

1946



2016

VINTAGE MOTORING FOR 70 YEARS

Beaded Wheels

No. 339 April/May 2016

\$6.95



2016 racing action at the
Skope Classic and Leadfoot Festival

1928 GRAHAM-PAIGE RESTORATION

1934 Lagonda Rapier



NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE



These photos were supplied to *Beaded Wheels* some time ago. We have no information on the people or vehicles and locations for any of these. Readers are welcome to contact the *Beaded Wheels* office with any details they may have that we can record.



management committee

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

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

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Beaded Wheels

Issue 339 April/May 2016



1934 Lagonda Rapier. See page 20.



Back country driving in the North Island
with Wallace McNair. See page 26.



A study in concentration – Scott Stewart,
grandson of this De Dion Tricycle's
original importer takes the first ride on
the restored trike. See page 16.



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COVER

Waitemata Branch junior members Tamati Thomson and Olivia
McNair with Scott Dixon aboard the 1906 GP Darracq at the recent
Leadfoot Festival. Both these young members have driven the 14 litre
monster! See page 11. Photo Jo Bouwhuis.



president's message

As I sit inside on a beautiful Hawke's Bay afternoon writing my column when I would rather be outside or even going for a drive in one of our cars, I am reminded of the many people in our Club who give of their time willingly to their branch or the national body. Why do we do it? We do it because we love our Vintage vehicles (and by Vintage I mean anything older than 30 years), we do it because of the great friendships formed (some going back decades), and we do it because we want the Club to continue into the future and our members to continue to be able to enjoy their vehicles.

I know there has been lots of chat about the Dunedin International Rally which in the main has been very positive but I need to advise you of a significant issue.

During the Management Committee's early visits to Dunedin, Otago Branch had signalled that finding a rally director and committee who could organise an event of this scale on a voluntary basis was going to be difficult. A decision was therefore made to employ an event manager to do the bulk of the work. Frankly, I can tell you that the event wouldn't have gone ahead without doing that. Speaking from personal experience as part of the organising team for Whanganui 2012 and from my observations of the amount of work required and the level of exhaustion by members who had volunteered their time, I could understand where they were coming from.

In the initial stages of planning for the Rally it was realistic to expect an entry of at least 800 to 900. We'd had indications from members all around the country that although they didn't go to Whanganui in 2012, they were going to Dunedin. All the signs were that entry numbers would be up. Venues had to be booked at that early stage and a lot of costs fixed no matter what the entry number.

Although we are yet to receive the final accounts for the Dunedin rally, it is clear that there will be a substantial loss. The Rally Committee and Management Committee are working through the various issues to help to identify how this loss has occurred and what areas can be improved for the next rally in New Plymouth in 2021.

Obviously this is very disappointing for everyone, however please keep in mind that some \$300,000 of our reserves has

come from previous international rallies, not from the \$1 per week paid by members as subs. What has happened here reinforces that we need to ensure that we always have a buffer so that we can weather any storm.

I have no doubt that the matter of an international guest will rear its head again. It has been well canvassed and discussed previously and in fact at the AGM in Wellington in 2014 it was resolved that the rally have an international guest. Part of the rationale is about raising the profile of the Club overseas and generating interest in our events (not just international rallies). This year we had 150 international visitors at the Dunedin rally.

The Management Committee took all prudent steps it saw necessary to ensure an enjoyable and financially viable rally. The budget was constantly under review. Our members have chosen not to support it and that is their choice, but it does bring in the question; are the big international rallies finished?

As alluded to in my last column, indications are that Dunedin may be the last of this type of rally. Our Management Committee will be working closely with Colin Johnson, Rally Director for New Plymouth, to ensure that a loss of this nature will not happen again. It may be that numbers will have to be limited. No decisions on the structure and set-up of that event will be made until a full debrief of all parties has occurred.

On a positive note, and as we come to the end of the Club's financial year, there is likely to be a healthy surplus and this, combined with the Vero profit share and interest on our investments, will mean that the loss from the Dunedin rally will be substantially diminished.

As we go to print, I was saddened to learn that Kathy, wife of Paul Collins, our North Island Club Captain, has passed away. On behalf of the Club, I express our sincere sympathy to Paul and their family.

Due to the fact that there are no national rallies being held this year, many branches are taking the opportunity to hold events over Easter. Geoff and I are certainly looking forward to attending Canterbury Branch's 60th birthday celebrations being held over that weekend.

Safe motoring to you all.

Diane Quarrie
VCCNZ National President



as we see it

Name changes appear to be top for mind of some members. At the recent March Executive meeting in Wellington there seemed to be a positive vibe by some members to a change of name of the club to include the word "classic". The basic premise was that younger people relate more to that word than Vintage and by having classic in the name we would look more attractive to younger prospective members. That may well be the case. Someone even suggested that if the name was changed to "The Vintage and Classic Car Club of New Zealand" we could still retain the iconic and valued mnemonic "the VCC" as the short verbal or written title! At the meeting the suggestion was not decried so possibly someone may put forward a suggestion for change in the future.

On a similar subject the question of a name change for *Beaded Wheels* seems to have stuttered into silence after some desultory discussion so we may assume that members are probably happy with the status quo. However, someone at the meeting raised a copy of *Classic Driver* during his suggestion of including classic in the club title and put forward the supposition that this made the magazine more attractive to younger persons. He is probably right in this. To take this one step further; would we sell more *Beaded Wheels* on the newsstands if we changed the title to *Classic Wheels*? Does it matter whether we do sell more or not? After all, *Beaded Wheels* is a magazine for members and should we care if we do not appeal to a younger non-member readership who may indeed go on to become members of this great organisation?

Last issue I asked if there was anyone out there to take on the job of writing *The Way We Were* column. This column has the primary purpose of recording and recalling our club history. I have had no approaches so far so if there is a member out there who is thinking about this but maybe is not too sure about what it entails please gird your loins and give me a call so we can discuss it further and maybe clear away any doubts you may have. It is an important role and we are keen to have it continue.

