction to the week ahead.

Our train trip and day out at Oamaru was a first as we dressed in our finery and set off for the historic town ready to embrace the days of a long gone era. In this we were not disappointed with the Victorian Wardrobe the most memorable for us. An absolutely fabulous shop filled with outfits for every occasion for the victorian man or woman. The Wings and Wheels public open day as it gave us an opportunity to view all the other vehicles in the rally and also allowed us to get to know fellow rally folk and cement beginning friendships.

The four formal rallies saw the real business begin – our trips to Middlemarch, Waikouaiti, Balclutha and Lawrence via the long route all allowed us to experience

the beautiful scenery around the Otago district, something we would never have experienced as ordinary tourists. Also we believe that by tackling the long routes we saw even more of the rural areas than others. Who could forget the steady climbs sometimes in thick fog, only knowing we were climbing because our ears were popping. Then there was Ramrock Road and kilometre after kilometre of steep, winding, narrow, gravel road – uphill and down dale with the descent sometimes so steep you just prayed that the brakes would hold. But wherever we went the 1909 Darracq was forging ahead in front of us – a truly amazing car. Perhaps the biggest thrill was having to stop with other cars while a big flock of sheep was moved down our road from one paddock to another accompanied by two dogs who busily herded their charges.

The thank you parade around Dunedin and beyond was an eye opener. Not only were we amazed at the number of vehicles that lined up to take part but the number of people who turned out to wave and take photos was incredible. I now have some understanding of how the Queen feels in having to wave constantly as she glides passed in her car. We even saw a group ensconced on their footpath in comfortable chairs sipping wine with a large cheese platter perched on a table in front of them!

The social glue for us was the group who provided the music most nights at the Edgar Centre. They were great fun and great musicians. Fittingly they were the group who entertained us at the final dinner. What a fantastic way to end this Festival of Motoring. The Forsyth Barr



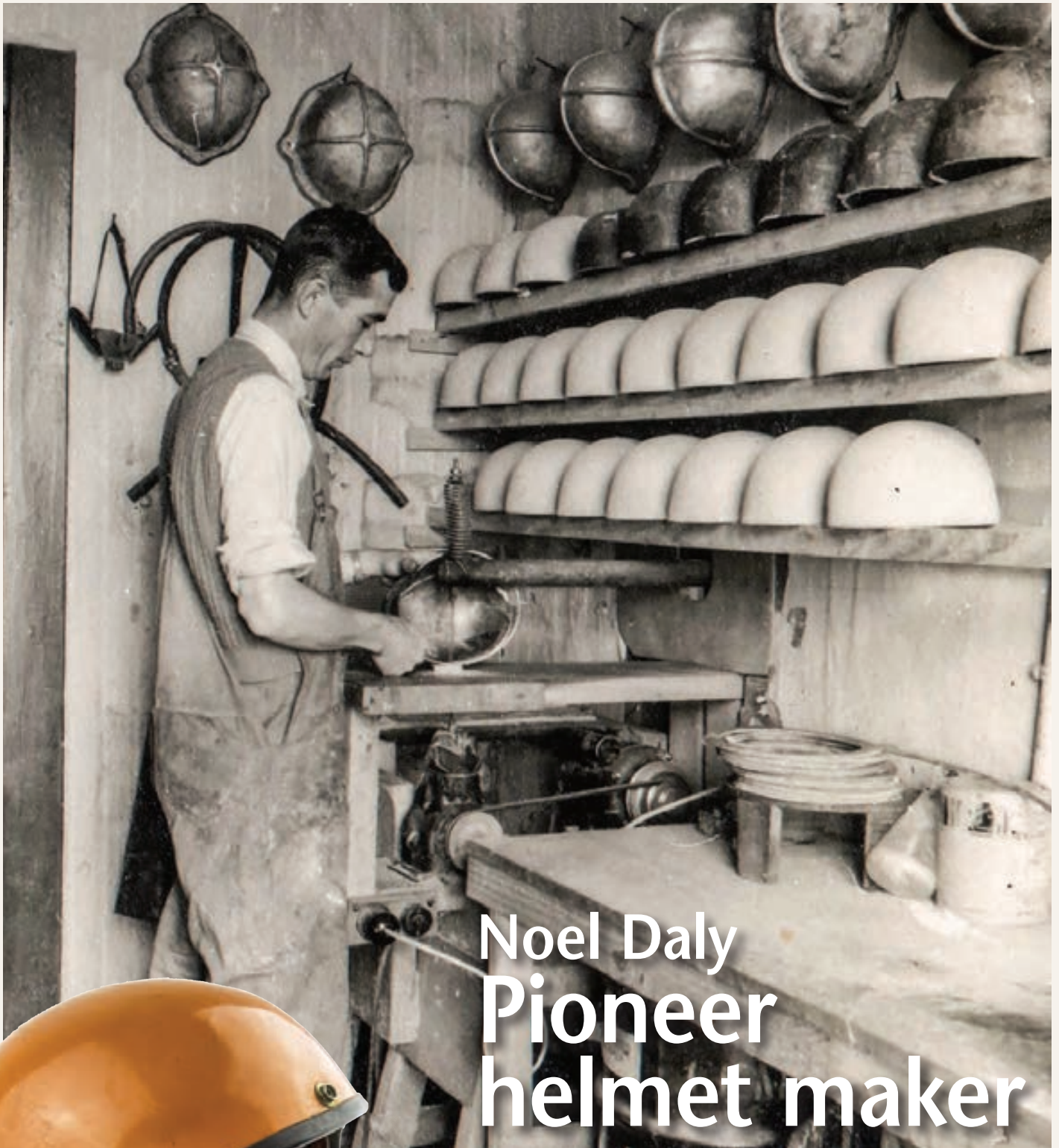
*The road to Middlemarch.*

Stadium all set up to receive us in our themed outfits and us being the envy of our West Aussie friends because we were on table 1 right in front of the stage. Not there because we were of any great importance but rather because we were first in line on registration day. The atmosphere was buzzing and food just delicious, beautifully presented and served by a group of young men and women learning their craft.

It was over, and the Sunday morning saw tearful farewells at our motel as vehicles and people we had come to know well were departing, destined for towns and cities all over New Zealand and beyond, but not before quick hugs and the exchange of email addresses and phone numbers. Who could forget the many personalities especially the ladies from Napier who dressed to the nines every day in their beautiful period outfits, even when off to do a bit of shopping at the local Hospice store – always a picture of elegance.

Farewell Dunedin, we had a wonderful time both on the rally and when walking your streets and browsing in your many establishments. The whole of Dunedin embraced the rally and it was evident on so many fronts. Congratulations and many thanks to the rally organizers for a fabulous time. You can be very proud what you achieved.





# Noel Daly Pioneer helmet maker

*Words Berys Daly, photos Douglas Elliott, Martin Humphreys*

Berys Daly is the daughter of Noel Daly who was an early New Zealand manufacturer of safety helmets and was also influential in the establishment of New Zealand standards. She recalls her father's factory and his interest in developing worthwhile helmets for a burgeoning motorcycling population.



Noel was born in New Plymouth in 1918. After schooling, which included a short stay at Elam School of Art, he joined his father's fibrous plastering business where he began clay modelling ornate designs for plaster ceilings – cornices, friezes, and so on for builders to fit to new houses. His interest and creative ability lead him to try other forms of modelling and plaster casting, which was a business that he started in the 1940s when he went out on his own. He modelled in clay and then made plaster casts of famous people, sculptures for gardens and homes, badges for schools and clubs including a commission for coats-of-arms for the New Zealand royal visit in 1953. He had input to a large statue that was made for the Centennial Exhibition in Wellington in 1940, originally in the Wellington railway station foyer, but now refurbished and sited on the waterfront near Te Papa.

In 1944 he married Nancy Hull, and they had three daughters. Nan had a secretarial background which was a great help throughout the years as the business grew.

He set up in business as a modeller in upstairs premises at 2A Brougham Street New Plymouth, which is now the site of Puke Ariki Museum.

A lot of Noel's early work resulted in items made of papier mache, including, for many years, thousands of pressed paper Guy Fawkes masks for Thomas Doo and Sons, an Auckland merchant.

Sometime in the 1940s he started looking at designing motorcycle helmets. We don't know why he turned to this, but often wondered if it was because of his association with a friend who had become a Traffic Officer, and had seen the damage done to those on motorcycles who weren't wearing a helmet when they had an accident. We will never know. He did not ride a motorcycle himself.

Noel started producing helmets in 1951 in New Plymouth. His background in clay modelling and papier mache lead him to experiment with heavy Kraft paper from the Kinleith mill. Using machines of his own invention he had metal moulds produced, into which were layered sections of Kraft paper, which were then coated with glue. The lower half of the metal mould held the shell and when the two sections were bolted together hot water pressure was applied to the inner rubber 'bag' – in actual fact a child's rubber play ball. This "cooked" the shell. When this process was finished the mould was left



to cool and the new shell removed for trimming.

The outer layer was a muslin type fabric which was stretched over the shell, and then painted with varnish (shellac), hence the shiny gold/brown appearance of the first helmets. This inside was sprayed with flock, and the leather harness hand-sewn into the shell. The first shape was similar to British helmets of the era, somewhat like a pudding basin. White Elastoplast tape was applied around the rim to cover the stitching. Cork and then later, plastic peaks, were an optional extra.

In New Zealand helmets for motorcyclists became legally required in 1955, and there were import controls in place. Noel expanded the business and built a single storey factory which allowed room for extra staff. A new line of riding caps for horse riders was added to the range about this time and women were employed to sew the fabric and finish the product. As the business grew it became necessary to add another storey to the original factory.

In the late 1950s fibreglass was just starting to be used. Noel was one of the first to see its potential and he changed to producing helmet shells from this material. He also helped local boat builders and surfboard makers to master the new medium. Other projects in the 1960s included modelling a life-size horse for jockeys to train on, and designing a new fibreglass all-in-one golf bag and trundler.

When the shape of helmets started changing to full face (early '70s) he chose to leave these new designs to other makers who were by now in the market place. Instead he turned his talents to designing a new industrial helmet out of ABS plastic, as the material was lightweight and virtually indestructible. He followed this with a new bicycle helmet design. He developed a "sandwich" technique which was entirely his own invention, as were the machines he had built to do the job.



The bicycle helmet business production continued in New Plymouth with exports to Australia and Asia. An American company bought the patent for his industrial helmet design and continued the manufacture in the USA.

Much of his inventiveness stemmed from need, and the "no 8 wire" outlook, that he brought to his plans. He was always working to improve his product, often by trying out new methods or components. When it was something that he couldn't make himself he sought out others who had the skills to provide a purpose built item made to his specifications. He designed and built our family home in New Plymouth in the late 1940s and built a fibreglass body to fit to a Morris van chassis as our first family vehicle.

Noel worked on many projects around the city as a volunteer including the Bowl of Brooklands in the early years, and new premises for the Taranaki Commercial Travellers' Association. He served on many boards and institutes in various capacities including NZ Plastics Institute, NZACU, NZ Standards Institute and NZ Manufacturers' Association of which he was President. His knowledge was widely sought in many spheres of business and he was recognised for his expertise in fibreglass and plastics manufacture.

He died from lung cancer in 1982 aged 64. Unfortunately we will never know what started him making helmets – it's a question that was never asked. As a child I would wander around the factory and I have particular memories of the pungent fumes of the glues, acids and spray-paints that were being used. We spent many hours in our homebuilt Morris van driving to race meetings to have the product race tested and talk to the racers, and likewise many hours sitting waiting while business deals were done with retailers. His innovation and Kiwi "can-do" put the bread on our table.

# A Fallen Star Shines Again



Words Mel Tap, Greg Elder photos Colin Walkington

As a small boy I always had a love of cars brought about by the large mix of odd cars that roamed the Catlins area around Owaka. I recall the unusual cars of the Kirkland brothers that lived next door; a large two door Jewett belonging to Jimmy or the lovely little Renault roadster, and Swift tourer both of the mid 1920s and owned by Henry.

Another much anticipated highlight of my youth was always when my grandmother took me to visit her two sisters who had married two brothers Forrest and Tom Dixon at Matura. This was around the mid 1940s and their everyday car at this time was a 1906 Cadillac that was in lovely order for its years. The Dixons also owned a 1920 Stanley Steam car now owned by Forrest's grandson and recently back on the road after 55 or so years. A White steamer of around 1908 Vintage with a Essex coupe body also sat in the Dixon brothers' yard and a circa 1915 Humber. The brothers had traction engines and were the first to mount a chaffcutter on a truck so they could drive to farms, park up and cut the crop. The old truck was an early Vulcan on solid tyres. My favourite, however, was the little Star that sat forlornly under an old oak tree slowly rotting away. It had been used by Forrest for a while and

was now just filling up with leaves and nuts from the old oak tree, providing great inspiration to a young motoring enthusiast's imagination.

Fast forward 50 years to the mid 1990s and attending a Gore rally I asked if anyone knew what had become of the Star. There standing beside me was Greg Elder who had bought it with his father many years before and was partly through the restoration process. Some time later when I heard that Greg had completed the restoration I visited him at his home in Riversdale and was staggered. The standard of this restoration was amazing and the car looked so good it nearly brought a tear to my eye to think back that this was the old wreck I played in as a small boy and now Greg was offering me the opportunity to once again climb aboard, this time to ride in it. For an English car the first thing you notice is the torque of the motor pulling and sounding more like a Ford Model A than a small English car. It was most noticeable as we went out the gate and pulled away from walking pace in top gear. It purrs along well about 40mph and a wee bit higher. Here is the restoration story as told by Greg.

## 1924 Star 12/25 tourer Restoration

This project started a long time ago while I was still at Gore High School (1966). I remember the advertisement in the *Southland Times*,

*For Sale Vintage Car suitable for hot rodding or restoration. Price £100.*

After pestering my father for some time to go and have a look he finally agreed. The short version of the story ends with us purchasing the car from a Mr D E Garnham who had only owned it for a few months, and trailering it home. It was in a very bad state after many years parked under an oak tree in Matura. The previous owner was Mr Forrest Dixon, a contractor who owned traction engines and the Stanley Steam car that some members will know about. My father used to visit Mr Dixon often and I well remember it being a very interesting place with all sorts of old cars and gear about the section.

My father and I braced up the body to keep it in shape, and for patterns, before removing it from the chassis as it was completely rotten. The chassis and mechanicals were all dismantled and cleaned and undercoated over the next few years. We made up a completely new body frame out of Southland beech timber.





---

The standard of this restoration was amazing and the car looked so good it nearly brought a tear to my eye

---



We stripped the 1945cc four cylinder side valve engine and rebored it, fitted new Triumph pistons and rings along with Chevrolet valves, scraped the white metal bearings and set clearances. The flywheel ring gear teeth all had to be welded with an electric welder and I then shaped up every tooth with a file!

The German silver radiator with a honeycomb core had many leaks and Dad was told by a specialist that it was beyond repair. He consequently set out to prove the specialist wrong and spent many, many hours making up and soldering tubes which he rolled out of flat shim brass and then fitted inside each leaking tube and very carefully soldering in the ends (52 in total). This was all done with the old kerosene pump-up primus and old heavy wooden handled soldering bolt. The gearbox and front and rear axles were all rebuilt overtime.

Fast forward to 2013 – after the restoration of my 1917 Cadillac I decided after much family ribbing that my next project had to be to get the Star finished and on the road to give my 85 year old mother a ride!

I removed the body and repainted the chassis and axles again. I was worried that the motor and the three speed gearbox may have rusted up inside after sitting

idle for 45 years. Luckily we must have oiled it up rather well back then as the internals were all still nice and shiny so I just overfilled the engine with oil and tipped it upside down before installing in the chassis.

The new front guards that had been made for it were completely wrong even after having the original ones to copy so we made new ones in-house along with reshaping a lot of the other metal work.

I cut out a new dashboard from oak using the original as a pattern and applied several coats of gloss polyurethane with a brush. I was lucky to have the hood bows and irons so I rebuilt them. I decided not to bother with side curtains at this stage but may have some made in the future. I would like to buy a rear Auster screen or parts of if anybody knows of one for sale.

There are only rear brakes; they were relined and the huge heavy drums turned out. It has twin internal shoes per side (one for a hand brake) that have a cam, like modern trucks, which works very well (I wish the Cadillac had this system).

The original windscreen frame had been modified into a one piece so I tidied it all up and brazed it together before having it nickel plated along with the headlights, hubcaps and other fittings. The door handles are made of German silver so

I was able to sand and polish them to look like new.

I painted the body and guards with etch primer and many high-fill two-pack undercoats. Then much block sanding before it was painted in its original dark green with black guards and valances. The inside of the body I also painted in POR 15 and then gloss black to protect it from moisture.

The body then went on and I had the upholstery made and fitted in Invercargill as per original photos. While this was being done I assembled the chassis and running gear. After fitting the body back on it was back to have the hood and carpets and door trims made.

The fuel tank is up under the scuttle with the filler under the bonnet. I made up a tap and fuel lines. Luckily I found a period taillight on TradeMe, so I mounted it along with number plate. I also completely replaced all wiring through a fuse box. The 12 volt battery is under the floor so I installed an isolating switch hidden down under the driver's seat. I fitted a modern starter relay and also fitted one to the King of the Road headlights and the pretty torpedo shape Brolt side lights on top of the front guards. I turned up a new centre section and brackets to





mount the spare wheel at the rear of the body between the chassis rails.

The Bosch magneto was rebuilt 40 years ago and had been kept in the water heater cupboard so I was very pleased after timing it and adding fuel and water that it fired up with the second pull of the cranking handle and sat idling sweetly for the first time in approximately 60 years.

I have recently found another similar rebuilt magneto in Hamilton for a spare, so will put that under the seat.

Mr Dixon had fitted an early Model T brass carburettor as he said it was a lot better on fuel mileage than the original Zenith. I was lucky to find an original Zenith in England on Ebay so have fitted that.

So off to town for a ridiculous body cert and then onto VTNZ to have it checked. Cost \$895 including \$316 body cert and 12 months registration. Crazy stuff. The system is wrong. I was very lucky to find that I had a copy of an original registration paper from back in 1942.

I have replaced the rusted out 23" beaded edge Sankey wheels with straight sided 19" Sankeys and new (45 years old) Firestone tyres. After setting the wheel alignment it is now driving well for a 90 year old vehicle.

As of May 2014 the Star has seen the light of day and I have given my mother and family a ride.

I know of one other similar car in New Zealand. It is in original condition and a year later being a 1925 model. There

are a couple in Australia with locally made bodies and one in England restored and several round the world, according to the register, in various stages of restoration and parts.

While this has all been going on over the last couple of years I have managed to build up a two seater roadster (1923) from parts that I had accumulated over many years. So hopefully in a year or so I will have two rare Stars. (I also have a third one but that's another story) It is reputed to be the car that set a speed record between Auckland and Wellington as well as winning reliability trials in Scotland and Australia before coming to New Zealand.

BW





# METAL RECLAIMING SPECIALISTS

*One Stop Vintage Repair Shop*



LATEST TECHNOLOGY NO HEAT DISTORTION

**GUARANTEED**

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

**WHITE METALLING  
of engine bearings**

*The list is endless ...*

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

**FRANKLIN ENGINEERING SERVICES LTD**

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

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

## CLASSIC TYRES

Established in New Zealand in 1991

importing major brands:

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

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

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

**Contact**

**PETER WOODEND (proprietor)**

Ph 07 571 5525 . Fax 07 571 5526

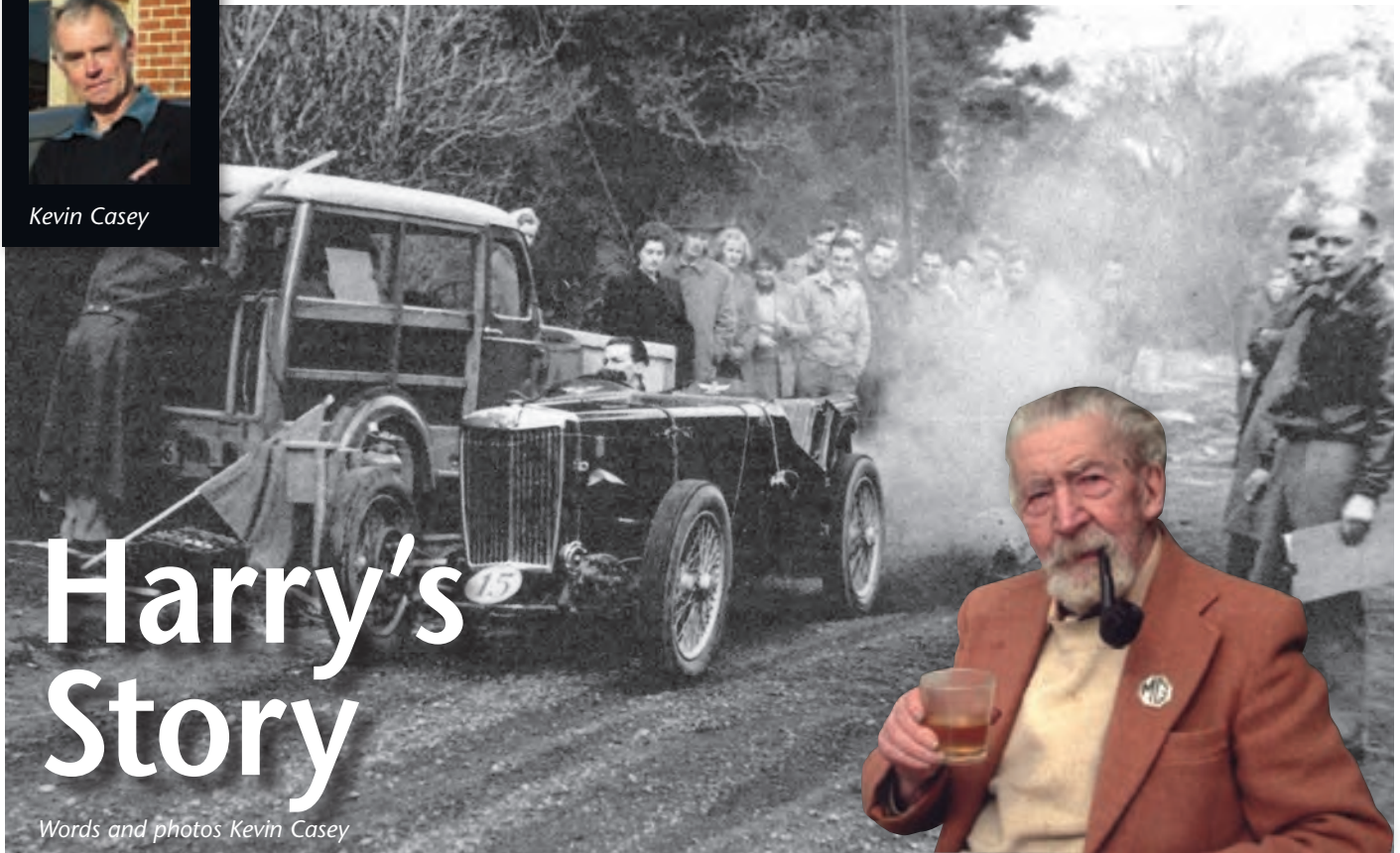
Mobile 027 605 4040 P. O. Box 2245, Tauranga 3140

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





Kevin Casey



# Harry's Story

Words and photos Kevin Casey

Harry in action at Patmos Avenue (1940s). Inset: Harry in character – pipe, whisky, ready for a yarn (2011)

Harry Hedges, car enthusiast, racing driver, soldier and all-round good bloke died two years ago having reached a venerable 92 years. Back in 2011 motoring journalist Allan Dick suggested I should interview his old friend to record Harry's memories before the bell tolled. I thoroughly enjoyed the many hours spent yarning with a person who could bring alive the motoring world of the '30s and '40s, a still sprightly Harry proving to be gregarious, affable, humorous and blessed with an excellent memory. He never wavered from his recollections no matter how often I applied cross-checking "trips". His hands were always busy, punctuating a story, topping up his Grants, tending to the omnipresent pipe – a habit from the tender age of fifteen. Harry explained he enjoyed two whiskies at sundown ever since the war but he had advanced the clock to midday as there wasn't much time left!

Harry lived alone in Fairfield, Dunedin, his beloved Dorothy having passed away some 15 years before. Motoring mementos and a few tarnished silver cups were evident while the garage housed his 1951 MG TD and 1976 B, both still in regular use. Harry was a 1920 model, born in Dunedin and educated at Christian Brothers where he excelled at sports, leaving in 1935 to work in the menswear shop of Jock Bess before moving to the chemist, H L Bock. Harry felt he wanted to train as a chemist but war got in the way. His lifelong passion for cars and motorbikes was due in no small part to an uncle, former Talbot test driver Captain Dick Hedges, who would take Harry and his dad for drives in Dick's Model T. Dad was also an enthusiastic motorist. The first car Harry drove was the family Rugby, obtaining his license with it, while the first car he owned was a 1932 J2 MG bought in 1935, with considerable financial assistance from his parents. One could say that Harry was fond of MGs. Apart from the three already mentioned he admitted to having possessed a second J2, TA, TC, M Type, Magna, Magnette, L Type, KD and the Tiger. Much of this story is about this 1930 Tiger. Now before the purists start spluttering and raging I know it is officially dubbed a Tigress, although there is the odd period reference to Tiger and even Tigresse. Harry was

adamant it was his Tiger so for now it will be a Tiger.

Several cars came and went before the war including a 1928 boat-tailed Essex roadster and a 1935 Auburn 8 boat-tailed roadster, an exotic car that is now restored and gracing our roads once again. Harry states it was powerful, handled like a yacht and consumed prodigious quantities of oil so he flogged it off. A 1928 Chevrolet tourer was a favourite. His good friends Bill Keen and Ted Napier also had Chevs so races were common, particularly to Warrington. The old Chev had a tendency to get oil on the clutch plate, temporarily cured by cutting a hole in the floorboards and throwing in sixpence worth of Fullers Earth. Bill Keen's father had the service station at the bottom of Hope Street wherein an ex-tourist car Hudson 8 had been lurking for a very long time. The two likely lads dreamed of repowering their old banger with the Hudson engine so out it came. They persuaded Emslie and Flockton who were next door in Princes Street to weld in new mountings and cut the bulkhead as the Hudson motor would extend right into the cab. The trial run was up to Palmerston and out to Bushy. Could it go! Like the proverbial scalded cat. In their youthful exuberance the boys decided that no one must know the secret of their hot Chev so both sides of the bonnet were padlocked and the





*This photo was in Harry's collection and we believe it is him, powering away in a Patmos Avenue hill climber, about 1950. The car is an Invicta and he did own one.*



*It's 1935, he's 15 and smoking a pipe. Harry poses with his 1932 J2 MG outside the family home in Arthur Street.*



*Winners are grinners! Harry wears the laurel wreath at an Otago sports Car Club event.*

keys chained to their belts. On a later journey their Chevson 8 blasted past Mr. West's new Ford V8 taxi on the Pleasant Valley straight. When West caught up at Palmerston where the lads were taking a break with their girlfriends, they could not help themselves so the bonnet was unlocked to proudly show the bemused cabbie why he came second. Although motoring was relatively free and easy in those days you could not be too blasé about the law; their "fishtail muffler" was removed only when outside the city. Harry remembers Joseph Oswald, the cop who directed traffic from atop a platform in the Exchange. Disobey Oswald's signals and he would direct you around the Exchange repeatedly until he was satisfied you had learned a lesson.

The most notable car Harry owned prewar was a Brescia Bugatti with staggered seating which he bought from "Mad Mac" (Harry's words). Andy McIntosh, usually known as Andy Mac, was a larger than life character who owned NZ's biggest wrecking company, Southland Motor Wrecking Co., in Invercargill. Apart from wrecking cars he raced cars and horses and flew aeroplanes (he died in 1948 en route to a horse racing meeting in Christchurch when he encountered dense fog near Oamaru and crashed his Puss Moth into the sea). McIntosh was racing the Bug on Oreti Beach when it caught fire so he promptly drove it into the surf to extinguish the flames. Harry was there and bought the damaged car for the princely sum of £5. His father always insisted Harry had £5 in his pocket when travelling so if he ever got stuck anywhere he would have enough cash for a hotel room, although he usually slept in his car. The theory was if you had money you weren't destitute so the police couldn't nick you for vagrancy, a common criminal offence in the depression years. Harry got the car running but later it had another fire so a friendly armature winder with the tramways, Jack Bourke, rewired it. The Bugatti and the J2 were used for hill climbs

such as Bethunes Gully, Patmos Ave. and Cable Hill (Milton). Harry says the Bugatti handled beautifully with excellent acceleration and very direct steering. The brakes, however, left a lot to be desired. It was very fast but temperamental, needing hard driving to prevent the plugs fouling. He would warm it up on one set of plugs then change to colder plugs for the race. Harry freely admits to not knowing enough about tuning so failed to get the best out of Ettore's finest. After about a year he sold it to two university students who, he says, butchered it by fitting a Model A carburettor and altering the lovely free flow factory exhaust resulting in a loss of power. What would that car be worth now!

---

**In their youthful exuberance the boys decided that no one must know the secret of their hot Chev so both sides of the bonnet were padlocked and the keys chained to their belts.**

---

Harry was also a motorbike nut owning at various times a two stroke Wolf, Francis Barnett, AJS, Velocette, Rudge Whitworth (reliable), BSA (too slow), Triumph, water cooled Scott Squirrel, Norton racing bike and a Royal Enfield (there were probably more). A favourite was the Royal Enfield silver Bullet. He loved that bike – unfortunately the Army impressed it when war was declared. His love of bikes and speed was probably the main enticement to join the Territorials in 1937 as a dispatch rider. Prior to manoeuvres at Sutton he went into camp at Wingatui where, during a practice with blanks, a recruit was hit by a recoiling breech block. The OC (officer commanding) ordered Harry to pick any car out of the pool and get him to hospital. A police inspector in a Ford V8 coupe would drive ahead as a pilot. Harry swooped on an SS, the pride and joy of Major Cazer, a real estate

agent. His testosterone was boiling! The police car was left trailing far behind as Harry flew past him going down Saddle Hill reaching Dunedin Hospital in 12½ minutes flat. The Major was furious with Harry for driving his car so hard but the OC must have thought it funny as he presented Harry with a trophy in the form of a dunny seat! At Sutton the hooligan instincts had official sanction as he was required to ride "urgently" from one gun position to another during live shoots on either a BSA or AJS. This he did, very impressively, until knocking himself around by hitting a rock in the tussock, somersaulting bike and rider some distance. While in the Territorials Vic Dickel took Harry for his HT license in a Marmon Herrington after a five minute familiarization. He then immediately drove it to Burnham. Harry remembered it as having a truly awful clutch.

The looming war became reality. Harry joined the 3rd Tank Corp as a dispatch rider/driver in the 20th Infantry Battalion which later became the 20th Armored Regiment. Initially posted to Cairo his regiment was involved in action all through the Middle East, Italy, Greece, Crete and North Africa. In Egypt he was part of the protection squad when Churchill and Eden visited, serving with Allied Intelligence, a "hush-hush" job involving sabotage and security. When absent his cover was that he was away on a motorcycle course. Private (later Sergeant) Hedges acted as the special dispatch rider between Gen. Freyberg and Brigadier Bill Inglis (known to all as Whisky Bill), a solicitor who served on the War Crimes Commission when hostilities ceased. On Christmas Day the officers traditionally wait on the men during the festive dinner. Whisky Bill was coming over to visit the 20th and Harry was required to ferry him on his Matchless to the officers' mess on the hill, the men's mess being on the flat. Col. Jim Burrows took Harry aside: "Hedges, you want leave in Palestine don't you?" "Yes Sir." "I've got a bet on with the

adjutant that you will take the Brigadier up the short cut track instead of the road." "Yes Sir!" The short cut was a hair-raising glimmer of a track about one foot wide. All of the men assembled to watch, letting out a big cheer when the Matchless swerved off the road and up the escarpment. WB took it well but instead of releasing the miscreant from duty informed Harry he was now required to remain on duty as he visited other units. They ended up at the Maori Battalion at some ungodly hour in the morning where Col. Love looked after them making sure though that Harry was not too plastered to ride. On returning to Brigade HQ the Brigadier, concerned about his rubber-legged driver, urged him to take a Jeep back. "Hell no, the Colonel will shoot me!" He settled for a motorcycle escort instead. The only comment from the Colonel next day was "Hedges, you made a hell of a racket." He did get his leave. Friendly and partly human they may be but officers are conscious of keeping that gulf between them and the enlisted men.

Once, when Harry was nearing Maadi Camp on a journey from Alexandria, a big open car containing Whisky Bill and three other officers passed him going the same way. It pulled up ahead and one of the officers alighted and stopped Harry. "I'm sorry old chap but you didn't salute the Brig so you will have to push your bike for the next ¼ mile as punishment." The "road" was sand. Harry put it in low gear with just a touch of throttle and did a great impression of pushing the just moving bike. Honour satisfied.

Harry rode many brands of motorcycle during the war, mainly English such as Matchless and BSA but also a captured BMW and "spring heel" Moto Guzzi – a nice-riding bike. The BMW was a superb bike even featuring a reverse gear but too heavy in the sand. It would pin the rider down and spills were frequent. He found the Matchless to be the best all round bike in the tough conditions.

Although in the Tank Corp Harry did not spend much time in tanks, mainly reconnaissance missions under the command of Captain Jim Moody. It was usual to send out six armoured Daimler scout cars at a time, sometimes three of these "Dingos" and three Jeeps armed with Bren guns. Harry was seriously wounded twice. Shrapnel from an artillery shell exploding nearby went through his leg and shoulder and he was lucky to survive the second incident when shells exploded around their Daimler with one armour-piercing shell passing through it. Harry says it must have cut his pipe in half as



*A rather raffish Harry on leave with friends (probably Cairo)*

when he regained consciousness back at HQ half of it was gone! The war did leave its mark on his health with hearing loss from explosions, guns firing and RSMs barking orders, ongoing circulation problems from Italy's winters and a long post war fight with malaria. Incidentally, dispatch riding was a decidedly unhealthy job. Of twenty-five riders he served with only five survived the war.