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

APRIL

9	Far North	Brian Parker Memorial Rally
9	Waikato	Mooloo Meander
9-10	Sth Cant	All American Day
10	Gore	Ladies Run
10	Marlborough	Day Run to Port Underwood
10	Wairarapa	Club Captain's Rally
10	Wanganui	Gymkhana
11	Waikato	Prizegiving Night
13	Rotorua	Club Night
13	Marlborough	Bus trip to Classic Motorcycle Museum (closing down April)
16	Central Otago	Autumn Festival Rally
16	Marlborough	Motorcycle overnigher to Classic Motorcycle Museum
16	North Otago	Gerald Lynch-Blosse Memorial Motorcycle Run
16	Wanganui	Castrol Autumn Motorcycle Trial
17	Hawke's Bay	Club Run
17	Nelson	Ladies Run
17	Rotorua	Night Run
23	Taranaki	Maunga Moana Rally
23	Rotorua	Mid Week Run
23-25	Canterbury	Autumn 3 Day Run
24	Gisborne	Neil Peterson Trophy Run
24	Northland	Combined Swapmeet
24	North Otago	Ngapara Coal Pit Hill Climb
24	North Shore	Northern Raid Rally
24	West Coast	Club Run
24	Wellington	Dawn Breaker Rally
28	Waitemata	Hope-Cross Bent Sprint
30	Canterbury	Scooter Run
30	Waikato	Twilight Run

MAY

1	Canterbury	Rural Run (All Day Trial)
7	Ashburton	Swap Meet
7	Manawatu	Post Vintage Rally
7-8	Wairarapa	Motorcycle Reliability Rally
8	Marlborough	Run to Peter Yealand's Vineyard for lunch
8	North Otago	Mothers Day Run

10	Far North	AGM
11	Taupo	AGM
14	Gore	Night Trial
14	Northland	Motorcycle Rally
14	Southland	Waimea Motorcycle Rally
15	Hawke's Bay	Club Run
15	Nelson	John White Restoration of the Year/John Stichney Memorial Gymkhana
15	Rotorua	AGM & Club Run
15	Sth Cant	PV/PWV/P60/P80 Rally
15	Taupo	Navigator's Run
15	Waikato	Restoration Run
15	Waitemata	Long Day Run & Garage Raid
15	Wanganui	Sunday Run
19	Taranaki	AGM
19	Wellsford/Wkwh	AGM
21	Southland	PW, P60 & P80 Rally
22	Canterbury	Motorcycle Rough Run
24	Gisborne	Club Run
25	Rotorua	Mid Week Run
26	E Bay of Plenty	AGM
29	Marlborough	AGM
29	Waikato	Training Day

JUNE

1	Horowhenua	AGM
4-6	Canterbury	Irishman Rally
4-6	Waikato	Double 50 Rally
5	Sth Cant	All British Day
5	Wanganui	Annual Rally
8	Central Otago	AGM
8	Hawke's Bay	AGM
8	Nth Otago	AGM
8	Waikato	AGM
11	Gore	End of Season Run
12	Canterbury	Restoration of the Year
12	Hawke's Bay	Club Run
12	Nelson	AGM
12	Northland	AGM
12	Wairarapa	Winter Wander
13	Bay of Plenty	AGM
15	Ctrl Hawke's Bay	AGM

16	Ashburton	AGM
16	Waitemata	AGM
18	Manawatu	Night Trial
18	North Otago	Garage Raid
19	Ashburton	Solstice Run
19	Otago	AGM
19	Sth Cant	End of Season Run/Restoration Rally
19	Waikato	Club Run
19	West Coast	Rosco Trials
23	Auckland	AGM
25	Far North	Malloy Trophy
26	Northland	End of Rego Run
26	North Shore	Auckland/North Shore Combined
26	Canterbury	AGM
26	Taranaki	End of Rego Run
26	Wellington	Colonial Cup Rally
29	Gisborne	Club Run

JULY

2-3	Wellsford/Wkwh	Winter Woolies Wander
6	North Otago	Shiny Bits Auction
7	Sth Cant	AGM
9-10	Canterbury	Mid Winter Motorcycle Run
9	Horowhenua	Night Owl Run
10	Wairarapa	Margaret Gee Rally
15-17	Gore	50th Jubilee Celebrations
16	Otago	Annual Dinner
17	Hawke's Bay	Club Run
17	Nelson	Snow Run
17	Rotorua	Central North Island Swap Meet
17	Waikato	Club Run
24	North Otago	End of Year Dinner
24	Taranaki	Breakfast Run
26	Gisborne	Club Run
31	Canterbury	Winter Run

AUGUST

6	Canterbury	Around the Bays Motorcycle Run
7	Taranaki	Brick Run

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

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**national office
news**

VCC Membership Subscriptions

VCC membership subscription invoices were forwarded in January and payment was due by 20 March 2016 to receive a discount. A reminder notice will be sent to members who have not paid. If you have not paid your account, **this will be the last *Beaded Wheels* you receive** until your payment has been received. You will not receive your branch newsletters either.

Important Notice

A large number of people have paid by direct credit. This is fabulous but it is important that your membership number is used as a reference.

This information is clearly advised on your remittance advice, where the club's bank account information is supplied.

I have not been able to identify many payments supplied without a membership number. In these cases the only course of action left is to wait until people ring and question where their membership card and magazines are.

Executive Meeting

The executive meets every March and during the Annual General Meeting weekend. Their last meeting was 19 March held in Wellington. Minutes are sent out to branches and your representatives, who form the executive, will be able to personally report on the contents discussed.

Membership Cards

Those members who have paid their annual subscription by 31 March 2016, will receive their membership cards in early April.

Notice of AGM

On page 11 of this magazine you will find a notice of AGM along with a request for nominations for the management committee positions.

John L Goddard Trophy Nominations

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

VCC Historic Race Licence (HRL)

If your licence has expired, you will need to complete a "HRL Renewal Form" - (Section 23S of the Branch Manual) and forward this, along with payment of \$23 to the National Office and a new one will be issued. This form is on our website or you can contact your branch or the National Office for a copy.

Updates To Your Membership File

If you have any alterations such as a change of address, phone numbers, email or vehicle details please advise the National Office direct. The best contact is to email on admin@vcc.org.nz

Please do not forward this information to the club's Management Committee. All administration tasks should go directly to the National Office which is where the information is based and processed.

Transfer 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.



MARKETING AND COMMUNICATIONS OFFICER

The Vintage Car Club will shortly be advertising for the role of Marketing and Communications Officer. This will be a part-time contractor position.

Ideally you should have experience in writing for both online and print, a good understanding of social media, excellent stakeholder relationship management, and ability to write and implement a detailed marketing and communications plan.

If you are interested in applying, please contact the National Office for a job-description.

admin@vcc.org.nz

Are you interested in joining the Vintage Car Club?



Visit www.vcc.org.nz to download membership application forms or contact your local branch directly for application forms and details.