Hostilities were finally over, time to try and adjust to civilian life with just the Magnette and Scott Squirrel left. His father had sold off his other bikes and cars – with permission but no commission! Jack Shacklock had served with Harry in the 20th and this led to a job at H E Shacklock making electric ranges. He then turned to selling real estate in Dunedin and Invercargill. Not too long after the war Harry was a spectator at Oreti Beach where Mad Mac was competing with his 1930 MG Tiger. It had been advertised in England during 1938 for £100 and is thought to have arrived here in 1939. It is unclear if Mac was the importer or his friend Eric Rillstone, a photographer. A Rillstone photo shows a McIntosh dealer plate over the English plate. Harry craved it, he had to own it – and so he did. MG was the creation of Cecil Kimber, general manager of Morris Garages.

Although fledgling MGs emerged in 1924 the first "real" MG, introducing the traditional vertical grille, was the 18/80 of 1928 on its own purpose-designed chassis. It sported the six cylinder 2.5 litre ohc engine derived from the most recent Morris model, proving to be an excellent touring car although its price resulted in low production. The chassis was redesigned for the Mark II version while three speeds became four, production continuing until 1933. The Tiger was to be MG's first production racing car, officially termed 18/100 MG Six Sports Mk 111 Road Racing Model. The 100 referred to a planned 100mph from 100hp – neither goal was attained. MG's intention was to supply its customer with a factory run-in, ready to race, road/racing car with the capability of tackling major races such as the

Brooklands Double Twelve and Le Mans; perhaps even the Mille Miglia was in their sights. Introduced in 1930 and production completed in 1930! Its eye-watering price of £895 (a Midget cost £185), teething troubles and weight handicap resulted in just five being built from a total production of twenty-five sets of its component parts. Engine development was impressive, including a new camshaft, a true cross-flow head, all internal parts balanced and polished, cylinder barrels ribbed inside the block for strength and to aid heat dissipation, and dry sump lubrication. Racing fuel from the two large SUs was ignited by a twin ignition system comprised of twelve spark plugs fired by two coils, points and condensers. Power output is variously given as 92bhp at 4,500 rpm or 80bhp at 4,000 rpm, which is generally considered the more likely figure. The factory geared the Tiger to attain 100mph at 4,200 rpm and it did come close when one of the existing cars was timed at 95 mph on the Brooklands track in 1935. To compete in its class the Tiger had to carry four-seat bodywork, contributing to its hefty weight of 1.4 tons with driver and fuel. Two Tigers had been assembled in time for the 1930 Brooklands Double Twelve, a type of English Le Mans raced over two twelve hour sessions with the cars locked away for the night. Nearby Weybridge residents had managed to get night and Sunday racing outlawed and, in 1924, succeeded in getting straight pipes banned. All cars (and motorcycles) were then required to use a standardised muffler dubbed the "Brooklands Can". The volume of the can, which was totally empty, related to a set formula based on engine capacity. The fishtail was part of the requirements and most likely did most of the muffling by creating back pressure which some contestants relieved by drilling holes in the side of the fishtail. Only one car was raced (Harry's car was the practice car) going very well for two hours, consistently lapping at 86 mph. Then disaster – a Tiger undone by a butterfly! Vibrations from the rather rough surface loosened the set screws holding one of the throttle butterflies which was immediately ingested. Growling piteously the gorgeous, impressive Tiger was finished while the Midgets went on to win the team prize at around 60 mph average speed over the twenty-four hours. This, probably apocryphal, story was less embarrassing for the MG hierarchy than what actually happened; catastrophic bearing failure.

*To be continued*





Big End Knocks

## mutterings of a mature motorcyclist

I had been a bit lucky and had a trip to my old stamping grounds in England. Among other things I got to see a lot of motorbikes as well as old mates, ate real pork pies and tried the beer and found it not to my taste anymore. One of the things that struck me was how fortunate we are with the size and workshop space we have. Very few of my friends have anything like the workshop space we take for granted but still they manage. One of the bike men I was taken to meet was Joe, an ardent BSA man. The space between his house and the next isn't wide enough to drive a car through. His workshop has just enough room for a narrow bench with his lathe and a bike bench that is a squeeze to get around. It has to be moved sideways to get to both sides. In there was an immaculate ex WD M20 that had to come out before we could get in to see the 1936 250 being restored. This made my mouth water as it was the very model I started legitimate riding on. We then went down the garden to a small shed and wrapped in blankets were a Corgi and another fully restored 1936 250cc BSA. Still with total loss lubrication but fatter tyres and bigger headlamp. More blankets and out came a 1923 500 which he insisted was a washout, it rides like a pig. To the bottom of the garden and another shed and three more bikes, all BSAs, all restored and all had to be started up. "Come round the corner I've got a lock up." So off we go and there was his 1928

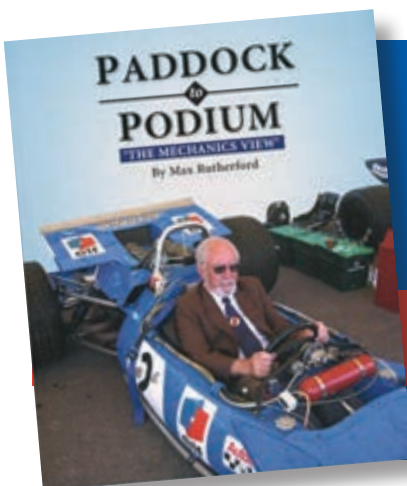
BSA sloper and side car outfit ready to be taken to Banbury for the big rally. That is where I should have gone but I had already made plans to visit an old mate from the Regiment, can't be everywhere can you? While I was there visiting him I went to see another unlikely character who builds Autogyros and we were treated to a flying demonstration as well as a tour of his workshops. The remarkable thing about this gentleman being that he was 88 years old and still with enough plans to keep him going for 50 years.

We did however get a trip in to Sammy Miller's wonderful museum to see and drool over his collection of machines. There are something like 300 machines and 90% of them are runners and all immaculately turned out. So many 'one offs', specials and factory prototypes that should have happened but didn't for various reasons, management or military. One that caught my eye was the vee four supercharged Villiers, fitted in a Douglas Dragonfly frame with Norton forks. I was told that it goes really well and it certainly looked the part. A three cylinder Scott that looked a bit cumbersome but just how rare can you get? For the BSA fans there is that 250cc dohc with four valves, twin exhausts and twin carbs. On its first test outing at Oulton Park Geof Duke equalled the 250 lap record in the rain. Factory politics wouldn't let it race unless a guarantee of a win could be given! The vee four supercharged AJS from 1939 that was the first machine to lap a Grand Prix course at over 100mph, the Ulster Grand Prix. As I said before it just goes on and on, too much to take in so you have to go out to their café for a feed to collect your wits for another look round. Why would anyone want to make a near full size wooden Royal Enfield. On and on thru' the rare one-off Norton's and other racing rarities, Sammy's trials machines his Ariel

and Bultaco, the prototype specials, so much to see.

Anyone going to the UK who is at all keen on the bikes should try to see Sammy's collection; the place is also a Mecca for motorcyclists so you are bound to meet like minded folks. Now it's a funny old thing but at least two of our members have had not such good things to say about the place. One said he wouldn't go because he considered Sammy to be arrogant, based on I'm not sure what? I know in the early days of his trials career he approached the game with very professional attitude and wasn't very sociable, also of course he won everything! Another member had the workshop door closed on him when he looked in so I gather he didn't stay to look around. This is all a great shame because I can only quote my own experience of the place. I first went to Sam's old museum 20 odd years prior and it was closed but they were in the workshop. So I poked my nose in and chatted them saying I had come 12,000 miles to see his stuff and chose the closing day to find him! The outcome was that they put the lights on and took me through for a free look and I had the run of the place. This last time I poked my head in the workshop and asked if they would mind me taking a picture, a request they must get a zillion times a week. The Gilera that he had brought to New Zealand was on the bench and I was told to hang around because they were going to fire up a racer in ten minutes or so. So there you are I can only speak as I find and I found them very friendly, perhaps Big End is less sensitive or cheekier than the other folk?

BW



## PADDOCK TO PODIUM THE MECHANIC'S VIEW

by Max Rutherford.

The life of a racing mechanic in the 1960s with 180 images.  
Foreword by Sir Jackie Stewart

*"He mines a rich seam of anecdotes and pulls no punches. An entertaining read."*

Phone 021 11 1137 054

**\$35**

includes p&p  
within  
New Zealand.

The first of a series of articles featuring bikes destined for the 25th VCCNZ National Motorcycle Rally



## 1976 BMW R60/6

Owner: John Rushton

Words and photographs John Rushton

The BMW R60/6, R75/6, R90/6 and the sport model BMW R90S form a range of boxer twin motorcycles that were manufactured in Berlin, Germany, by BMW from 1974 to 1976. The slash six (xxx/6) models departed from the earlier slash five slightly. First, the smallest displacement changed from 500cc to 600cc. A sport model was offered, as were disc brakes (front only) for the first time. Additionally, the tank design was changed to remove the chrome trim panels (rubber knee pads were added instead), and the gauge pod was moved from the headlight housing to its own assembly over the housing.

This particular bike is a two owner machine; the first owner purchasing the bike, new, from Wellington Motors Ltd., in March 1978. The salesman was a Mr Treleavan. The BMW was purchased for \$5,350, no wonder it had sat in the dealers for two years, you could purchase two Honda 750cc 4 cylinder machines for that price in the day.

The first owner clocked up 51,000 kms, touring throughout the North Island, mostly two up, from 1978 through to 2010

when the bike was largely parked up as the owner's age caught up with him.

I was lucky enough to be on the scene in March 2015 when he decided to part with the bike. The R60/6 came to me in excellent original condition except for the rear shocks, which had been changed for a set of Konis and the carrier and pannier frame which were home made by the first owner, who is also a skilled engineer. I also inherited a full set of detailed maintenance records, original tool set and owner's manual.

I have found the BMW R60/6 to be an excellent Club bike and ideal for me, touring two up, with the big 22 litre fuel tank, giving a range in excess of 400km, and cheap registration next year!

It's easy to work on with parts readily available and plenty of expert advice available should it be required. The biggest surprise for me, having ridden just one BMW previously, was the excellent handling and ride comfort the R60/6 offers.



BW



Enquire today - this extensive tour will not be run again...



# mad about motors

FINAL YEAR!

## Summer in Europe

12 JULY – 5 AUGUST 2016

**The ultimate experience**, incorporating the collections of some of the world's finest automotive manufacturers, including **Porsche, Audi, Ferrari, BMW, Lamborghini, Mercedes Benz, Ducati, Land Rover, Bugatti.**

Not a 'grease under the nails' journey nor just one for the boys. We'll be travelling through scenic splendour to **Berchtesgaden**, site of Hitler's '**Eagles nest**' high up in the Bavarian Alps, and via Salzburg en-route to Munich plus an optional tour to **Neuschwanstein Castle**. Visits to some outstanding gardens and stately homes in Britain, interspersed with plenty of free time in enchanting places. The perfect mix for a **high octane, fun injected, passion aspirated experience...** so buckle up, sit back and enjoy the ride!



- Fully escorted ex New Zealand by a Travel 2 U tour leader and motoring enthusiast
- Covers places of interest in the UK, Italy, Germany and Switzerland
- Includes car museum visits, '**behind the scene**' factory tours of some manufacturers and showrooms of luxury marques
- Entrance tickets to **Farnborough Airshow**
- Featuring everything from early vintage to latest models of the worlds leading car manufacturers
- Includes the Schlumpf brothers **Bugatti collection** and the '**city of trains**' in Mulhouse, the '**Eagles Nest**' tea house high up in the Bavarian Alps, **Beaulieu House and Gardens, Hampton Court Palace**
- A parmesan cheese maker and balsamic oil producer
- The incredible **Speyer Technik** and **Deutsches** museums
- Authentic experiences such as **dining with the locals** in a German Beer Garden

For more information go to [www.travel2u.co.nz/escorted-tours](http://www.travel2u.co.nz/escorted-tours) or call us on **0800 12 12 22**  
Email [groups@travel2u.co.nz](mailto:groups@travel2u.co.nz)



Our preferred airline partner







Auckland: 1st Sidecar Paul Tomlin 1925 Harley-Davidson.



Auckland: Rally coordinator Martin Spicer on his 1960 BSA Golden Flash that he has been riding continually for 51 years.



Auckland: Before the start: Velo, Harley sidecar, Morgan, BSA.



Auckland: Paul and Robyn Muir 1st PWV 1948 MAC Velocette Overall winner.

## 35th Auckland Motorcycle Rally

### Auckland Branch

Words and photos Martin Spicer

The rally weekend started Friday evening. As organiser I arrived with my wife Lynda early at the clubrooms to setup.

On Saturday morning we were lucky that the rain stayed away. Peter Alderdice, the rally plotter, briefed us at 9.30am. We had 48 entrants with the first entrant Buster Hill, away at 10am. We set off towards Karaka, riding over the motorway bridge and then towards the Awhitu Peninsula. By now light rain started to fall.

We arrived at the Awhitu Peninsula lighthouse car park where we then made our way up the steps to look at the lighthouse and the view out over the bar of the Manukau Heads. We unfortunately could not see much due to the low cloud all around us. In the afternoon we headed back towards Waiuku, then out past the

Glenbrook Railway and finished at the start in Papakura.

The back up men were Rod Smith and Monty Wray, who had to rescue Martin Salter from a puncture and Jack Clark who had no clutch. The prizegiving dinner was held at the clubrooms with 44 in attendance. Last year we had an issue as the Rolling Stones were playing at Mt Smart Stadium, this year it was Fleetwood Mac. Our road was closed off for the show's bus parking, although we were all okay and still able to park for the dinner. The night went very well and the caterers again provided an excellent meal.

We were very lucky again this year with our sponsors providing a large range of prizes.

<b>Vintage</b>	
Dave Williams	1928 Harley-Davidson
<b>PV</b>	
Graeme Crawley	1938 Ariel VB
<b>PWV</b>	
Paul Muir	1948 Velo Mac
<b>P60V</b>	
Peter Bell	1966 Norton SS
<b>P80V</b>	
John Comer	1983 BMW R80
<b>Sidecar</b>	
Paul Tomlin	1925 Harley-Davidson
<b>Furthest Ridden to Rally</b>	
Adrian Collins, Whakatane	1974 BMW
<b>Overall Winner</b>	
Paul Muir, Auckland	

## Clutha Rally 2015

### South Otago Branch

The South Otago Branch's Clutha Rally had a good number of entries. After a welcome by Chairman Stuart Milne entrants left the Balclutha War Memorial Hall, the start point for the timed section. The route took entrants around a couple of streets of Balclutha then onto the Owaka Highway and Kaka Point Road and finishing at Karora Creek. An unforeseen mob of cows being driven along the road at Paretai had cars bunching up and put paid to many on the timed section. After the timed section the long route and the short route separated. The long route went onto Cannibal Bay and the short went over Tunnel Hill to Purekireki Coronation Hall up the Owaka Valley for a lunch stop. The long route cars met up some half an hour later.

Purekireki was once a thriving farming community but all that's left of it now is the hall, cemetery and the church bell. The church was shifted away a few years ago and is now a café in Wanaka.

The afternoon run for the short route took the Owaka Valley Rd to Clinton and back to Balclutha. The long route went over Chloris Pass, Slopedown and Clinton and back to Balclutha .

Overall winner was Neil Gamble, 1971 Volkswagen Beetle and runner up was Peter Hilston, 1973 Mercedes Benz coupe.



Auckland: David Williams 1st Vintage 1928 Harley-Davidson.



Auckland: 1st PV Graeme Crawley 1938 Ariel VB .



South Otago: Entrants on the Clutha Rally..





Nelson: caught at the brunch stop, Deb McDowell checks the garter with Tim having a casual glance in front of their 1925 Willys Knight.

Interesting to note that out of 64 entries there were 39 P60, one P80, one Veteran and one post war motorcycle.

## 2015 Biennial Rally

### Nelson Branch

Words and photos Jim Wareing

The Biennial Rally was held on 24-25 October for 36 entrants, a smaller field this year than normal. The team included two Veterans, 16 Vintage class and two motorcycles. Rally day was a brilliant Nelson spring day, so car hoods were down and the motorcycles had an enjoyable run. Long and short run options were offered and the long route surprised some of the branch older members with a couple of roads they had never been on. The lunch stop was at Mapua Wharf with its numerous cafés and shopping options. The shorter afternoon run back to the clubrooms included a couple of well concealed silent checks. Sunday included an easy brunch run to the historic Moutere Inn, an option to continue on for the afternoon up the Motueka River to the annual Ngatimoti Country Fair was accepted by a good number of entrants who enjoyed the atmosphere at this now large event.