See page 2 for branch contacts.

CALL FOR NOMINATIONS
John L Goddard
Trophy
for achievement
NOMINATIONS CLOSE 8 JULY 2016

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

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

Nominations for the Award should be forwarded to:

John L Goddard Award,
Vintage Car Club of NZ (Inc)
PO Box 2546, Christchurch 8140.



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.

A Dunedin Connection

These three SPA cars were imported by Shiels Garage Dunedin for display at the 1925 New Zealand South Seas Exhibition in Dunedin. The Model 23 was made in Italy (with consecutive chassis numbers) by SPA (Societa Piemontese Automobili) then sent to Vandy's London who built the bodies. First owners were:



Tourer	Frank Throp, dentist, Dunedin
Roadster	Mrs Florence Siediberg, Dunedin (Sic.)
Coupe	Theo Rusell, horse trainer, Oamaru

The sad remains of these three cars I picked up in the '60s are still housed in Methven, waiting...waiting...for what?

A Sim

Swap Meet

In the mid 1970s enthusiasts in Tokoroa decided to establish a branch of the Vintage Car Club, this branch is now known as South Waikato. As there were several cars in the area which qualified for

membership the people behind the branch idea contacted these vehicle owners and invited them to attend a meeting.

Meeting night was underway with a few new faces in attendance, including one lady and husband who had assured us they would attend with their Vintage car. During the night a letter was read out that Waikato was holding a swap meet.

As the meeting broke for supper a lady with a grave look on her face approached the secretary saying she and her husband had changed their mind about joining as they were happily wedded and had no intention of attending any swap meet.

Barrie Grant

International rallies.

Does the VCC not want to run competitive sections in their international rallies? If so then don't offer them as an option in the rally entry form. Having competed in the 2016 Vero International Festival of Historic Motoring I was disappointed to see the competitive section consisted of one timed section. On our rally route it was up a hill and down the other side with no safe places to pass a slower car if required. There were no field driving tests or check-point questions. The prize giving was at 6.15pm in the middle of the week before the majority of the entrants arrived at the venue for the evening's entertainment starting at 7pm. I could tell the organisers didn't want to have a prize giving as there was no mention of who came second or third. I know Otago Branch can do better because we also competed in the Dunedin-Brighton Veteran Rally held in heavy rain but they still managed to have check points and field tests and had a proper prize giving. I would like to thank these organisers for a great event.

I would also like to remind club members to use their mirrors and to pull over when holding up faster traffic. On the way to Dunedin we came across two separate cases of Post Vintage cars holding up modern vehicles. I know it is not always possible to pull over straight away. This is a great concern to me as a driver of a Veteran vehicle, as when the government decides to limit when and where we can drive our old vehicles they will most probably start with Veteran and Vintage vehicles. In my view generally these are not the vehicles holding up the modern traffic. Also consider that while on car club rallies we are on holiday or retired but there are a lot of drivers who are working on our roads truck and bus drivers that have a time table to meet. Please let's try not to upset them or the authorities.

Joseph McClintock



Hunting out info

I am looking for any information on the car pictured. It has a box section chassis/frame, fibreglass body, possibly Fiat hubs and wheels and is painted to look like a Lotus. Currently running a 750cc Norton Combat engine, I have been told it used to have a BSA 500cc single engine but have been unable to confirm this.

Does anyone know the car? Who built it? And when it was raced?

The car is not for sale. My plan is to get it running properly and start using it at VCC events.

Any information gratefully accepted.

Johnny Moore, *Banks Peninsula Member*
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Phone 021 353 759

Pomeroy Shield

I read with interest the article Feb/March 2015 *Beaded Wheels* on the Pomeroy Shield, which I well remember. In those days I owned my 1950 Healey Elliott saloon, powered by the Riley 2.4 litre, four cylinder engine.

Lawrence Pomeroy was well known for his affection for the 30/98 Vauxhall, and the 3 litre Bentley, from back in the 1920s and 1930s.

It is interesting to note in the booklet on the Riley Big Four motor in the *Riley Register Series Volume 2*, "The idea of development of the new car was partly inspired by Victor Riley's and Harry Rush's recall of the larger capacity Vintage Vauxhalls and Bentleys from the 1920s but also by Victor Riley's concern over the inroads being made into British sales by American cars such as Fred Dixon was driving.



Gordon Vogtherr and co-driver Alan Styles at the Nurburging, Germany after competing in the Pirelli Classic Marathon from London to Cortina, Italy, July 1991.

The first Pomeroy Shield held in New Zealand, Manfeild, 1999.



Consequently it is no coincidence that the 80mm x 140mm Bentley unit of the 1920s was transformed into an 80mm x 120mm, 2½ litre Riley engine of very similar characteristics. The rules set out for the first Pomeroy Shield suited the Healey to a T, with the consequence that we won the first New Zealand Pomeroy Shield in 1999. Those were the days. Incidentally I came second in the second Pomeroy Shield in 2000.

Gordon Vogtherr

The Honey and the VCC of NZ

To follow up Kevin Casey and Rick Murray's correspondence on the M3 Stuart, I would beg your indulgence for some space on that weird vehicle's imprint on the history of our club!

Rob Shand and I always considered ourselves as members of a lucky generation in our later life but at the time of the Club's foundation we were all subconsciously disappointed at missing out on the "great adventure" of the war. Not surprisingly, at the announcement of the return of the Territorial Army in 1947, we promptly showed up at the King Edward Barracks as founder recruits of the NZ Scottish Regiment which, appropriately for us, was to be an armoured car outfit. Flat feet defeated Rob but I was in as a trooper and rose to Acting Sergeant and in charge of Christchurch squadron's driving maintenance. We finally got some Mk I Landrovers and the occasional loan of Daimler scout cars; fun!

Winters saw us in Annual Camp at Waiouru, under canvas no less. We met up with our contemporaries from all over New Zealand and thus (surprise surprise) all sorts of characters with an interest in Vintage machinery! Roy Ferens of Dunedin, Peter Maxwell of Auckland prominent amongst them and others whose names, after some 68 years, now escape me.

Whole point of the exercise was to introduce us all to real armoured machinery and principally the M3 Stuart tank that was fast and comparable in performance to the armoured car of which the country had very few at the time. Waiouru had quite a number of the tanks and could thus give us all quite a lot of time with them.

The M3 was a great team builder especially at start up as the big radial engine sported no starter and ran on Av-gas. Thus the drill was;

1. The most fast moving and resilient crew member took the driver's position right at the bottom front end of the machine
2. Two further members grabbed the vast unwieldy crankhandle
3. The rest stood around the open engine doors with fire extinguishers. In event of a very likely backfire during cranking procedure then, 1, the tank captain would give a mighty yell, 2, the driver exited his very cramped position very fast indeed, 3, the extinguishers hopefully killed the resulting Av-gas fire and any failure or lack of speed in all this had pretty devastating consequences!

Though one of the tallest and least flexible team members, my driving experiences were numerous and I was very thankful for the team experience and exercise that the whole business engendered. And the driving was fun. The tank could do a genuine 50mph with all crew aboard including a fully armed turret with Captain on top, the gun layer in position and an engineer alongside. Memories of driving include a rather sudden death cone clutch and a remarkably nice crash gearbox with the lever coming in over ones shoulder, steering levers nicely to hand though somewhat restricted vision through the slot and large slices of the volcanic plateau to hammer over.

Long discussion on our Vintage machinery and photo swapping, a new range of membership and a lot of careful thought as to how to make it work for everyone all helped by that vital teamwork only close and dangerous associations with the Honeys could ensure.

Regiments didn't give leave of absence so on arranging to take my overseas experience I had to resign but fortunately the contacts made endured and could be called on again on my return. It is ultimately that branch structure that has ensured our success.

Andrew Anderson
Hon. Life Member VCCNZ

A Challenge



I have this photo taken about 1912-1914. It shows my father and grandfather and grandmother, sitting in a car in Wellington or Otaki.

I have scanned through about 50 photos of antiques on the Internet, primarily Ford, but I find nothing to match it.

I have listed some distinguishing features. Items to note include the lack of a running board connecting the mudguards, the upright handbrake, there is only one seat, the top engine cowl, but the radiator is open air, the two forward projecting rods inside the front wheels, headlights are set back, by the windscreen

I would welcome readers help!

Terry Bowden
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+64 9 4452639

Final Night Blast

I rarely disagree with Kevin Clarkson or his comments but although the music was well chosen at the dinner, I wish to point out that my hearing is still suffering from the extremely loud blast that I was subjected to. During the night I developed tinnitus and I am still suffering from this as I write on 9 March. Some people I know were allowed to choose their seating but mine was allocated by the organisers. I was told that we would be seated with people we didn't know and it turned out that I knew those allocated to sit beside me. This was okay because two I had not seen for some years but we were unable to carry out any conversation without yelling

at each other. The audiologist I consulted a few days ago has sympathised with me and can only hope, like me, that eventually my damaged hearing may miraculously be restored.

'Hec' Browett

Horns And Sirens

Recently, while at the Vero International VCC Rally we attended the display of our cars on the Sunday which I felt was as well organised as any I have been to in the past. While there, an incident occurred which made me rather annoyed and I decided to delay writing this letter for a month or so, and see if I still felt the same way then; I did so I am.

At the time it occurred we were winding our way behind the buildings on the far side of the airfield. All of a sudden an ambulance siren started to sound. During the morning I had noticed an ambulance operating twice from the field. I became rather disturbed as I had no way of clearing the road to let it through, being at the time on a longish one way bridge. Shortly after this I became rather annoyed, as it wasn't an ambulance on an emergency at all, but rather a 1957 Austin A35 pickup with a pedal car on top. Some say it is cute, I have other ideas.

I am not sure if this member is aware that it is illegal to operate a siren unless he is a first response or emergency vehicle, and I doubt if his wagon comes into that category. I feel someone from his home branch should advise him of his legal rights before he does it again. I very much doubt whether the message he is sending will endear the Vintage car movement to the general motoring public, and this is something we must always consider. It truly was very upsetting.

Walter McFarland
EBOP VCC Member



Camping in Collingwood

I recently had some of my father's old photographs copied and especially like this one (above) taken in 1958 at the Collingwood camping ground. The 1954 Triumph TR2 belonged to my father John Prince, the 1936 SS1 coupe (Jaguar) Bill Powell (known to his mates as Chook) and the Hillman Jim Moriarty, all from Westport. The three of them had sold their motorcycles and bought cars hoping to have a better chance of picking up the ladies. The move to four wheels certainly worked well except for Jim who remained single all his life possibly because of his choice of motorcar. (I do remember Jim buying a new Trekka when they first came on the market). Dad purchased the TR2 in Dunedin in April 1958 with 23,000 miles on the speedo, engine no, TS3926E, chassis no. TS39530 and sold it in Christchurch in 1960. Chook had sold his near new 500cc International Norton and bought the SS in Christchurch. That turned out to be a bad choice. The SS broke down a few times just getting it back to Westport. The motor was worn out and the body was rotten. It wasn't long before the engine was removed and

a Vauxhall Velox power plant installed. Dad helped with the transplant and they dumped the SS motor behind Morleys Brewery Westport where it remained for many years. Dad is the only one left now and would like to know if his old TR2 is still around and maybe the old SS was given a new lease of life, who knows. I was in Collingwood recently and the small building in the background is still there and I now have the "Japara Delux Hikers Tent" shown in the photo. Any feedback would be much appreciated.

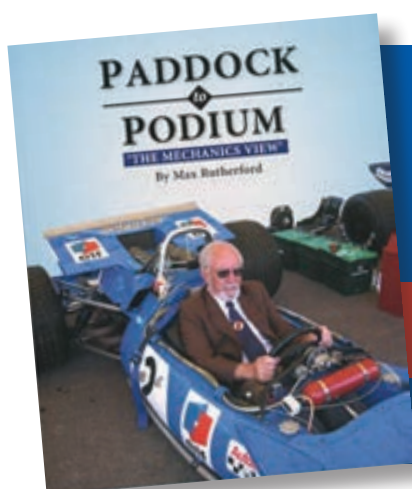
Steve Prince, Greymouth
mrcrimpy11@hotmail.com

Looking for a D65

During restoration of my 1929 Durant model 65 coupe, I have always kept an eye out for a similar model. Mal Falloon who ran the Durant Club once paid a visit and said it was the only one he had seen.

It appears to be a transition car using the chassis of a future model with the left over body parts of an older car.

Unusual features are a handbrake on the right hand side under the scuttle. A very large 4 speed gearbox, and a stylised claw surrounding the crank pole.



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New Zealand.

The sister model is the D63 with the more common three speed gearbox with central handbrake. The D66 also had a four speed gearbox. So I would like to know if there is another D65 out there or is mine the only survivor?