It was great to see two grandad and grandson combinations competing for the weekend; John Boyes from the West Coast



Nelson: John Boyes' dog has a chat to Rally starter Sue Colvin.

with grandson Jacob Stallard and Dog in a 1931 Morris Minor and Gordon Dacombe with grandson Jared in a 1961 Daimler Dart (SP250). Highest points Nelson Branch; Ross and Jeanette Sice, Highest points non-Nelson member. Rae and Lyn Fairweather of Marlborough.

## The Windsor Rally

### North Otago Branch

Words and photos Clive Blunden

A great turnout in all classes enjoyed another highly successful Windsor Rally. We had 56 entries in all, from as far away as Christchurch, Mosgiel and Central Otago. Thirty-six were competitive and 20 were there for the sheer enjoyment.

The rally set off from Scott's Brewery in the Victorian precinct of Oamaru, a fitting place for the assembly of a Vintage Car Club rally. The route went through Oamaru town and then out along the coast road to Kakanui, inland to Maheno, Five Forks, Windsor township, ending up at Ngapara rugby domain for field trials.

There were some mishaps on the way, Craig Armiger had problems with a slippery clutch in his 1911 Clement Bayard but managed to finish, Wendy Pringle had a very wobbly off-side front wheel on her 1936 Morris, and Ernest George suffered from back brake troubles in his 1925 Chrysler pickup, all participants completed the rally.

### Results

#### People's Choice PWV

Ewen Duthie 1955 Austin A90 Westminster

#### Time Trial Vintage

Ivan Main 1920 Fiat 501 with perfect score.

Robin McCall 1936 Plymouth

#### Overall PWV

L Goodman 1947 Citroen

#### Commercial Time Trial PWV

Ralph Weir 1955 Chevrolet Pickup

#### Overall Car Field Test P60V

Gordon Pringle 1975 Austin 1300



North Otago: Ivan Main and his 1920 Fiat 501.



North Otago: Trials

#### Overall Motorcycle Field Test P60V

Lex Westoby Yamaha SR 500

#### Overall P60V

R & L Hammer 1962 Riley 1.5

The overall winner was Ivan Main in his 1920 Fiat 501, Ivan stated that he could have gone faster in the trials, if he had realised the hand brake was on, but then he would not have had a perfect score, he also commented that at 88 he was nearly as old as his car at 94 years. If all's well, he said he would be there again next year.



Otago: Lunch venue at the Otago Vintage Machinery Club grounds near Outram, showing a small selection of entrants.

## Annual Taieri Tour

### Otago Branch

Words and photos Barry Longstaffe

On a very pleasant day in early November the Otago Branch conducted its annual Taieri Tour with 63 entrants. It was pleasing to see so many from out of town, especially having our South Island Club Captain participating in his 1940 Vauxhall J. They came from Invercargill in the south to Timaru in the north and places in between. A well represented field from all classes, including Veterans and motorcycles left from the clubrooms and headed out towards Mosgiel and the surrounding Taieri Plains. Merv Thomson our organiser, had devised some interesting questions to be completed enroute – like trying to find names of places on our travels with only the first letter of the name as a clue! The medium route took us through Green Island, Fairfield and onto the airport, then to Woodside and a long climb to the start of George King Memorial Drive (a picturesque and demanding drive) eventually turning into our very interesting lunch stop – Otago Vintage Machinery Club. The longer

route took entrants into the Waipori area which involved some gravel, true Vintage motoring. In a very relaxed atmosphere there was plenty of time to examine the large and varied display of the ever increasing Vintage Machinery collected from the local area and restored to working order. The ultra-large compressed air fog horn is not one to forget, it can be heard as far away as Outram when blasted! Prize giving was held in the Dunedin clubrooms and after a wonderful meal the winners were announced, with the Overall Trophy going to Lyn and Stuart Neill in their 1939 Dodge. Finally it was great to see such a variety of vehicles from a 1930 Cotton motorcycle, 1914 Metz, 1925 Jewett saloon, 1935 Hillman Wizard are just some of the more uncommon makes. Our thanks goes to Merv Thomson for an interesting tour, especially pleasant as there were no questions or field tests for a relaxing change! A well organised and interesting Tour, well worth considering for next year?

### Results

#### Veteran

- |   |                           |              |
|---|---------------------------|--------------|
| 1 | Colin & Joan Pearce       | 1912 Sunbeam |
| 2 | Greg Eunson, Invercargill | 1914 Metz    |

#### Vintage

- |   |                    |                   |
|---|--------------------|-------------------|
| 1 | John & Diane Noble | 1930 Model A Ford |
|---|--------------------|-------------------|



Merv Thomson (Organiser) with Overall winners, Stu and Lyn Neill (1939 Dodge D11)

- |   |                     |            |
|---|---------------------|------------|
| 2 | Neil & Nonie Rooney | 1924 Buick |
|---|---------------------|------------|

#### Post Vintage

- |   |                  |                     |
|---|------------------|---------------------|
| 1 | Stu & Lyn Neill  | 1939 Dodge          |
| 2 | Alex Benson      | 1935 Hillman Wizard |
| 3 | Eleanor Harrison | 1936 Chrysler       |

#### Post War

- |   |                 |                     |
|---|-----------------|---------------------|
| 1 | Tony Devereux   | 1960 Dodge          |
| 2 | John & Jan Cook | 1957 Humber 80      |
| 3 | Murray Randall  | 1958 Sunbeam Rapier |

#### Post 60

- |   |                     |                   |
|---|---------------------|-------------------|
| 1 | Ken Whyte,          | 1966 Daimler      |
| 2 | Ron & Linley Hammer | 1976 Triumph 2500 |

#### Post 80

- |   |                               |                 |
|---|-------------------------------|-----------------|
| 1 | Glen McConachie & Amy Macklan | 1983 BMW 3290i1 |
|   | Kevin Mason                   | 1982 Cortina    |

#### Motorcycle

- |   |                          |             |
|---|--------------------------|-------------|
| 1 | Bruce Murray             | 1954 Ariel  |
| 2 | Andrew Roxburgh          | 1959 Ariel  |
| 3 | Rob Eunson, Invercargill | 1930 Cotton |

#### Peoples Choice

- |                         |               |
|-------------------------|---------------|
| Mark & Nicola Wilkinson | 1924 Austin 7 |
|-------------------------|---------------|

#### Time Trial

- |   |                    |                   |
|---|--------------------|-------------------|
| 1 | John & Diane Noble | 1930 Ford Model A |
| 2 | Stu & Lyn Neill    | 1939 Dodge D11    |
| 3 | Alistair Pegg      | 1965 Wolseley     |

#### Overall Winner

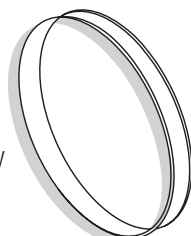
- |                 |                |
|-----------------|----------------|
| Stu & Lyn Neill | 1939 Dodge D11 |
|-----------------|----------------|

# VETERAN CAR RIMS

101 Harman St  
PO Box 9164  
Christchurch 8149  
New Zealand  
Phone 03 338 4307  
email office@veterancarrims.co.nz



Lock ring Heavy and light  
Now available



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



Well base Rolled edge.  
All sizes





# WIN

this limited edition  
**Beaded Wheels** cap

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

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

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

**Post to:** Beaded Wheels,  
PO Box 13140, Christchurch 13140 or **Email:** beadedwheels@vcc.org.nz

High resolution digital photos are preferred.

Please contact me if you wish to discuss an idea for an article. Kevin Clarkson, Chairman Beaded Wheels Editorial Committee. **Phone home 03 385 9821** or email **kevin@vcc.org.nz**

**Our lucky winners of the Beaded Wheels caps for this issue are Berys Daly and Peter Donovan**

Specialists | Modet T & Model A 1907-1931

## Veteran AND Vintage

Spares and Repairs Ltd

### Restoration Supplies Tyres & Body Panels

16" Tyres black and white wall



Errol & Linda McAlpine

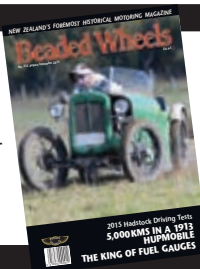
P: 09 832 9818 M: 0274 543 983 F: 09 832 3578 E: vet.vin@xtra.co.nz

1127 Scenic Drive | Swanson, Waitakere | Auckland

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

## Beaded Wheels

Delivered directly to your letter box – every two months



## subscribe today & save

By becoming a subscriber to *Beaded Wheels* you can save on the newstand price and guarantee that you don't miss a single issue at the same time.

### Beaded Wheels subscription form

Subscribers Name: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Postal Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Postcode  
Please send a subscription for

- 6 Issues - New Zealand \$39\* (inc p&p)  
 6 Issues - Australia NZ\$70\*  
 6 Issues - Elsewhere NZ\$100\*

Payment by  Cheque or  Credit Card Expiry Date: \_\_\_ / \_\_\_ / \_\_\_

Card Number

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name on Card: \_\_\_\_\_

Cardholder Signature: \_\_\_\_\_

Visa/Mastercard only (Amex & Diners not accepted) Processing by credit card will incur additional bank fee processing charge of 3%. NZ Post money orders not accepted.

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



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

## brass notes

I'm happy to report that as a direct result of the mention in the Brass Notes Bill Skeggs from Southland was wanting to sell his 1917 Oakland that a deal has been done and it will be moving to Auckland early in the new year.

Someone might be interested in a 1912 Flanders in unrestored condition. The late Ian Clark and Janetta from Canterbury have owned the car for around 30 years. I believe the body is fairly complete, a new windscreen frame has been built, the carb/generator done up. All the lights are there as well as the black and white number plates. Janetta and the family have decided that it's time that it was moved on.

Jim Baird's 1915 Buick roadster is progressing albeit more slowly than he'd hoped however it looks as though the time spent will be well worth the effort.

There were eight Veteran vehicles taking pride of place on the 60th Anniversary Mt Cook Rally held at Labour Weekend. Amongst them two that were on the rally 60 years ago. Both owned by Roger Mahan who was driving his 1905 Argyll and the other a 1908 Triumph motorcycle was restored by Alan Averis of South Canterbury many years ago when he was just 15 years old. Alan was a tractor mechanic in Timaru when he joined the club and has interesting tales to tell of his days riding the Triumph. On one occasion he was out for a ride and luckily nearing home when he was spotted by a member of the local constabulary who pursued him with some diligence not knowing that Alan's garage door just



*Veteran motorcycles at Mt Cook.*



*Veteran Buick being rebuilt by Jim Baird.*



*1918 Dodge roadster, owner John Croft, Christchurch.*

around the corner was open and he had just ridden inside and pulled the door down when the MK 1 Zephyr with lights flashing and siren screeching raced past in hot pursuit. Alan decided that he would enter on the first Mt Cook Rally and when questioned about having a licence to ride he suggested that it was only a power cycle, an excuse not accepted by the authorities. However he was given permission to take part on the rally if he fronted up for a driving test the following Tuesday. All went well and he kept his word whereupon the testing officer asked if he had ridden all the way to Mt Cook and back. When finding that had indeed happened Alan was handed his licence with no further fuss and the comment was passed, "that if he had ridden that 'thing' all that way he certainly didn't need any further testing." On this Mt Cook rally Alan was driving his 1912 Overland and may have wished he was riding the Triumph when the Overland broke a con rod resulting in serious damage to the motor. He purchased the car from Scott's Sawmill at Geraldine when he was 14 for £12 and managed with the help of his grandfather to get it on the

road by the time he was 15. A diff was found at Rangitata Island.

I've had some contact via email with a man in Australia who has recently found a new home for a 1904 De Dion motor that he bought about 50 years ago. His son suggested a couple of times that it could be sold but he kept putting off the decision as he was determined to have the challenge of getting it going first. Finally his son said, "Let's do it." Believe it or not it fired up like it was just started yesterday, lots of smoke first up but it ran like clockwork. He has also found a home for a single cylinder Swift that's been sitting around nearly as long as the De Dion but had lost the cam followers. It was thought to be dated around 1907 however he has since been told it is most likely to be around 1914. It's going to someone who has had a similar one on the road since 1963.

Nice to know another couple of Veteran Dodges are almost ready for the road. The Callesen 1915 is at the upholstery shop and should be ready for the International Festival of Motoring in January.



John Croft of Christchurch is happy to have his 1918 up and running again. This has been a project on the go since 1972 when John got the car from Sheffield after the previous owner had been killed in an accident. It had been parked up in a shed for some time. The rebuild slowed up in 1996 while other things took priority however it was complianced for the road in 2004. After travelling five miles it stopped so was banished to the shed for another 10 years. The fault was thought to be in the magneto however when changed to coil ignition there was no improvement. Finally the problem was located, the vacuum tank had broken springs in the shut off valve and petrol was going straight in the manifold via the vacuum line, that was fixed and apart from a few minor teething problems it now goes well. Sadly the paint job was spoiled during the Canterbury earthquakes and John hasn't had the heart to take it back to the painter who had done such a good job but is planning to have a new hood and upholstery fitted soon.

Those who noticed the 1914 Saxon for sale at the Canterbury Swap Meet will be interested to know that it has been purchased by Irvine Black from South Canterbury. The car was restored many years ago by Ray McKay in Timaru. After Ray died it went to Christchurch's Graham Anderson who put it in his shed after it had a breakdown and lost interest in it. Irvine has also gained a good number of spares as part of the deal.



1914 Saxon owner Irvine Black, Sth Canterbury.

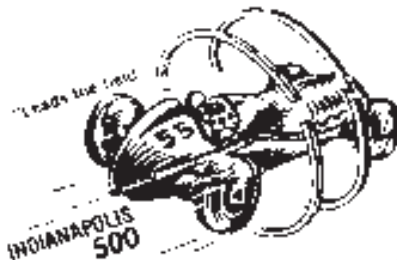
I am always happy to receive historic or restoration articles and updates on Veteran vehicles as it is only by readers' input that this column can continue.

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

# PISTON RINGS

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

**Late model 3 piece oil rings now available**



**UNDER THE NEW OWNERSHIP OF**

**FRANKLIN ENGINEERING SERVICES LTD** PUKEKOHE

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

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

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

## Mechanical Restorations and Vintage Spares (1980)

Stockists of REPLACEMENT AUTOMOTIVE PARTS



1912-92 ENGLISH AMERICAN CONTINENTAL

- |                         |                          |                        |
|-------------------------|--------------------------|------------------------|
| Kingpin sets            | Engine gaskets           | Gearbox gears          |
| Suspension parts        | Steering joints          | Crownwheel & pinions   |
| Spark plugs             | Electrical fittings      | Wiper motors (vac)     |
| Engine bearings         | Shock absorbers          | Wheel cylinders & kits |
| Master cylinders & kits | Shackles (pins & bushes) | Ring gears & pinions   |
| Rear axles              | Water pumps & kits       | Clutch plates          |
| Clutch covers           | Carburettors             | Fuel pumps & kits      |
| Brake & clutch cables   | Pistons                  | Steering box parts     |
| Valves, springs, guides | Speedo cables            | Ignition parts         |
| Timing gears & chains   | Lenses                   | Engine mounts          |

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

## Geraldine Auto Restorations

Phone 03 693-1401

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

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

**34 High Street Geraldine, 7930  
Phone 03 693 1401**



Reviewed by Kevin Clarkson

**PETROLHEADS**  
Awesome Kiwi Car Collections

By Steve Holmes

RRP \$39.99

Bateman Publishers

206 pages, hardcover, A4 landscape



The number of car collections in New Zealand is truly amazing and the wide ranging selection of cars that kiwis own is equally amazing. It seems we enjoy collecting and hoarding old cars. Petrolheads is a mainly photographic representation of some of the *Awesome Kiwi Car Collections* owned by our own petrolheads. Great photos and some description of the owners and their cars to fill in the gaps. The photos are the thing and text has been kept to the minimum to let the photos tell the story. This book would enhance any coffee table.

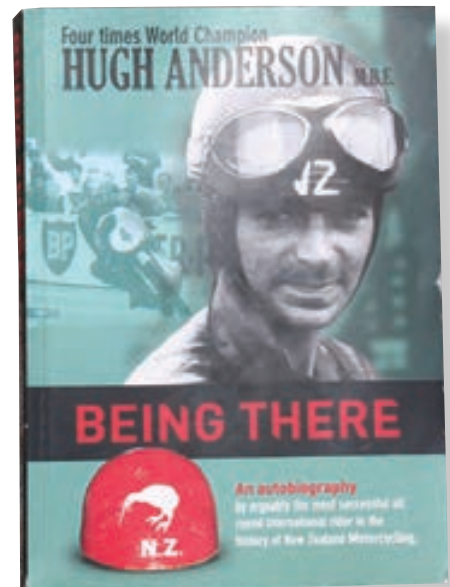
Steve Holmes is a respected Wairapa-based motorsport journalist specialising in classic cars and is the author of many motoring books.