Also I would like to hear from Arrowtown on the progress of the three 1916 Hupmobiles there under restoration. One of the model N cars I believe was from Oxford ex Barry Pester.

I used to own this car and still have lots of information on this model.

I remember when Pat Cutler, Albie Roundtree and Alex Shadbolt also built up three model 20 Hupmobiles. So I would love to have an update on these three model N 1916 Hupmobiles. All replies answered.

Garland Saunders
432 Maxwell Station Road, RD4
Wanganui 4574, VCC member

Re Picture Puzzle BW 337

Picture centre left is Terry Ryan and Phill Drivine in the 20/60 Hurlingham Vauxhall. Bottom photo is my (at the time) Austin 16/6 open road tourer. I see a young boy standing on the running board of the Model T doctors coupe. If my memory is correct it was mustard yellow with black guards.

The year would have been 1967 or '68, the place most likely to be Tauranga Domain. Sorry John, I never took the

Austin south of Tauranga. The Austin is now owned by Rod Simpson, Auckland. I sold it in the late 1968. Hope this helps.

George Tier, Dargaville

The Most Elegant Car Ever Made

A friend recently asked what I thought was the most simply elegant car ever made – what a question!

I said it was impossible to mark it down to just one car considering all the many having been considered to be very elegant. But it got me looking through a large variety of publications from all over the globe.

For me the Jaguar MkVII is a very simple elegant car but is it number one? I suppose that's a bit biased as my Dad had a wonderful Jaguar MkIX, in essence a carry over with the same basic body shell as the VII with minor differences under the bonnet and bodywork.

I recently saw a pristine MkIX at Lloyds Park Jaguar Meet. With the driver's window open I couldn't resist looking inside. Immediately the odour of the leather and wood brought many wonderful memories of my Dad's car flooding back.

The Star article was very interesting I never saw one in Britain. A photo indicated Wolverhampton stamped on its engine block. I saw "the Wolves" football team play, but I didn't know they made Star cars there.

No background info in the article, did they go bust? Or were they taken over to become absorbed like so many did, with their names often disappearing forever, does anyone know? The car looked great, a real credit to all involved in its wonderful restoration!

Finally, is the magnificent Jaguar E type the most elegant roadster? As many considered it was ahead of its time and it has held its age well. Interestingly in 1959 it cost the same price as the MkIX (£1,999) new.

Ken Braddon

Thanks for support

On Sunday 24 January, after participating in our first National Rally, which we thoroughly enjoyed, we unfortunately had a serious accident at Makikihi on our way home.

Nelson members travelling with us were marvellous, as were passing doctors and paramedics.

But; what has astounded us is the compassion and help received from other VCC (and NZMCA) members throughout the country. Alan Fergusson from South Canterbury Branch, has gone to the max to help us in so many ways.

We appreciate all the support and guidance, and look forward to being back on the road with a new body for the "Beetle" in the future.

Sincere thanks to everyone once again.
Jim and Mary Lafrentz

A Response to Ivan Verral's request for info in our last issue

The P1 Rover. Sorry, not known to me.
The SS Airline. As a teenager living in Waihi (1959-65) I saw this car from time to time. Always immaculate and spotlessly clean, I think it belonged to a Mr Les Lowry who had a motorcycle, an Ariel I think, equally pristine. Sorry I can't give more detail than that. I suspect that the house in the photo was in either the West End or maybe South Waihi.

Those Jaguar predecessors looked wonderful, but flattered to deceive in the horsepower and performance departments. Still, it would be nice to know if such a beautifully kept car, it was quite old even in 1965, has survived.

Bernie Snam
Currently living somewhere in England



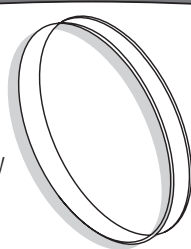
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2016 Leadfoot

Words Wallace McNair, photo Steve Ritchie



The 2016 Leadfoot Festival at Hahei was a triumph for Waitemata Branch. Held on 6 and 7 February at Rod Millen's property, this was the best Leadfoot yet.

One hundred historic cars of all different types competed in a run up the one mile sealed driveway. Highlight of the event, and winner of the People's Choice award, was Scott Dixon, Indianapolis winner, driving the ex Anne Thomson Grand Prix Darracq, now owned by Rod Millen.

Scott found the Darracq a bit of a handful, but is a fast learner. On his last run he equalled Anne's previous best time which shows that

he was really trying and that Anne didn't do too badly either!

Robert McNair's 1930 Riley 9 Special took fastest time in the pre '60 class, with Steve Aldersley taking a very creditable third place in his supercharged Austin 7, behind a Citroen L15 repowered with a Ford Cleveland V8. Other well known VCC entrants were Clynt Inns with the C type Jaguar, James Shand with the ex Rob Shand Railton Light Sports, and Johnny Moore in the Riley 12/4 Special. Alan Woolf ran the 1955 Cooper with Hillman Imp power, and Rhys Nolan ran the Hamilton Museum's Rutherford Lycoming.

This is a spectacular event run on the lines of Goodwood's Festival of Speed. It offers spectators complete access to the pits and the drivers, with great viewing opportunities up the hill. A wide variety of food and drink is available on site and a great display of exotic and specialist cars.

It should be a must do for any folk with an interest in motor sport.

Photo: Steve Aldersley (Waitemata Branch) Austin 7



THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

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

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 13 August 2016 at Novotel, Tutanakei Street, Rotorua, commencing at 9.00am.

Rule 8: ELECTION OF OFFICERS

Nominations for the Management Committee must be received in this office by 5pm 18 June 2016 accompanied by a current biography and photograph of the nominee and their association with the Club.

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

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

President

Club Captain – Northern Region

Club Captain – Southern Region

Secretary/Treasurer

Beaded Wheels Editorial Committee Chairman

Registrar

Speed Steward

Three Other Members of the Management Committee

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

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

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

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

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

Management Committee 2015-2016 Present Officers

President D Quarrie
Past President J Coomber
Hon. Secretary/Treasurer M Lavender

Club Captains—
Northern Region P Collins
Southern Region A Mayhew
Registrar R Brayshaw
Speed Steward T Haycock
Beaded Wheels Chairman K Clarkson

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

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

soapbox

Contributed by David North, Gore Branch

Restored, re-created, replica or new?