**BEING THERE**  
An autobiography of Hugh Anderson M.B.E

372 pages, softcover, A3

Hugh Anderson won 25 motorcycle Grand Prix, stood on the podium on 47 occasions, won four world championships and at the time of his retirement was the sixth most successful rider in the history of the world championship series. He then went on to become, via his outstanding success at international motocross, the most successful all round international rider in the history of New Zealand motorcycling. He also won three British Championships and a formidable list of National and North Island titles including 19 from just his last three seasons of 1970 to 1973.

In writing this autobiography he has drawn much information from his copious notes and his sharp memory to provide us with pin sharp detail about how he was able to win races. The detail is superb and the unfolding events have you eager to turn the next page. For any reader interested in the Isle of Man this book is a must even if you don't intend to race. Hugh's telling of how he memorised the corners, pitfalls and dangers of the Isle of Man circuit is riveting. His exploits in the '60s Grand Prix racing are told in a graphic



and honest manner that is rarely found elsewhere.

This book is fascinating, well written, inspired and a great read. I couldn't put it down!

If you need a belated Christmas present for yourself or another – get this book!

Can be purchased directly for \$45 plus \$5 P&P from Hugh at [hughanderson@clear.net](mailto:hughanderson@clear.net) or phone +64 7 853 2711

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

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

Personal service from the crew at:

**Jim Carter**

CLASSIC 1934-72 Truck Parts

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

FAX Toll-Free for Catalog

or Call **0-800-449196**

**00-1-816-833-1913**

**Engine Reconditioners**

**"PRIDE IN PRECISION"**

Specialists in Classic & Vintage Engine Reconditioning

**REMETALLING SERVICES**

Specialists in:

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

*Harl Bussas*

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

**Classic ENGINE Shop**



# marketplace

## CLASSIFIED RATES

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

## Member of Vintage Car Club

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

## Non Member

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

## Text in a Boxed Ad

\$24 non-members,\*

## Colour Photo Ad in Box

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

## Above rates apply for each advertisement.

Advertisements should be typed or clearly printed.

## EMAIL ADDRESS FOR ADVERTISING

beadedwheels@vcc.org.nz

## ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

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

## DISPLAY RATES\*

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

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

Deadline for copy 10th of month preceding publication.

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

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full. Where possible **Beaded Wheels** will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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

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

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

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

1910 RENAULT BK, 4 cylinder 10hp, car 422. Very rare, one other known in UK. Not assembled, all main parts, many restored or rebuilt. Chassis and most running gear, 2 motors plus extra blocks. Rebuilt gearbox, two radiators. Four new wheels with new BE rims attached. Diff casing all details stamped. New guards, bonnet and underpans. Bodywork and seats. Offers \$10-12k. Email jsdmawallis1@windowslive.com MEM CANTERBURY

1917/18 DODGE TOURER RESTORATION project. Complete body and huge kit set of parts, too much to list. Ph 027 446 1986. email kimhunter22@nowmail.co.nz. MEM HAWKES BAY

1925 CHEV TOURER with original documents. Complete car ready to assemble. Great project for someone to finish. Bodywork stripped and primed. Woodwork repaired or replaced. Motor reconditioned. Unused set of tyres. Spare complete running chassis. Extra spares some unused. Phone 07 855 2434 or Ph 021 976 726 MEM WAIKATO

1975 MERCEDES BENZ Compact 4 Door Sedan. Tidy original condition, good runner, Chch car, long VCC member ownership, med. ks. 6cyl. 2.8L automatic transmission. Phone 03 312 8844 MEM CANTERBURY

COOPER 500 rear drive housing in cast Elektron. with casting number 186. Provision for twin AC type mechanical fuel pumps. Driveshaft and yokes also available. Phone 09 424 1290 MEM WAITEMATA

HOIST 1½ TON, quality Japanese Vital brand. Endless chain, very good order, serviced. Original box, instruction sheet and sales receipt. Triple spur gears. 6m lift. \$150. Phone 03 354 9264 MEM CANTERBURY

JAWA 125CC TWO STROKE motorcycle project 1958. Mostly there. \$200ono. Phone 07 823 5712, atepushrods@gmail.com MEM WAIKATO

LANDROVER SERIES ONE. Steering box. Tailboard hinges, gear lever, factory parts, workshop, instruction manuals. \$100 the lot. Phone 07 823 5712, atepushrods@gmail.com MEM WAIKATO

MGB HARD TOP came off 1966 model, tidy condition. \$700 ono. Phone 0211 640 630 MEM CENTRAL HAWKES BAY

MODEL A FORDS FOR SALE. I maintain a database of buyers and sellers of Model A Fords, plus some other vintage makes. I place buyers and sellers together. No hidden costs. Whether buying or selling a Model A Ford. Phone 03 528 7924 for a colour printout. vintagecars@xtra.co.nz

## DISTRIBUTOR & FUEL PUMP PARTS AND SERVICE

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

Vacuum advancers restored.

Electronic ignition kits to eliminate points.

Quality Rebuilds,

85 Polo Prince Dr, Manurewa, Auckland, 2576.

email: peter@qualityrebuilds.com

www.qualityrebuilds.com

PHONE PETER 09 267 4700

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

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

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

## GOT VIBRATION PROBLEMS?

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

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

MODEL A FORD MOTOR, complete with Model B gearbox, last running 10 years ago. \$1,700. Can separate, Model A motor at \$1,250, Model B gearbox. \$900. Was in Model B truck. Phone Jack 03 352 6672 or 0274 322 041 MEM CANTERBURY

MODEL T FORD ROADSTER 1927 Needs restoration. Most of the body panel work already professionally done. 95% complete. Large amount of spares including Ruckstell diff, high comp head, spare motors. \$7000 ono. Phone Brian 021 0232 0727 MEM NORTHLAND

TARANAKI BRANCH VCC HAS FOR SALE: 1925 Dodge 4 motors; 1981 Audi 5cyl motor, gearbox and coupe doors; Fiat 125 gearbox; Austin A90 Atlantic front and rear screens; new Holden HR and Mazda B1600 Ute tail gates. Phone John 06 751 5554 or Neil 06 758 6737 MEM TARANAKI

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

# Want to find out how Vero has made home insurance go further?

See our ad on the back page

**vero**

consumer insurance specialists

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

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

**TOW BARS (5) SELF STEERING A FRAME.** Adapter bit to fit different cars. \$100. Also box section bar, towball one end, chain other end to fit any car. Takes braking reaction. \$100. Plus 3 odd ones, car mounted \$20 each. Phone 03 354 9264 MEM CANTERBURY

**TRIUMPH HERALD SECOND HAND PARTS.** Body trim. Bonnet catches. Boot handle. Dash parts. Dynamo. Filler cap. Exhaust manifold, headlight surrounds, hubcaps, indicator switches, lenses. L/R axle complete, master and slave cyl. Manual. Quarter light windows, new rubbers. S/W tank sender and other bits. 13/60 wheeltrims. \$20 per item. One only 948cc coupe headgasket set \$40. Phone 07 823 5712 or atepushrods@gmail.com MEM WAIKATO



Please advise National Office of any changes of address or sales/purchases of vehicles.

Email admin@vcc.org.nz or post details to VCCNZ, PO Box 2546, Christchurch 8140

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

### **PISTONS PISTONS PISTONS PISTONS**

FOR VETERAN, VINTAGE, CLASSIC & ODDBALL ENGINES.  
We can supply piston sets for most makes & models. All piston sets come complete with rings & gudgeons. We have over 700 listings at competitive prices.  
**M S Coombes Ltd**  
**344 St Asaph St, Christchurch**  
**PH 03 366 7463, FAX 03 366 7462**

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

**SUMP PLUG MAGNETS** Magnetic Solutions (N.Z) Ltd. Diameter: 10mm x Length: 30mm (Other sizes also available) Code: AD2010H 3 for \$20.00 (Prices Inclusive of GST). Freight would be \$6.33 anywhere in New Zealand. For Rural Delivery, add \$5.49 Inclusive. Email: Sales@magneticsolutions.co.nz Phone 07 847-8881, Fax: 07 847 8851, Hamilton



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

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

### **VINTAGE ENGINE SHORTBLOCKS**

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

### **VINTAGE CAR REPAIRS**

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

**Phone 341 5100 Fax 341 5101**

All Classic and Vintage Car restoration.  
• Panel making • Wooden body repairs,  
• Bumpers and moulding repair  
37 years experience • Competitive hourly rate.

# CAST IRON WELDING

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

**THOMAS ROWE**  
**MOTORING ENGINEER LTD**

6 RD  
Palmerston North  
**Phone 06 324-8707**

**TYRES (NEW)** Firestone 700x16x4 ply, \$750 pair (NZ Delivery \$100 extra). Ronald Lever, 87 Tui Road, Papatoetoe, Auckland 2025. Phone 09 278 3888 evenings. MEM AUCKLAND

## Give the gift that lasts a whole year

Subscribe today to send six issues a year full of motoring features, historical articles and our popular marketplace to your family and friends.

A Beaded Wheels subscription makes an ideal gift to send anywhere in New Zealand or overseas.

Phone 03 366 4461 or email us at beadedwheels@vcc.org.nz



**NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE**





## IMPORTANT NOTIFICATION TO ALL VCC MEMBERS

### The Club Membership Year Is Changing

You will have already received an invoice for the period 1 April 2016 to 31 October 2016. **This is a total of seven months only.** Discounted payment is due by 20 March 2016.

The new membership year takes effect later this year  
**You will be invoiced for the period 1 November 2016 to 31 October 2017 in early September 2016.**



**1984 HOLDEN COMMODORE ROYALE** very tidy orig interior, rust free body after panel replacement, Trimatic & black engine with EST ignition, runs well but has low oil pressure when hot. Current WOF & reg on hold. Recon blue engine & manual gearbox unit may be available separately at additional cost. Offers over \$4000. Ph 03 577 5509 MEM NORTH OTAGO



**FORD V8 60 MIDGET NO 10 FOR SALE**, Phone 07 847 5648.



**1937 CHEVROLET.** Very original well presented car. Present owner since 1973. Re-conditioned original motor, (alloy pistons, shell bearings) upholstered in original style leather. Well maintained, good touring vehicle. WOF. \$20,000. Phone John 03 434 8844, judith.john.miller@xtra.co.nz. MEM NORTH OTAGO



**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



**1938 LINCOLN CONVERTIBLE**, V12, overdrive, radio, heater. Very tidy car. Phone Roy 07 847 5648



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



**1936 ALVIS CRESTED EAGLE** Restoration project. Engine assembled and running until water pump and generator removed for up grade. Body work incomplete, wooden frame partially repaired, Original saloon body partially dismantled and ready for restoration. Can be viewed Pukekohe. Offers considered. Phone 09 238 9430 MEM AUCKLAND



**1939 TRIUMPH DOLOMITE ROLLING CHASSIS** Restoration project. 85% mechanically complete. No body. Front and rear axles and wheels restored. 2L OHV, twin carburettor, cross flow engine and excellent hydraulic brakes. Located in Christchurch. Asking \$4,000. Phone 03 332 6452, frdbroome@paradise.net.nz MEM CANTERBURY



**TWO BRASS SIDE LAMPS**, GRAY and DAVIS #835, c1908, one is in excellent condition the other is very good, very rare oval glasses all intact, suit medium to large car. \$1800 the pair. Phone Phil 09 528 9434 or 021 153 5388, philhenley@ihug.co.nz MEM AUCKLAND





**1928 GMC TRUCK CHASSIS MODEL T19** it arrived on the *Port Hunter* on 5 October, 1928 at GM Petone, shipped to Dunedin dealership of Davidson Gillies & Co. It has 4 new 600x20 tyres fitted. Open to offers. Phone Bill 03 212 8786 MEM SOUTHLAND



**1942 FORD V8 TRUCK** Ex Fire Service hence very low mileage (12,000 believed correct) Truck tray fitted using cam and roller hoist. Cab, bonnet etc reconditioned. Current COF & Reg. Phone 09 430 0273 MEM NORHTLAND



**1910 DARRACQ 4 CYLINDER 14/16HP** Model DDX Chassis 24453, 2800cc Vet658. Complete, drive away today, rally tomorrow. Good condition. Light 3 seater body and big motor. Dual ignition but has electric start. Full weather protection. New wheels. 80s restoration. Light to trailer. \$52,000 ono. Email jsdmawallis1@windows.com MEM CANTERBURY



**DATSUN GN620 1 Ton 1975** Lovely condition, some spares including reconditioned engine. Ex Central Otago truck. Runs sweetly, \$13,000 Wayne 06 368 5611 or davidbrowns@slingshot.co.nz MEM HOROWHENUA



**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 & Rego. \$7,500. Phone 06 878 2941 or davmargadams@xtra.co.nz MEM HAWKE'S BAY



**1962 HILLMAN MINX** Automatic transmission. Runs very well. Body needs work, extra tyres incl. Some spares. Registration on hold. \$1,700. Phone 021 0590 800 MEM WANGANUI



**1955 ALVIS TC 21/100 (GREY LADY)** Original good condition. New radiator. Registered and warranted. A true British sports saloon. Effortlessly keeps up with modern day traffic. \$24,000 ono. Phone 06 758 3403 MEM TARANAKI



**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



**1936 MORRIS 8 CONVERTIBLE** Recent restoration: bodywork, interior and seats. New tyres 920 miles on motor. Current warrant of fitness and registration. Towing frame included \$20,000 Phone Bill 03 2157667 (Invercargill) or jangibb@slingshot.co.nz MEM SOUTHLAND



**MERCEDES BENZ** Model W123 280 CE power steering, electric windows, sunroof, four speed auto, disc brakes, central locking. Orig Blaupunkt stereo. New tyres, radiator, recent top overhaul inc new guides and seals. Maintained in excellent original condition, no rust. Two previous owners. \$14,000 ono Phone 07 345 6615. MEM ROTORUA



**1951 JAGUAR MKV DHC** 3 position hood. 3½ litre. Registered and WOF. Fully restored and sorted. Drives well. Blue/grey and dark blue. Upholstery blue/grey with dark blue trim and dark blue carpets and hood. Genuine New Zealand new. Rare vehicle. \$120,000. Phone evenings 07 863 9497 or h.hayward@xtra.co.nz.



**STANDARD 1924 SL04 14HP** Older restoration 1975, 25,000 miles on reconditioned motor. \$16,000 ono. Reg on hold. Spare axles front and rear, plus worm and wheel gearbox, brake shoes, steering box, motor, radiator, generator. Two mags FO4 Watfords \$650 each. Phone Drew Symonds 03 960 2391, drewsymonds@gmail.com MEM CANTERBURY






**1928 DE SOTO.** Reg, WOF, VIC. Good condition, goes well, some spares, located in Hamilton. \$12,500. Phone 07 858 3588, 021 360459, email 47humber@gmail.com MEM WAIKATO



**MODEL A FORD - 1928 ROADSTER.** Reg. and WOF. Needs a slight tidy up. Good all round vehicle. \$29,995. Phone 03 528 7924 for pics and info. vintagecars@xtra.co.nz



**AOTEAROA WOODEN WHEELS**  
 Vern Jensen  
 Member of Motorists Club  
 1974-1982

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



**1974 CATERHAM SUPER SEVEN,** the ex-Wyndham Gray car. 18,500mls. Reg & WOF. 2-litre Alfa Romeo engine and gearbox. Much work done. Huge history file, inc copies of factory invoice, original NZ reg docs; programmes & photos from Wyndham's time, invoices. VIC, logbook, MSNZ logbook. \$15,000 ono. Ph David 021 172 3281, northd14@gmail.com MEM



**MODEL A FORD - 1928 ROADSTER PICKUP.** Never been restored. Reasonably original. No Reg, WOF or Vin. Sold "as is". Needs tyres. Work completed on the engine. Rewired. \$22,000 firm. Auckland. First in. Phone 03 528 7924 for pics and info. vintagecars@xtra.co.nz



**MODEL A FORD - 1930 PHAETON.** Stored 30 years. Cared for. Needs some work. Engine turns over. Sold as is. Rotorua. \$12,000. Some spares included. First in. Ph 03 528 7924 for pics and info. vintagecars@xtra.co.nz



**1984 FORD TELSTAR TX5 HATCHBACK** Exceptionally original condition. Three owners VCC eligible. 135,000 kms 5-speed manual, power steering, original tools and handbook. Panasonic CD disk player, receiver with remote control. \$5,000 Phone Colin 03 385 6953 MEM CANTERBURY



**1914 HUPMOBILE MODEL 32.** Needs full restoration. Ex Clem McLachlan Ashburton. Electric starter, lights and generator. Reliable motoring Veteran. Most parts present inc scuttle and windscreen frame. \$5,000 ono. Phone 021 0266 2425, bevars@outlook.com MEM CANTY



**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 \$4,500 ono. Phone 06 751 3502. MEM TARANAKI



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



**DAIMLER SOVEREIGN 4.2L, 1982,** 116,070 miles, current registration 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