This is a follow-up to my letter in *Beaded Wheels* 335 on the subject of the new "Authentic Reproduction Vehicle", or "ARV" vehicle category. Despite the impression given by other correspondents, I was simply trying to point out some of the potential pitfalls that the proposed wording could present. In his article in *Beaded Wheels* 336 the Vintage Car Club of NZ Registrar alludes to the UK situation, where the Driver and Vehicle Licensing Authority (DVLA) are investigating certain "historic" vehicles that may not be as old as has been claimed. According to a number of classic and historic vehicle sources in the UK, this investigation has the potential to cause huge problems for current and future owners. These potential problems centre on the definition of "historic" as far as the DVLA is concerned and it appears that other registration and licensing authorities around the world may examine their local situation. It appears that the DVLA may be minded to re-visit the extent of replacement that will be acceptable while still retaining the "historic" status of a vehicle and the criteria that will be used in determining this. Examples that are being discussed include Spyder, (i.e. non-original-specification) replacement chassis for Lotus Elans and heritage bodysells (made on original tooling) for MG Bs and MG Midgets.

I still do not understand the need for the ARV category as, by my reading of

the criteria, I cannot see more than a handful of vehicles ever qualifying. In any case, the whole situation seems to be very well catered for by the existing vehicle classifications and preservation groups as defined in Section 3 of the Vehicle Technical Code. That being the case, it would be a great shame if the criteria for the new category are written in such a way as to subsequently cause difficulties when these vehicles are eventually presented for inspection and certification, or are exported.

I am also intrigued by the reference in the AGM Minutes to working with the NZTA to "seek and retain concessions we currently enjoy for Historic vehicles of original construction type". What are these concessions? Are they the various endorsements referred to in sections 6, 6A, 7 and 8 of Appendix A of the Vehicle Technical Code? The information published so far makes it very clear that ARVs will be registered as new vehicles. This presumably means that they will have to satisfy the current NZTA or LVVTA requirements for newly-registered vehicles. I am not familiar with all the requirements, but I do know that importing VCC-eligible cars from abroad has resulted in great expense and trouble for the owners in modifying them (away from the original specification) to meet the various certification requirements. From what I have read, there will need to be significant concessions if ARVs are to be "indistinguishable from the original vehicle" and the "construction methods...correct to the period of the copied vehicle" while still being registered as newly-constructed vehicles. Otherwise, I do not see how VCC-eligible vehicles constructed to these standards will be able to pass new vehicle certification.

Since the adoption of the new category, nothing I have seen or heard has allayed any of my concerns or reassured me as to how vehicles built to, and accepted into, the category will satisfy the conflicting requirements.

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

Reponse from Rod Brayshaw, Vintage Car Club of NZ, Registrar

The Endorsements 6, 6A 7, and 8. From Appendix A, are not concessions.

The concessions available to vehicles are documented in the Low Volume Vehicle Code under the Historic Replica category. Any other details are handled by The Technical Advisory Committee (TAC) that NZTA representatives are a part of.

As each ARV vehicle is treated as an individual case the TAC examine and advise on any concessions sought. The

LVVTA advise the results and decisions to the builder and the LVVTA certifier who then apply them to the vehicle.

These concessions can and do vary from vehicle to vehicle so publishing any list may be misleading to future builders. The best advice is to detail a complete specification of the vehicle to be built as an ARV and forward it to the VCC Vehicle Technical Committee for advice and consideration.



historical snippets
of motoring interest
from years gone by
Graeme Rice

timelines

100 YEARS AGO

1916 – Hard not to keep talking about Henry Ford but he was absolutely dominating the motoring world. Blitzing the opposition. In 1915 he had made 501,462 vehicles, around 400,000 more than his nearest rival Willys-Overland. One would think the profits would make up for the Peace Ship debacle, being sued by his old mates John and Horace Dodge over dividend payments and the rise of Chevrolet.

75 YEARS AGO

1941 – Herbert Austin died on 23 May 1941 aged 74. Tragically his son Vernon James was killed in the Battle of Verdun so his full title – Baron Austin of Longbridge in the City of Birmingham, died with him. No doubt a gifted engineer, Austin's main stroke of genius was the creation of the diminutive Austin Seven which made small cars not only acceptable, but desirable as well.

50 YEARS AGO

1966 – Jack Brabham and Denny Hulme dominated Formula Two with their 150bhp 1000cc Honda-engined Brabhams. Jack Brabham was first at Goodwood, Pau and Barcelona with Denny second, also with the fastest lap in the first two races, and third at Barcelona.

In spite of their power output the Honda engines were very reliable. Hulme's car needed only oil changes between races.

30 YEARS AGO

1986 – High performance Honda motorcycles were snapped up by New Zealand importers Blue Wing Honda after sales overseas had suffered owing to bad weather and market conditions. The 250cc was \$2900, with the 16 valve 750cc at \$5999. Coming later were the 400cc, 572cc and 750cc V4. Withdrawal of a UK government subsidy halted a worker co-operative's efforts to make Triumph motorcycles. Les Harris, owner of Racing Spares Ltd, took over with the rights to make the Bonneville. It was selling here for \$9960 with a six month, 10,000km warranty.



Minerva with men on rope.

Mr Rogers' Minerva and the Roadless North

Words and photos John Stokes

Many readers will be aware that 2017 marks the centenary of the Parliamentary Tour of the North. The North Shore branch of the Vintage Car Club of NZ is planning a re-enactment of the tour and a fair amount of research has been done about the original parliamentary participants and other dignitaries. Little, however, is known about the ownership of cars and less about the drivers. There is an extensive photographic record of the tour and a film was made at the time. Unfortunately this has long vanished. Tragically the film was almost destroyed in a fire in Gleeson's Building in High Street almost as soon as it had been completed.

One of the best known and prolifically reproduced photos of the tour shows a group of at least sixteen men pulling on a rope to try and extricate a car which had slid off the Herekino Broadwood Road in the Northern Hokianga. Identifying the car isn't that hard, it's a Minerva and the white smoke or fog shown at the rear of the car is, in reality, blue particulate emission from the desperately struggling Knight double sleeve valve engine.