**MODEL A FORD BLOCK .060** rebore, bevelled aluminium pistons, new cam gear, block tank cleaned and pressure tested, surface milled, crankshaft ground and mains shimmed, adjustable tappets, valves and seats faced. Comes with oil pump, sump and head. \$3,750. Phone Jack 03 352 6672 or 0274 322 041 MEM CANTERBURY

# WANTED TO BUY



**PRE-WAR P100 HEADLAMPS** or parts buy, any cond. Note, front rim on these hinges upwards. Silvered reflector 9 1/4" diam. Tri-bar has shaft to small backwards reflector and is attached inside silvered rim. Phone Monty 03 344 3080 claxtons@ihug.co.nz MEM



**1928 RENAULT K22 TAIL LIGHT WANTED** Any other parts or info for 1926-28 Renault KZ, also known as 10CV or 14/45. Carters Motors of Dunedin were the importers, so any info on the activities of this dealer would also be helpful. Phone Tony 021 662 441 or email tony.maggie@paradise.net.nz MEM BANKS PENINSULA



**DUNLOP NUMBER 10 ALLOY-BODIED CAR JACK** (for '30s British car) Michelin jack (and or folding handle) wanted. Forrest-type F54375 or Flirt-type. Phone Monty 03 344 3080 claxtons@ihug.co.nz MEM



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



**A PAIR OF LUCAS COACH BUILDERS HEADLAMP MOUNTS** for RB 50-60 headlamps used in 1920s. Mounting Post F51527a Series 'A-part C' with Alloy block out plate F51488. Headlight bracket is F50685a. Would consider purchasing complete assembly with headlamps. Phone 06 836 6444, clivedmonds@yahoo.com MEM HAWKE'S BAY



**KICK PLATES** as pictured - 11 1/2 inches x 6 inches (aluminium). Edison spark plugs (Splitdorf) USA - Nos. 32 and/or 33. Copies of the AACA 'Antique Automobile' bi-monthly publications. Runningboard petrol can holder. Phone Neil 03 434 9470. Email neil.nonie@xtra.co.nz

**1929 1930 STUDEBAKER DIRECTOR 6 ENGINE** model GL complete or the following parts. Cylinder block, cylinder head, exhaust manifold, carburettor. Must be able to pass crack testing. Phone Len 09 424 85 42 joyandlen@xtra.co.nz. MEM NORTH SHORE

**CLUTCH OR CLUTCH PLATES** for a Phillips Gadabout moped, would consider other parts as well. Phone 03 355 4017 ChCh. MEM CANTERBURY

**CRESCENT MOPED PARTS** and information wanted. Phone 022 034 2181.

**1930-39 FORD WELLSIDE PICKUP** Wanted, 1954-58 Customline or Chevrolet sedan; prefer original-type vehicle, going or not. Phone 03 218 7731. MEM SOUTHLAND

**GEARBOX FOR 1934-35 HUDSON** or parts wanted, I do not think there is a great deal of difference from 34 to 38. Some parts may still fit like the intermediate gear on main shaft. If I am wrong please let me know. Contact John at johnbowman@xtra.co.nz MEM WELLSFORD/WARKWORTH

**METRIC TYRES WANTED FOR JAGUAR RIMS.** Size 220/55/390 or 220/65/390 Must be warrantable. Phone Paul 021 184 1632, zeb1584@clear.net.nz MEM CANTERBURY

**1949 VAUXHALL LIP REAR MUDGUARDS.** Stone guards - rubber. L&R if possible. Phone 09 437 6317 MEM NORTHLAND

**BENTLEY R TYPE OR MARK 6** rear window. Phone Andrew 07 575 3819, andson@slingshot.co.nz. MEM BAY OF PLENTY

**BRAKE BOOSTER** wanted pbr vh44 or vh40 or similar as used in 1950 1960. Phone 06 758 4244 elinorandbill@hotmail.com MEM NEW PLYMOUTH

**BRAKE PARTS FOR 1914-1918 SAXON** four-cylinder car, particularly drums, internal shoes and bands. Any other parts, handbook, parts books, literature, photos and contact with other owners welcome. Phone 03 615 8248, email horstmancar@gmail.com MEM STH CANTERBURY.

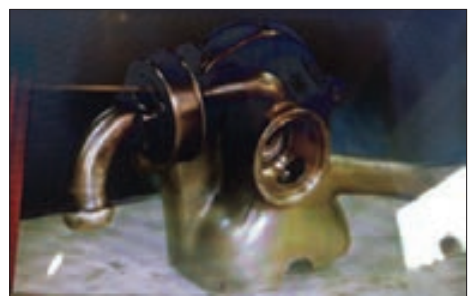
**BUICK 1939 SERIES 40 SPECIAL** front engine mounts suitable for rebuilding. Phone 027 8617 220 1939, buick@mail.com MEM

**MORRIS MINOR WELLSIDE UTE.** Restoration project wanted, preferably Marlborough, South Island. Phone Glen 03 575 7227 or 027 575 7227 MEM MARLBOROUGH

**PARTS FOR A MORRIS SERIES E or Z** wanted. Steering box, handbrake cable, front seats. Phone 027 225 5070 or 03 445 1994 (evenings)

**PETROL TANK CAP** for a Crescent Moped model 2000. Phone 03 355 4017 ChuCh. MEM CANTERBURY

**TOURER 25-30 VINTAGE WANTED.** Must be in good condition and roadworthy with WOF and REG. Older restoration fine. Phone 027 327 0167, email: pmk1313@hotmail.com MEM MARLBOROUGH



**WATERPUMP HOUSING FOR A 1903 DARRACQ.** Phone Gavin 03 308 6352. MEM ASHBURTON

**WANTED FOR 39 CHEV COUPE.** Factory radio. Any condition considered. Phone Frank 027 235 9334 or 03 615 8432. MEM STH CANTERBURY

**WANTED- WORKSHOP MANUAL** and parts book for a 1949 Rover P3 light six. Phone Shorty 06 363 6795 MEM HOROWHENUA

**WHEEL RIMS ONLY 2 X 15 INCH** for 1947 Mercury wanted. Phone Graeme on 021 68 3349 or cookg@xtra.co.nz MEM CANTERBURY

**A BOOT LID FOR A MORRIS 8 Series E** wanted. Phone Gwyn 09 432 287, candalyn@xtra.co.nz MEM NORTHLAND



# 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

## 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](mailto:b.m.woolhouse@xtra.co.nz)

## 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

39th Annual  
**PUKEKOHE SWAP MEET**  
For Information contact Rob 027 4955567 Franklin A & P Show Grounds

Proudly supporting St Johns

March 5th & 6th 2016

Vintage Bus Rides

General Admission \$5.00 per Day  
Selling Sites \$40.00 all weekend  
Sunday only sites \$15.00  
(Includes drivers admission, Parking is Free) Gates open 2pm Friday for sellers

Something for Everyone  
Limited Powered Sites  
Pre-Booked Undercover Sites  
are Available

Hot Food  
Drinks  
Coffee

## LAKE TAUPO RALLY

11th, 12th, 13th MARCH 2016

Enquiries to: Rally Secretary, Eric Foley  
Email: [tfoley@jabiru.co.nz](mailto:tfoley@jabiru.co.nz)  
Phone: 07 3787006  
P.O. Box 907, Taupo 3351

ENTRY FORMS NOW AVAILABLE  
SPONSORED BY WILLIAM DREW GOLDSMITHS

## Ngapara Coal Pit Hill Climb

Established 1963



North Otago VCC  
Contact Wayne Abernethy  
0274320209  
[wayneabo@slingshot.co.nz](mailto:wayneabo@slingshot.co.nz)  
Murray Frew  
0274326756

Sun 24<sup>th</sup>  
April 2016

## 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](mailto:noelbatty@hotmail.com)  
Phone 03 308 4003

Gates  
Open  
7.30am

## 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 Munro  
ph 03 686 4824 or email [scvccswapmeet@hotmail.com](mailto:scvccswapmeet@hotmail.com)  
Swap Meet Chairman. Grant Mehrstens ph 03 684 9094  
VCC – SOUTH CANTERBURY BRANCH.

# SWAP MEETS & RALLIES



Taranaki Vintage Car Club Presents:

## Vintage Classic & Modern Car Show

Sunday 6th March 2016  
at the Stratford Show Grounds

Admission: Adults \$8 Family \$15 Car show from 10am-4pm

Featuring: Vintage, Classic & Modern Cars, Bikes, Vintage Machinery and Children's Entertainment



## SOUTH CANTERBURY BRANCH

# Proposed 2017 HAAST TOUR 4-10 FEBRUARY 2017

Registrations of interest are invited for another tour of the scenic West Coast to follow in the footsteps of the successful 1990 and 2010 Haast Tours and the 1965 Haast Rally Reunion Salute to '65 Tour.

**Itinerary:** 4 February 2017; Travel to Cromwell for official start on Sunday 5 February 2017. Overnight stops at Haast, Fox Glacier, Greymouth, Westport, Hanmer Springs.  
Total distance approx. 1400km Timaru to Timaru.  
Start and leave at any point, all Club vehicles eligible, but paced to suit early vehicles.

**Further information will be available progressively on our website:**  
[www.southcanterburyvintagecarclub.co.nz](http://www.southcanterburyvintagecarclub.co.nz)

Register now – no obligation – but receive updates on planning progress and first option for entry if necessary to limit numbers.

**Contact Barry Barnes, preferably by email:**  
[bandbarnes@slingshot.co.nz](mailto:bandbarnes@slingshot.co.nz)  
phone 03 688 5105 or  
54 Preston Street, Timaru 7910

## Total engine overhauls

### motor RECON

**MOTOR RECONDITIONERS 2002 Ltd**

- Bearing Remetaling Specialists
- All Workmanship Fully Guaranteed



Shirley MOTORS  
MERA  
mta ASSURERS

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

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

**Email** [motorrecon@paradise.net.nz](mailto:motorrecon@paradise.net.nz)  
[www.motorreconditioners.co.nz](http://www.motorreconditioners.co.nz)

**Full Mechanical Servicing**

## FREE ADVERTISING\*

Classified advertising in Beaded Wheels magazine is free **\*for all current financial members of the Vintage Car Club of New Zealand Inc** buying or selling club eligible vehicles or parts. Our standard advertising charges apply for all non-members or members wishing to advertise commercial services. **Email your advertisement to [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)**

Payment where required must accompany your advert. Cheque should be made payable to Beaded Wheels. Post payment & advertisement to P O Box 13140, Christchurch 8141.

**\$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, submit high resolution digital photos via email: [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

### Advertisement for Beaded Wheels.

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

Tick which column you require

**WANTED**

**FOR SALE**

Payment where required must accompany your advert.

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

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

See [www.vcc.org.nz](http://www.vcc.org.nz) for conditions of free advertising



# TRADE DIRECTORY




**Engine Restorations Ltd**  
15A Keepa Street, Levin, New Zealand

Veteran • Vintage • Classic



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

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

## CLASSIC LOOK OVERALLS

Ideal for  
• Classic race teams,  
• Spectators  
& Officials

Roycroft Trophy  
Leadfoot Festival

Classic or Vintage events

Proudly made in New Zealand  
Tel: 09 401 7205

E: grant@northernsouth.com




**Indian Parts & Service**



Contact PAUL HANES  
07 829 9750 - 0274 987 830  
Email hanes.eng@xtra.co.nz  
Home 07 829 9741 Fax 07 829 9671  
PO Box 4, Horotiu 3262

**RESTORED CARS MAGAZINE AUSTRALIA**



First published in 1973. Most back issues are available. All vehicles featured are restored or in original condition. Events, How To's and Australian motoring history are a specialty.

**Subscription Rates**  
Australia 6 Issues \$47.50 or 12 issues \$92  
New Zealand 6 Issues AUD\$74.50 or 12 issues AUD\$146  
Overseas 6 Issues AUD\$87 or 12 issues AUD\$171

Visa - MasterCard available  
Eddie Ford Publications P/L  
29 Lyons St, Newstead Vic 3462, Australia.  
Ph 61 3 5476 2212 Fax 61 3 5476 2592



**Hamco INDUSTRIES**  
Motorcycle & Car  
Wire Wheel Repairs & Restorations

We Specialise In

- Custom Made Spokes • Speedway Wheels
- Rim and Frame Lining • Wheel Building & Truing • Complete Wheel Restoration

Vintage - Classic - Modern

**Craig & Debbie Hambling**  
Phone 06 324 8345  
Mobile 027 231 7864

410 Green Road, RD 6, Palmerston North Day or Night

## OLD AUTO RUBBER

products for the car restorer



**PENRITE LUBRICANTS**

full range in stock

**VINTAGE WIRING HARNESS**  
Listings for over 800 models

## VINTAGE AUTO PARTS

phone or fax 03 359 8592

Gary and Ruth Arps • PO Box 5369 Papanui, Christchurch 3482



# E. Parrott & Son Ltd

automotive instrument specialists

Specialist gauge repairers since 1946  
Over 75 years of combined instrument repair experience.

**SPEEDOS ■ TACHOS ■ GAUGES ■ CLOCKS ■ CABLES**

Vintage & Post Vintage Restoration Work Undertaken

Email: parrotts@ihug.co.nz 218 Barbadoes St, Christchurch, NZ. Phone / Fax 03 366 9554

**Replicore NZ Ltd**  
Working with old radiator cores and radiator restorations since 1976

Specialising in brass era radiator cores and radiator restorations for cars or planes - USA or European



www.replicore.co.nz  
nick@replicore.co.nz  
Ph/Fax: 64-9-4365734  
48 Franklin Road, RD 1 Onerahi 0192

"Unusual or one-off core patterns to original specifications is our speciality"

**Classic Chrome RESTORERS**




Done the old way - the right way  
**COPPER - NICKEL - CHROME**

Specialist in restoration of Vintage and Classic cars and motorcycles

**FREEPHONE 0800 862 476**  
www.classicchrome.co.nz

EMAIL  
stephen\_winteringham@hotmail.com



*Ashburton: Line up of Ashburton members vehicles at first visit on the P60/80 cruise.*



*Ashburton: Some of the cars we were privileged to see on second visit on the P60/80.*



*Ashburton: More of the cars we were privileged to see on second visit on the P60/80.*



*Ashburton: The line up of trucks at the clubrooms before the start of the Commercial Run*



*Ashburton: Some of the vehicles and the motor bike on the Veteran and Vintage Depression Picnic.*

## Ashburton

Owen Wilson

This month we welcomed new members Carl Petersen, Lawrence Petersen and Lauren Rainey with a 1965 Vauxhall Victor

On our Post 60/80 cruise, 7 November, 27 cars travelled through the gorges to Oxford then on to Rangiora where we visited Daniel Smith's collection and enjoyed a picnic lunch. Later we travelled to Alister Stockdill's collection, the first time this collection had been open to visitors.

Our Commercial Rally was held on 28 November with 31 vehicles taking part. We called at three different collections to look at cars, trucks and tractors.

The grape vine has it that Peter McQuarters has bought an Essex Super Six.

On 6 December we held a Veteran and Vintage only run. The theme was the 1930 Depression years. Seven Vintage and two Veterans took part. Donald and Carol Williamson in a Chevrolet truck were chosen as the best dressed and accessories.

On 9 December 13 members transported 53 Year 7/8 students over to our museum. They have been studying the progress of change over the years in technology advances. We had a lot of excited passengers (and drivers).

## Bay of Plenty

Bryce Strong

Our Annual Christmas Dinner/Restoration of the Year was, as usual, very well attended. The meal was up to Yvonne

and her team's usual high standard, and the Resto award was strongly contested by three cars. This year entrants were all Fords, two Model As and a 1970s Falcon coupe. All beautiful restorations, but judge Ron Elton finally decided upon the 1929 Model A business coupe restored by Owen and Margaret Goldsmith.

We have four members who have recently joined the 50 year club - Ivan Allan, Owen Goldsmith, Snow Greaves and Derek Winterbottom, and this is to be celebrated with a special function.

At our recent very successful swap meet new members Derrick Smith and Malcom Dryden displayed their superb 1939 MG WA Tickford (photo).

On our last midweek run organised by Don Wade, we visited a new car being built by Ivan Shannon around a V12 Rolls-Royce Merlin motor from a Sherman tank. (photo), a brilliant commercial woodcarver, and viewed progress on Ron and Kerry Elton's 1936 Triumph restoration, which is now painted and only needs some fettling, upholstery and hood lining for completion.

## Canterbury

Tony Becker

Another exciting year in plan for Canterbury Branch members and visitors. Our 60th Diamond Jubilee will be celebrated. A Grand Country Garden Party gets the ball rolling, straight after the Dunedin based Vero International Festival

of Historic Motoring. Fashions will revert to the '50s or the era of vehicles, so a back-of-the-wardrobe rummage among the mothballs for long discarded attire is in prospect. Checking out Op shops will be on the cards too.

ECan staff have felled several big old trees at Cutler Park somewhat denuding our former well treed frontage. Several McLeans Island branch premises have suffered the same fate.