The next question is who owned it? Fortunately the Minerva had a front number plate, which seems to have been unusual for the tour cars. Another photo shows the Minerva front on with the number plate A104 and a partly obscured number is visible. Many readers will

know that prior to 1925, when central government took over motor vehicle registration, registration was handled by local bodies and a few individual government departments. Auckland County Council registered cars had numbers prefixed by the letter A. Some years ago Wellington VCC member Michael Currie and his wife gained access to some early motor registration records held by the Auckland City Council. These records ran from 1906 to about 1916 and detail makes of vehicles, owners, and their addresses. They also detail whether the vehicle was for private purposes or a "conveyance", a taxi or hire car. The original records aren't that easy to interpret but Mrs Currie succeeded in putting the records into numerical order. It should also be remembered, that in those

days a registration plate was very much a "personalised plate" and transferred from vehicle to vehicle by the owner. The Curries allowed a copy of their work to be given to the Auckland Branch library. From Mrs Currie's numerical index and it was easy to check the numbers A1040 to A1049. Sure enough plate A1040 was registered to Mr Percy Rogers of Cromwell Rd Mt Eden and mounted on a Minerva 18/40 hp. The plate had previously been issued to Mr Rogers' Warren, an ephemeral manufacturer in Detroit between 1909 and 1914. The press of the day appear to have been reluctant to mention cars by name, possibly because the publishers thought that in doing so, they might be giving out free advertising. However, further confirmation of the Minerva's ownership is given in the *New Zealand Herald* of 29 January 1917, page four, where it states that, "the car driven by Mr Rogers broke an axle near Parakao". The article went on to state that the occupants wouldn't reach Dargaville that night.

Another well known photo shows a car which has slid into a deep ditch in the middle of a road, the number A1324 being clearly visible. It's not always easy to recognise a 100 plus year old vehicle from the rear, but the high mounted headlights offer a clue. Go to the numerical index



Minerva front view with number plate.



Hupmobile in ditch.



and we discover that A1324 was a 20hp Hupmobile owned by Henry Clayton of 95 Queen St, Auckland. Then the researcher is in trouble. The volume researched by the Curries only went to A2116. A photo of the tour cars taken in Kaitiāia shows three number plates A2187, A2624, and A2334. Unfortunately the volume of registration records for this period appears to have disappeared, or is much more jealously guarded by the council archivists. The archivists have a 1918 register of Auckland drivers' licences online, but it doesn't have the details needed for this article. Checking other photos of the tour may offer some clue, A2624 has a light coloured hood and an oval rear window and one of the other photos appears to show an Oakland tourer. Another photo shows a similar car with the plate A2634 and a Mr Skeates present, Skeates and White were the Auckland agents for Oakland at

this time. A2187 is a roadster but there is insufficient detail to identify it. A2334 could be a Dodge Four. George Henning, a prominent Auckland motor dealer, entered a team of up to four of these cars. With a sharp eye to publicity, Henning arranged for a telegram to be sent to Mangonui or Kaitiāia demanding his return to Auckland on urgent "business". Henning returned to Auckland, driving through the night (the 12 volt headlamps must have helped a lot) did his "business" and immediately rejoined the tour. This trip was accomplished in two days, where it had taken the tourists four days to get to Kaitiāia.

The tour was brutal, *The Hastings Evening Standard* 31/1/17 reported that "the surviving fourteen cars" had covered seven hundred and twenty miles between Devonport and Helensville. *The Evening Post*, 30/1/1917 page 8 reported that only

ten cars travelled between Dargaville and Port Albert.

The following makes of car are known to have been on the tour, Dodge, up to four, Ford Model T, about three, two Hupmobiles, one Minerva, one Mitchell, one Allen, one or two Daimlers, one Sunbeam, one Buick and one Krit.

The tour was reported, and a photo of a Daimler shown, in *The Illustrated London News* in early 1917. The *Northern Advocates'* infomercial of 21/4/1917 page four praises the Hupmobile and its "lugging" type engine and alleges that the Hupp was the only car out of twenty three to get through the vicious Herekino Broadwood section under its own power. You could buy one for £430 complete. A large photo of the Mitchell appears on page two of *Beaded Wheels* 335 August September 2015. *The Northern Advocate* of 31/5/1917 page three reports that the

car that led the parliamentary party on its recent tour of North Auckland slid off a punt in Ngaruawhaia and plunged twenty feet into the Waikato, the humans all survived, but a dog didn't, the car was recovered the next day, drained, and as it had a waterproof magneto was driven back to Hamilton. Was this the Mitchell?

Of the drivers we know that Messrs Rogers, Clayton, Henning, and Skeates drove on the tour but what about the rest? Fortunately a series of caricatures under the title "The Motor Captains Heroes of the Northern Parliamentary Tour" appeared on page twelve of *The New Zealand Observer* issue 26, 3 March 1917. The caricatures were drawn by "Blo" who was in all likelihood William Blomfield, then Mayor of Takapuna Borough. The people in the caricatures are, James Wiseman, the "Red" McGregors, Captain Hammond, Mr Allsop an architect, Jack McCarthy, Messrs Neumegin and Comrie, Mr Colt Williams, Mr McCallum, Mr Gerald Watson, and last but certainly not least Mr James McLeod of Helensville.

Mr McLeod was a descendant of the earliest European settlers in Helensville and owner of the Terminus, now the Grand Hotel, in Helensville. He had many other business interests. At very short notice he bought a car in Auckland and tried to join the tour. After very limited driving instruction he boarded the ferry for Devonport and wrecked an axle disembarking. He got this repaired and set off to follow the tourists. However he attempted to climb a telegraph pole in Takapuna, without success. He had his car repaired overnight and rejoined the tour in Whangarei on the second night. This tale was reported in the *Kaipara and Waitemata Echo* 31/3/1921 page 3. Despite his initial setbacks Mr McLeod mastered the motor and at the end of the tour was highly praised by Colonel Bell the tour organiser, page nine of the *New Zealand Herald* 31/1/1917. Unfortunately we don't know the make of the car Mr McLeod purchased.

Today, it's unlikely that any of the tour cars have survived, although bits may unknowingly be part of peoples' restorations. Tim Edney of North Shore VCC owns the ex Martin Ferner Minerva, similar to the car on the tour, Bevras Binnie and Alasdair Brass from the South Island own similar Hupmobiles, and Bruce Hutcheson of Tauranga VCC owns a smaller but period correct Daimler and what about the ex Bert Tonks car somewhere in the Wairarapa? John Poole of Auckland owns the ex Bill Skeggs period correct Oakland. Rex Healey of Auckland owns a period correct Sunbeam,



Blomfield's caricatures

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It's all got the makings of a terrific centenary of the 1917 Parliamentary Tour of The North.





1898 De Dion (MMC) Motor Tricycle

Serial No. 75.

Words and photos John Stewart

The very early part of this history cannot be confirmed by documentation but is based on recollections of the Bidwill, Barton, and Stewart families and is believed to be as accurate as one can expect from memories of descendants.