The Show Weekend Tour last year travelled via Arthur's Pass to Hokitika, enjoying wonderful weather and famous West Coast hospitality. Features included unique car and machinery collections and a walk on the wild side; the tree-top walk above Lake Mahinapua forest. A fleet of about 50 bikes attended the Branch Annual Motorcycle Rally 2015 which travelled to Motukarara for lunch before returning to Cutler Park for a social barbecue dinner. Annual Swapmeet 2015 was our major success of the year. Income raised, both for the Branch and by other volunteer organisations over the three sunny public days, set new records. A commendable effort by our small committee that attracted some 30,000 people! Visitors and members trawled about 600 stalls and viewed up to 200 displayed vehicles. Marketing it as "NZs Biggest Garage Sale" pays off and replacing members-only Friday with an





**Bay of Plenty:** New members Derrick Smith and Malcom Dryden 1939 MG WA Tickford.



**Bay of Plenty:** V12 Rolls-Royce Merlin motor from a Sherman tank.



**Bay of Plenty:** Ron and Kerry Elton's 1936 Triumph restoration.



**Central Hawke's Bay:** Central Hawke's Bay Veteran Rally cars parked at Gwavas Homestead Tikokino.



**Central Otago:** The sign tells all.



**Central Otago:** Lake Hayes Church Fair Day with the invited Central Otago Branch VCC cars.

open public day was key to elevating local interest over the whole weekend.

Branch Awards Dinner featured 50 Year badges presented to Tom Stephens and Bernie Kiesanowski. Twelve 35 year and three 25 year badges were also presented by VCC past President John Coomber at the function. A third interesting item reported was the spectacular 60th Anniversary National Model A Ford Rally held at Cutler Park. The Motorcycle section controlled field tests, while catering was based in the clubrooms.

Can you imagine 50,000 happy pigs and piglets (not a misprint)! All in one place? Branch 9-90s Section visited such a farm late last year near Hawarden. Their spacious, clean, free-ranged and well managed care impressed us all at this, the biggest pig farm in Australasia.

### **Central Hawke's Bay** John Foot

We held our annual Veteran Rally on Saturday 28 November with 12 vehicles entered. This year's run took the entrants to Gwavas homestead, for a tour of the gardens, lunch and a talk on the history of the homestead then a guided tour of the homestead. Next was a visit to Peonie Roses followed by a tour of the historic homes and buildings of Tikokino with an evening meal at the Leopard Hotel Waipukurau. The next day the Veterans combined with other members of the branch for a visit to

a tractor and farm machinery collection followed by a visit to the Otane market after which some had lunch at the Waipawa band rotunda. Paul Raybould is progressing well with his J1 Bedford, Ray Freemantle has made great progress with the Morris Minor. We have carried out major heart surgery on the Buick so hope this will do another 100,000 miles plus before any more major expense. On Sunday 13 December we had our final get together for the year, a ride and drive event and barbeque at club member Ken Eason's property. More than 50 percent of our members attended this event. Our branch has 12 members and six cars attending the Vero Festival of Historic Motoring in Dunedin from a total membership of 85. Club nights are still being well patronised with 40 plus members attending. Our branch members welcome another new member Viv Atkinson with a Morris Minor.

### **Central Otago** John Loudon

Allan Porter has his Humber completed. John Martin's Alvis now sports a handmade body in polished alloy. A lovely job and a credit to the builder Barney who builds bodies from scratch for the USA market.

Blossom Festival Rally in September saw good turnout with the main route on the gravel road to Little Valley with its many corners and some steep hill sections. The time trial was done on the main road

through the gorge which may not have been the best choice.

At a recent club night we had Les Riddell as the guest speaker. Les has spent some time on Balfin Island, Canada where winter temp is -40C or lower so he brought along all the gear to be worn before going outside. Most of this is handmade from animal hides and still smells like it but is very warm from your own body heat. Interesting eye protection wear was made from some animal bone and just had a slot in the centre to look through. Very clear vision was possible even for quite close up stuff as I could read the small print in our local mag ok with them.

Our annual Sale Day turned out very well even though we didn't have some of the usual sites with all the goodies.

Like most other branches we have the same old problem that Veteran and Vintage parts are in very short supply and slowly running out, even PV stuff is not there any longer and only a matter of time until nothing is left, sad thought isn't it.

### **EBOP** Peter Donovan

It was our turn to host the annual get-together with Gisborne Branch and it was decided to have a campout at Ohiwa Motor Camp, which was a great move as all who attended had a ball! On Friday night we settled into our accommodation, and with many hands helping managed



*Far North: The long and short yanks.*

to put on a great barbecue meal for 40 people. On Saturday morning, 18 vehicles left the camp for a competitive tour of the Opotiki area and to Hikurangi Reserve for lunch. Following this, the group visited Nichol's farm to view their collection of very well restored farm and agricultural machinery. The Saturday dinner was a two course barbecue meal followed by dessert, testimony to the contributions and toil involved in an excellent team effort. Upholding the existing tradition, naturally it was the host team that won the competitive trophy!

Also in November we held the Chairman's Run. Taking mostly back roads through the countryside to Edgecumbe, we continued on to Kawerau with a drive through the streets, ending up at the residence of our Chairman and Secretary respectively. Les and Gail Costar hosted a most enjoyable meal in a pleasantly relaxing atmosphere for the 24 members who enjoyed the occasion.

Four cars and eight members joined with the Rotorua mid-week run to Whakatane for lunch at the White House, and then travelled on to view Paul Handrick's sizeable collection of memorabilia, Vintage technology; equipment, vehicles and posters with a focus on early Ford T Birds.

Branch cars have been involved in the Santa Parades in Whakatane, Edgecumbe and Kawerau. Members have regularly attended the Classic Car Breakfast held each month at the Red Barn.

#### Far North

Bimonthly Mens' Shed days are bringing up some interesting venues. A visit to a local metal quarry gave us an experience of the modern technology involved in operating a three stage portable crusher. This meant transport costs of the finished product were lessened by having road material produced close to the area being paved. The preparation, blasting and crushing with the big hunk of sophisticated gear was all done by only just three guys.

A good turnout for our Christmas run began with an identification challenge. Organiser Win Matthews had a dozen old gadgets on display and many had not been seen before by some folk, but it was interesting to learn what the items were together with some of their history. Our run then took us to a farm where it was explained how the original Croatian owner, after grafting in the kauri gum fields, took on a large block of scrub which he slowly developed into a tidy property which is today run by the next two generations. It was fitting to have some older vehicles on the run as we ventured along the steep farm tracks on to a plateau from which much of the Far North could be viewed. Back down at the clubrooms a pot luck Christmas luncheon closed the year.

The Annual Dunny Run, organised by our Dargaville members, wandered around the Kaikohe area smoothly enough until a section of straight line navigation was encountered with mixed results! The unique wooden dunny seat eventually

#### Dave Duirs



*Far North: Cooling off at the clubrooms.*



*Far North: Woollams' new Model A joins two regulars.*

adorned Vince Mason's neck, to celebrate his team's navigating skills and his birthday.

#### Gore Branch

#### Jim McFadzien

The 10th Josephville Hill Climb took place on 30 November with 14 competitors having a practice run before lunch. The usual locals were there as well as newcomers from Invercargill, Peter Pryde with his Anglia and D Ryan with a Ford 860 special, which unfortunately had a bad high speed miss. Graham Taylor from Temuka in his Ford powered Morris Minor put up a creditable time of 34.81 sec, but was humbled by Terry Inder's Datsun 180B with a time of 33.05. The timeless classics of Evan Henderson's MkII Jaguar and Dick Shanks Daimler SP250 V8 were fairly closely matched. The Daimler's 33.19 taken by the Jaguar's time of 32.36. Evan is the only person to have competed at all 10 events. Another comparison was between Neil McDonald's Charger and David North's Alfa-powered Caterham Special. The Charger managed a 30.9 sec run, the Caterham 29.52 sec. From Dunedin, Jim Bennett's 1000cc supercharged Furi chased the Johnston FF special of Dave Harris. The first runs even, the Furi topping 27.08, but Harris on his last run managed 25.49 which is only 3/100 of a second off the all-time record of 25.46 set by Noel Atley in a Begg Formula Ford in 2007.

A much slower but wet event took place on 5 December on our annual Diggers Run, where senior members of the Gore RSA are taken to another RSA for afternoon





**Gore:** Graham Taylor's Morris Minor.



**Hawke's Bay:** 1957 Vauxhall Velox and 1960 Humber Super Snipe on Safari.



**Gore:** Left to right Dave Harris's Johnston Special, Peter Pryde's Anglia, Evan Henderson's Jaguar.



**Hawke's Bay:** Open day November 2015.



**Hawke's Bay:** Open day November 2015.

tea. This year it was to Winton in Central Southland.

### **Hawke's Bay** Esther Smith

The Branch ran a very successful open day in early November. There was a good turnout of members and their various vehicles with the public turning out in droves too.

This year the annual Homestead Run went to Mangawhare, built in 1879 and one of the oldest homesteads in New Zealand, and the privately built Crownthorpe Church. 2015 ended with the Children's Christmas Party and our end of year mystery auction. Now it is time to take a breather until the Art Deco Festival in mid-February, except of course for those who are heading to Dunedin for the Vero Festival of Historic Motoring.

In 2015 the branch bid a final farewell to two of its founding members. Phil Peach died suddenly in January. He had joined the branch as a schoolboy, and continued his interest in the VCC throughout his life. Phil and Maureen were strong supporters of the club and Vintage motoring. Even when they spent some years on a belated OE to England, they took Grasshopper, their 1924 Chev, along for the ride.

In October we said goodbye to Olive Kilby who was a key member of the small group that initiated the formation of a Hawke's Bay Branch. Olive and the late Reg ran an antiques business in Napier from the mid '50s until the early part of this century. The Kilbys organised numerous events, from the 1961 National Rally at

the Hastings Showgrounds, to a fundraising Titanic night and many more.

### **Horowhenua** Peter Nightingale

At club night we were told of the passing of member Peter (Pierre) Ridder. Peter lived at Manakau, south of Levin, and owned an 8 hp twin cylinder Renault AX tourer which had originally been in the South Island and owned by his father. Peter was also a keen penny farthing rider He owned an original 1878 Columbia model made in USA. Our thoughts go out to his family and friends.

The Tararua Trundle annual rally was run in light rain which did not upset the day. It was decided that the run would start at the Otaki railway station then head down back roads to the beach. There were many questions that kept entrants on the ball. It then made its way north to Manakau zigzagging its way up the coast and back to the clubrooms. A most enjoyable relaxing day.

The branch is now going ahead with an extension to our rooms which will be used to accommodate many of the spares that we have. The library has an extensive range of manuals and information for club members. The overflow of parts and books will be for sale on 19 March at our annual swap meet.

We welcome Riley Scott, a keen teenager and son of Bernard Scott. Riley has been involved in the winning Ford T rebuild team at the last international Rally at Wanganui and is at the moment helping build his own T racer.

The Christmas Party was a great success with Father Christmas coming all the way from the North Pole with a distinctive yorkey accent.

### **Nelson** Jim Wareing

The November Club night had an early start with a fish and chip tea as a get-together for the large number of members planning to travel to the Vero International Festival of Historic Motoring. The evening ended with an interesting talk from a representative of Total Oil. It generated much discussion.

A huge amount of research was undertaken by member Ross Sice to provide the background for an historic run to investigate the Brightwater Township (20k south of Nelson) power scheme. This commenced in 1913 and Brightwater was the second township in New Zealand to get electric power. The scheme was developed by Bobby Ellis who the town's main street is named after. Power was only available at night.

A midweek Christmas run of about 50 miles with lunch at the Motueka RSA was enjoyed by the 47 people that attended. The Christmas hamper was won by Herb and Jules Fox in the Dodge truck. After lunch the guys were treated to a close up inspection of Bevan McNabb's magnificent restoration of a 1922 Cadillac. The car was imported by his late father when he owned a motor garage in Motueka. Thanks Bevan we were all blown away by the quality job you have done.

A small turn-out for the December club night learnt a lot about soda and glass





*Horowhenua: Bev and Peter Kelly at the book sale.*



*Horowhenua: Colin Geange's Essex six.*



*Nelson: Bevan McNabb's magnificent 1922 Cadillac.*



*Horowhenua: Ivan Horn and passenger.*



*Horowhenua: Tararua Trundle Nov 2015*



*Nelson: The plush interior of 1922 Cadillac.*



*Nelson: Mid week Christmas lunch.*



*Nelson: Santa tempts some of the crowd with lollies.*



*Nelson: Trevor Evans taking children for rides in the mini Jeep & trailer at the Christmas picnic.*

blasting with a full mobile demo at the clubrooms.

Santa was back this year for a good crowd at the Christmas picnic-BBQ, held at the Wai-iti Domain.

### North Shore

Mary Lloyd

Atrocious weather had committee members ringing round to check whether the swap meet/car show should go on. Always optimistic, the consensus of opinion was to carry on which was a good decision even though the wind was gale force. The rain stopped and apart from marquees flapping in every direction, it was a pleasant enough day and people were flocking in. There was a fantastic line up of cars including Paul and Kathy Collins' 1913 FN 14hp 2 lt 4 cyl Belgium, Alan Leech's rare 1951 Allard K1 special, Stricklands' huge 1948 Ford cab-over truck, the cute Austins, the showy Chevrolets, Buicks, Chryslers and many other beautifully restored (and unrestored) vehicles. There were plenty of beefy hot rods, heritage military vehicles

and interesting one-offs. One car stood out though, the perfectly restored immaculate 1929 Vauxhall 20/60 owned by Mike and Christine Swanton which also won People's Choice award.

The Best in Show prize went to Alan Smail's brilliant Clayton and Shuttleworth 1/3 scale traction engine built by him. The American Classic group won Best Club Display.

We had over 20 stalls selling everything under the sun and these attracted many bargain hunters. The success of the stalls augers well for future shows and results were very pleasing. Being a coolish day, the food stalls did very well thanks to our masterchefs John, George and Harry not forgetting Alan and Shaaron Price who toiled away all day cooking their sausages to perfection. Sponsors were very generous and we had some fabulous raffle prizes.

The swap meet/car show was hugely successful and encouraging for future events thanks to the effort put in by members

especially Mike Garner and John Tombs who organised the event.

### North Otago

Clive Blunden

During Labour Weekend, John Adamson in his 1968 Hillman Imp, Norman Fisher in his 1964 Pontiac and the Millers in their 1955 Plymouth Belvedere attended the Mount Cook Rally. John Adamson came away with a prize in the time trials. Some routes had some really rough sections with speeds down to 10kph. Luckily we were on good roads, had great weather all day and beautiful views of Mount Cook.

There were over 90 entries, with the Winter's 1901 Wolseley running remarkably well and some immaculate Model Ts from 1911 upwards. Also present was John McLachlan with his large 1918 Cadillac V8, which used to be a Mount Cook service car. It was an impressive sight seeing all the entries lined up outside the Hermitage.

Our yearly swap meet at the Oamaru show grounds was a great success, with over 300 people coming through the gate from





North Otago: Annual Swap meet.



North Shore: 1951 Allard.



North Shore: Swap meet barbecue.



North Shore: Mike Swanton People's Choice.



North Shore: 1973 Reliant.



North Shore: 1913 FN Paul Collins



Rotorua: Posh Picnic – Ronald and Gloria Mayes, 1970 Triumph 2000.



Rotorua: Posh Picnic – John Peters and Jenny Gill, 1923 Austin 12/4.



Rotorua: Vintage precision tools for sale attract attention at a club night.

as far afield as Invercargill, Central Otago and Christchurch. We had some good and interesting cars in the public display section, including Neil Rooney's 1925 Buick Master from Oamaru and Rob Ross's 1930 Chrysler from Ashburton. The array of parts for sale seems to increase every year (30 stalls) and feedback from all those that attended was very good.

Over the last few years there has been a noticeable increase in the number of collectable vehicles in North Otago and many will be aware of the rapid rise in prices paid for VCC eligible Holdens, Falcons and Valiants. We must see what we can do to entice them to become members of the VCC.

## Otago

Graeme Duthie

It seems a long time since last year and I am late with this report because of the work load with the Vero Festival of Historic Motoring.

The first weekend in November was the annual Taieri Tour. We had a very pleasant

day with 63 entries from Invercargill to Timaru and the South Island Club Captain from Wanaka. The route took us through Green Island, Fairfield, the airport, and Woodside, then climbed up the Middlemarch road to King George Memorial Drive which took us cross country and over some very steep hills back to Outram and the Otago Vintage Machinery Club for lunch and a tour of their operation. There was a return route for those who wanted it, while others dropped off it on the way home. An evening dinner and prize giving was well attended. The overall prize trophy went to Lyn and Stuart Neill.

The Commercial and Veteran run was not graced with good weather and some members were not so brave. I decided not to get wet and took my modern as did some other entrants. However the run was good and we drove to Karitane where we had lunch and returned the same route. I was disappointed not being able to give my new restoration a run.

Christmas barbecue was on Sunday 13 December when rain again caused a minor disruption, however the attendance was good and everybody enjoyed themselves.

The Brighton run took place in January just before the Vero Festival of Historic Motoring.

## Rotorua

Ronald Mayes

At our September monthly meeting Roger Nelson gave an illustrated talk on his visit to the Morgan factory in Malvern where Vintage construction methods are combined with ultra-modern technology. Morgans are still in such demand that customers must join waiting lists. Three-wheelers are back in production and are very different indeed from those of pre-war days.

In October and November several VCC members attended the Age Wise, Drive Wise courses run by the local District Council, useful updates on road rules and driving in current conditions. The invita-





**South Canterbury:** Vintage motorcycles on the Geraldine Village Green.



**South Canterbury:** Alistair and Nola Day's 1926 Dodge on the Vintage/ Veteran/ Commercial Run at Peel Forest. Owing to the heavy rain on the day, this is one of few times that this car has been seen on a local run with its hood up.



**South Canterbury:** A closer look at Bill Weir's 1929 Chevrolet's engine bay on the Vintage/ Veteran/ Commercial Run.



**South Canterbury:** 1959 Singer Gazelle and 1950 Vauxhall Wyvern, both owned by Dave and Leigh Roddick, at the Fairlie 2016 New Years Day Picnic. The Vauxhall was previously owned for many years by SCVCC Club Captain Ron Hammer.



**South Canterbury:** Irvine Black's 1914 Saxon, after participating in the Fairlie New Years Day Parade. John Foster's 1939 Buick is in the shade at right.

tion to attend a practical driving course at the Taupo motor racing circuit was too good to miss and an XJ6 and a Triumph 2500TC were amongst the 30 modern cars let loose (one at a time) on the circuit.

12 cars took to the highways for the annual Mid-weekers' Spring Tour. The first night was spent at Taumarunui, then it was on to Whangamomona, Stratford, Inglewood and Hawera where Vintage restoration workshops, gardens and museums were visited.

In December a Posh Picnic rally was held. After a drive around suburban Rotorua it was up to Mamaku for some interesting straight line navigation then on to David and Jill Philps's home. We were treated to scones and cucumber sandwiches and much more. A good number of participants had dressed appropriately and prizes were awarded to John Peters and Jenny Gill (1923 Austin 12/4) and Ronald and Gloria Mayes (1970 Triumph 2000 – his suit and her dress still fitted and dated, as did the car, from their wedding in 1976).

Our next big event is the fourth annual show on the Village Green at the Rotorua lakefront on 17 January. Proceeds from

donations will go, as usual, to the St John Ambulance Association.

### South Canterbury

#### Shannon Stevenson

On 1 November 18 motorcyclists took part in the Annual Motorcycle Rally organized by Neil Manchester. This run took members, a number of whom were from branches outside the district, out to Southburn, through the scenic Pareora Gorge and out through Cave, Totara Valley and Hanging Rock, the lunch stop being the Geraldine Village Green.

The 33rd Annual Safari camping trip was on the weekend of 6 – 8 November, held for the second year at O'Neills Reserve.

The Vintage Veteran Commercial Run was held on Sunday 15 November. Organised by John Foster, this run took participants, a number of whom were in pre 1930s fabric-roofed vehicles, via Pleasant Point and Geraldine to reach Peel Forest.

On the following Saturday, 21 November, a night run was held. Organized by Kevin and Ngadia Manchester and with over 20 vehicles in attendance, this run took

members out into the back blocks of the Cannington and Maungati regions, where a variety of shingle roads were encountered. A question sheet was included in the rally pack, related to the places visited.

To round up the 2015 year a Christmas dinner was held on 19 December and was well attended by members with over 60 tickets pre-sold.

On New Year's Day 30 members vehicles attended the annual Parade at Fairlie. The parade was a showcase of historic motoring and included vehicles from the Fairlie Heritage Museum collection and other local automotive and machinery clubs.

### Taranaki

#### Colin Johnston

Our 51st annual Maunga Moana Rally will be held in Hawera this year on Anzac weekend 23 and 24 April and the team are working on the programme and entry forms are now available.

We welcome new members John and Brenda Reumers who have just finished a restoration project on a 1934 Morris Minor fabric body convertible motor car. John runs a trim and upholstery business in Waitara. Also Paul Farquhar from Waitara,





**Taranaki:** Line up of members' cars participating at Stratford in the Potters Paddock Gymkhana.



**Taranaki:** New Plymouth District Mayor Andrew Judd and Local National Member of Parliament Jonathan Young at the Waitara Christmas Parade in December.



**Taranaki:** Les Bognuda's recent restoration completion of the 1937 MG sports car.



**South Canterbury:** Sandy McMillan's newly acquired Australian 1973 Morris Marina 1750, at the start of the SCVCC Night Run, held on 21 November.



**South Canterbury:** Ross Luscombe's 1961 Vauxhall Victor on the SCVCC night run – Early Victors are a rare sight in New Zealand.



**Waitemata:** Ryan McDonald exercising his 1954 Austin A30 at the annual Waitemata Chelsea Hillclimb.

Tidley Cox from Egmont Village who has a 1931 lhd Ford Model A sedan and a 1952 Rolls-Royce, and Michael Hodgkinson who owns a Peugeot.

The annual Potters Paddock Gymkhana event was held in Stratford in November and was organised by John Muter. There were field events and questions to answer and the winner this year was Albert Gorge in his 1931 Ford Model A sedan with passenger assistance from member Michael Kruse. Members of the Potter family attended and presented the trophy.

Last issue of *Beaded Wheels* I reported on the 1937 MG sports car that our secretary Les Bognuda had nearly completed restoration. Les will attend the Art Deco rally in February in this car and has just the hood to complete. The Bell Block Christmas parade was its first public showing and I was taken for a spin up to the Tikorangi area and was impressed with the performance of this beautiful and quite rare roadster sports MG, impressive in its silver grey paint job.

## Taupo

Greg Nattrass

November kicked off with ladies night, where the ladies went out for a meal, then

to the local cinema to see the movie, *The Dressmaker*. Meanwhile the men were at the clubrooms watching car-related DVDs. At the conclusion of the movie both groups came together to enjoy dessert. As with quite a few of our runs this year, the posh picnic had to be postponed due to bad weather.

Our show and shine was held on the outskirts of the town centre, which after a successful showing last year, was re-run in November. A great way to show off our cars to the public. And once again attracting a lot of interest from the public.

For the first time in a number of years we participated in the local Christmas parade entering a few cars. That evening we had our annual Christmas dinner. This year we had a change of venue, moving out of our clubrooms, and into the Suncourt Hotel to enjoy the festive foods. A very worthwhile decision as a great meal was enjoyed by those who participated.

## Waitemata

Di Humphreys

For the first time in a number of years our annual Chelsea W.A.L.S.H. (Waitemata Annual Local Sealed Hillclimb) was run

under very clear blue skies. We had been very disappointed a few years ago to arrive for our event only to find these ruddy silent policemen positioned right where the cars, at the end of their run, needed to button off and brake hard. But, like most things one got used to having them there and needing to work with them. It was excellent to see on Sunday 8 November that not only had the silent policemen been removed but the road was in the best repair ever! An excellent turn out of entrants with an interesting collection of vehicles. Great to have a number of these entrants in saloons and a number of entrants from out-of-branch.

A Christmas barbeque for our December club night was well attended and for the Humphreys it was time to unveil the Model A for it is now legally on the road. What will Mr Humps do will all his spare time?? Hopefully some work around the house!?

An invitation was received from the HRSCC (Historic Racing Sports Car Club) to once again join with them for a weekend of fun at the Taupo Race Circuit. It was run over the first weekend in December was well attended and despite the weather



**Waitemata:** Laurie Callender in his 1952 JBS F3 Single Seater at Chelsea.



**Wanganui:** Brett London's winning 1966 Triumph Bonneville.



**Waitemata:** Elizabeth Andrew in her MG J2 New Year's Eve Gymkhana.



**Waitemata:** Keith Elliot and his 1962 Alfa Romeo Giulietta T1 at Chelsea for the first time.



**Waitemata:** Peter Benbrook in his Bucker at the Hope-cross Gymkhana.



**Wanganui:** What happened to the other light?

forecast no rain was seen at all! Another excellent turn out of Vintage vehicles and it has been reported that the weekend was another resounding success.

After a few glorious days New Years Eve was cold, windy and threatening rain but that did not stop hardy Waitemata'ites from enjoying a late afternoon paddock gymkhana at the Hope-Cross farm. Mike had set up some challenging driving tests and Kris set out a wonderful dinner table. There were Hope-Cross neighbours and friends with kids and the kids got the opportunity to hoon with the boys. Great to have Hamish Andrew representing Waitemata Young Generation joining the Silvertops. All in all a great way to finish 2015.

**Wanganui** Faye Chamberlain

Like all branches, November/December is a very busy time. Local schools and community groups have made many requests for our resources, and we have been seen out and about!

The Ladies run was organised by last year's winners, Ed and Hinemoa Boyd, giving us a chance to visit newly built homes in places we haven't seen before! This year's winners were Claudia-Anne and Stephen Voss. The Night Trial (also won by Ed and Hinemoa last year) was also very successful.

Wanganui's Christmas Parade was one of the best yet, with Vintage cars filled with various "adult size" characters!

Restoration of the Year (pictured) was won by Tom Clouston (1906 Darracq R Phaeton). Very original and much admired! Brett London's 1966 Triumph Bonneville (in immaculate condition) took the motorcyclists award. The Willing Horse was this year won by Trevor Roberts. A bit small for him to ride, but some kid's going to be delighted! Trevor works long hours at the clubrooms in the parts department and members agreed he more than deserved it!

Thanks to Jim O'Neill and helpers, the clubrooms now has a wonderful paved walkway to the barbeque area. Another great achievement!

Many Wanganuites are headed for the big event in Dunedin. Should be great!

**Wellington** Stan Garmonsway

Our annual Heritage Rally for Veterans, Vintage, and Post Vintage classes was organised by John and Jenny Jackson and held on 18 October. Entries were down on last year's due to the weather (pouring rain) and a certain All Blacks' match. However, those who did turn out enjoyed the rally and were not too stressed by the low key competitive element. Winners were Terry Mathers and Judy Wood in their Ford Model A.

Our annual November Rally on 7 November enjoyed an entry of some 46 vehicles representing all the VCC classes with the Vintage class having the most entries. We were joined on the event by National VCC President Dianne Quarrie and her husband Geoff. This year participants were offered the option of choosing to be either competitive or non-competitive, and only five chose the latter. Club Captain Peter Simpson arranged an after lunch tour through the Makara and Te Whiti wind farm with some 67 windmills supplying sufficient power to for Wellington, Hutt Valley and Porirua.

In the evening our Annual Dinner and prize giving was held at our clubrooms, again joined by President Dianne Quarrie and husband Geoff. Dianne presented a number of long service badges, one being a 50 year award to Michael Curry.

Christmas celebrations consisted of a children's party where 76 children received gifts distributed by our club Santa, and a barbeque on club night, much enjoyed by all.

**Wellsford – Warkworth**

Anne Hamilton

Welcome to new members John Thornton and Erin Sullivan, both with Model T Fords.

Seven of our members participated in the Far North Tour this year, culminating as usual at Taipa after great runs through some





**Wellington:** Dianne and Geoff Quarrie ahead of a long line of participants on the November Rally Makara Windfarm Tour. Photo by Rita Purdy.



**Wellington:** Michael Curry receiving his 50 year badge from National President Dianne Quarrie.



**Wellington:** Winners of the Vintage Class and the November Rally, John and Deirdre Blakemore. Photo by Kathy Haddock.



**Wellington:** Terry Mathers and Judy Wood on there way to winning a very wet Heritage Rally.



**Wellsford/Warkworth:** Line up at Matakoho.



**Wellsford/Warkworth:** Matakoho Kauri Museum.



**West Coast:** Morning tea group at Shantytown.

very picturesque countryside. The amazing thing about these tours all over the country is the bravery and determination of the settlers who opened up these remote areas.

A recent guest speaker at a club dinner was Brian Oakes who gave a very informative talk on the history of Marsden Point Oil Refinery and the processes used to deal with the oil. Amazing to find that oil behaves differently with the different seasons.

A club run to Dargaville's Vintage Machinery Club and Museum was extremely interesting, with the highlight being the running of the huge Blackstone engine, whose exhaust went out, under the road, to the bank on the other side where we could hear the engine firing every six or seven revolutions.

Anne Richardson has stepped into the club captain's position and she has also

finished restoration of the 1934 Riley Lynx, whose photo featured in the June/July issue. Murray Fairweather, the previous captain, is relocating to the South Island next year. Our loss is their gain as Murray did a splendid job.

The static display at our local Kowhai Festival was well supported as was our involvement in the live day at Matakoho's Kauri Museum – the theme being Museum on Wheels.

### West Coast June Campbell

We rounded off the year with a drive out to Charleston in November and a fish and chip tea at Shantytown in December. It had been planned to have a drone film us for the purpose of a display in our club garage but this had to be put off due to weather conditions in the morning. Needless to say the afternoon was OK.

2016 will commence with a New Year dinner and get-together at the Kokatahi Hotel. Planning is underway for the Scenicland Rally on 19 March, this time to take advantage of our beautiful scenic Coastal Highway and we look forward to hosting you then.

A group of retirees have commenced a morning tea get together at the tearooms at Shantytown on the third Tuesday in the month. Although not a big group it is turning out to be quite an enjoyable time. If any members are in Greymouth around this time of the month, contact our Club Captains and they would be only too happy to bring you along.

Dunedin will now be basking in the afterglow of THE RALLY and no doubt be suffering from withdrawal symptoms from having all those beautiful old vehicles in their city.





# Dunedin 2016

Proudly Sponsored by Vero

Photos Adam Binns



## Passing Lane

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

Belch, Tom  
Chappell, Terry  
Dennison, Noel  
Ridder, Peter  
Scott, Roger  
Street, Graham

Wellsford / warkworth  
Canterbury  
Waimate VCC.  
Horowhenua  
Canterbury  
Bay of Plenty

Waldie, Jim  
Wallace, Anthony Stuart  
Wood, Kathy  
Woodham, Bev

Waimate  
Horowhenua  
Bay of Plenty  
Eastern Bay of Plenty



NORTH CANTERBURY



AMERICAN  
CARS

ENGLISH  
CARS

AUTOMOTIVE REPAIRS LTD

# Classic and Vintage Restorations

P 03 314 4422 M 027 221 8092 AH 03 314 4992

www.scottsrestorations.com email scotts.auto@xtra.co.nz  
469 Allandale Road, Hawarden

# BASIS



www.basisnz.co.nz

Supplying new parts for Vintage, Classic and Modern Vehicles for over 28 years, BASIS is your established and trusted parts supplier.

Classic Accessories incl. badge bars, goggles and mirrors  
Door windlances, push on & tack on, most types and colours  
Rubber bushes, gaskets, mounts, pedal pads, seals etc.



Shop: 31 High St, Renwick. Marlborough (SI) Address: PO Box 20, Renwick 7243  
Phone: +64 3 572 8880 Fax: +64 3 572 8851 Email: sales@basisnz.co.nz



# We go the extra mile when insuring vintage cars, now we've made home insurance go further too.

## Get more cover with SumExtra

Up to **10%** extra cover for natural disasters

If your home is damaged or destroyed in a natural disaster<sup>1</sup> and your Sum Insured isn't enough to pay for the repair or rebuild, with Vero's free SumExtra benefit you'll receive up to 10% extra cover.

And **repair or replacement** otherwise

If the loss to your home is caused by an event other than a natural disaster, with SumExtra you're covered for the cost to repair or replace your home even if the cost exceeds the Sum Insured amount.

## My home is insured with Vero, what do I need to do?

Almost all VCC MaxiPlan Home policyholders can take advantage of the new free SumExtra benefit. To ensure you qualify, use the Cordell Calculator on the Vero website or a suitably qualified professional<sup>2</sup> to estimate your home's replacement cost, then set this as your Sum Insured and you will qualify for SumExtra – just like that. Go to [vero.co.nz/SumExtra](https://vero.co.nz/SumExtra) to learn more about the benefit and to read the full Terms and Conditions.

## Home not insured with Vero but want to get SumExtra?

If you would like a quote for your home insurance that includes this great new benefit, call Vero CIS on **0800 505 905** or email [cis@vero.co.nz](mailto:cis@vero.co.nz). Don't forget, your VCC membership also gives you access to comprehensive insurance cover for Contents, Vintage Car, Everyday Car and Boat at preferential rates.

<sup>1</sup> Natural disaster means earthquake, natural landslip, volcanic eruption, hydrothermal activity, tsunami or fire.

<sup>2</sup> A registered valuer, registered quantity surveyor, building practitioner holding an appropriate trade licence, or such other specialist as we accept.

Terms and Conditions apply, please go to [vero.co.nz/SumExtra](https://vero.co.nz/SumExtra) to access these, and to find the Cordell Calculator.