The subject machine was imported new by my grandfather, G T Stewart and an associate Carn Bidwill, both of Featherston, about 1899 for Carn Bidwill's younger brother John. This would qualify my grandfather as one of the first importers of motor vehicles into New Zealand. Carn Bidwill already owned a French-built De Dion trike which he had purchased at the Paris Exposition circa 1898. This second machine was purchased from the Motor Manufacturing Company of Coventry and was made under licence to De Dion of France. The design is a replica of the French made machines except that MMC added a front wheel brake and braced forks possibly as much as a year before De Dion themselves adopted those improvements.

The standard De Dion and MMC motor tricycles of this early period consisted of a tricycle tubular frame with the very earliest example of the later, well-known, De Dion

back axle, on which was mounted a single cylinder air cooled engine which drove by direct drive gears through a differential to the drive shafts. The engine was fed by a surface carburettor and ignition was provided by battery and coil or hot tube at the customer's choice. John Bidwill chose hot tube which he came to regret. Hot tube ignition consisted of a $\frac{3}{8}$ th diameter tube screwed into the cylinder head and heated red hot by a small burner fed from the main fuel supply. The main disadvantages of this system were the unreliability of the burner, particularly in high winds, the danger of fire if there was a fuel spill and the fact that there was no way of controlling advance and retard of the ignition timing. Either John or my father, H H Stewart, removed the hot tube system and fabricated an ingenious make-and-break set up with battery and trembler coil. The sheep station of the Bidwill family was about 25 miles out of Featherston and John used the trike for a number of years to travel to town. Judging by the wear on some components such as wheel bearings he covered a considerable mileage over the years.

We must now move forward in this story, but first I need to explain that my grandfather, T Stewart and father H H Stewart established a motor engineering and importing business in Featherston in 1906 under the title of Stewart and Son. Later called Stewart's Imperial Garage. The Bidwills were good customers of the garage and became very good friends of my parents. The business imported cars such as Crestmobile, Locomobile, Holsman and were Daimler agents. Unwisely, grandfather turned down the Ford T agency as he felt the lightweight construction would not stand up to the rigours of Wairarapa roads. Sometime immediately prior to WWI H H Stewart acquired the subject MMC trike whether as a trade-in on a new car, an outright purchase or a gift, we will never know. What we do know is that my older brother Keith, now 98 with excellent memory, recalls he and our oldest brother pushing each other round the yard of the Featherston home with the spark plug out, sometime after the war.

We now need to move forward several years in this tale. The Stewart family moved from Featherston to Wellington



John Bidwill on MMC de Dion.

in the early 1920s, then to Hamilton in 1924 and finally Auckland in 1926. For some reason Dad kept the remains of a Locomobile steam car, a Scott motor cycle which he used to race and the MMC trike. Unfortunately he cut off the front part of the trike frame presumably for easier transport, but the essential back axle assembly and engine were kept amongst the family junk and finally came into my possession on my father's death in 1951. In the mid 1960s I tried to persuade an older brother to take the trike and restore it, in order to consolidate his involvement in the Horseless Carriage Club which we had recently formed. However he was a boating man and had no spare time for work on ancient vehicles.

We now move forward about 30 years to 1993 when a young engineer in Palmerston North contacted me and requested permission to come and examine the remains I had as he was determined to build a De Dion trike from scratch. I did not expect this to come to anything but in the event he turned out to be a brilliant machinist and tool maker and we struck a deal whereby he would come and measure and draw all the stuff I had, and in exchange make any parts I needed free of charge.

For a number of years this person, we shall call him Lee, made good progress with drawings and patterns for the two projects and he also spent about a month in the UK studying trikes in a number of museums and libraries. He also visited Perth to examine a fully restored trike of the same period. Some of the work Lee did was nothing short of amazing. For example we were unable to find a supply of suitable block chain of the period so he made three dies and manufactured an exact replica of the original. The project became somewhat of an obsession with him and he purchased the necessary machine tools for the manufacture of engine and differential parts and so on.



The years rolled on and it gradually became apparent that Lee was not giving the project much attention. He finally advised me that he had a very serious health problem and that he was unable to concentrate on workshop activity. The result was that he had made a couple of components for me but vital parts such as frame lugs and forks were not going to materialise. He had all the patterns and so on but he would not part with.

We now fast forward to about three years ago. I felt that the restoration of this quite historical machine was very important and as I was by now in my mid-eighties, the sooner I got on with it the better. I contacted a Mick Penny in the UK who was manufacturing complete frames for De Dion trikes and after fairly lengthy negotiations came to an arrangement whereby he would supply the part frame that I needed. The total cost was eye watering but he did a superb job and I would defy anyone to identify this component of the trike as a replica.

During the waiting time for the parts from England we got on with the necessary restoration of the engine and transmission with the very good help of Mark Whiter and David Porter. We decided to sleeve the cylinder and use the original piston as there were no replacement pistons for this model available and the cost of pattern making and so on could not be justified. A special sleeve had to be made and the piston lightly ground. This work was capably handled by Murray Smith. All engine bearings were renewed and a replica of the original timer manufactured. When the frame arrived from UK the two parts were grafted together and the whole assembly powder coated. Three new wheels were manufactured by Max Jamieson to the original beaded edge specification and very suitable Chinese tyres procured.

By December 2014 the assembly had been completed and we were ready for

a trial run. However, there was a small problem. I had been advised that with the surface carburettor these machines will not run satisfactorily on modern petrol as it is not volatile enough. In England they use a mixture of 95 octane and Hexane which is a petroleum based solvent. Problem was to establish the correct mixture, and this took literally months of correspondence. The next hurdle was to find a source of Hexane in New Zealand in less than 200 litre drums. However, I found a supplier who was prepared to sell me 20 litres for \$180.

Finally we were able to crank it up and we were all amazed at how easily it started and how smoothly it revved. De Dion Bouton certainly knew something when they designed this engine in about 1896.

New Beginnings

On Saturday 19 March the trike was taken, at the invitation of the motor-cycle group, to the AVVCC clubrooms in Penrose for its first public display and the very first run on the road for over 100 years. There was an excellent turnout of about 70 members and after a brief history of the machine was given, we moved out to the courtyard where the machine was given a short run on axle stands. Many present were impressed with how sweetly the little engine ran and how well it could rev. It was then taken out to the road and Scott Stewart bravely saddled up for the historic first ride. There were five unfamiliar controls to contend with and as there was no previous experience in how to manage these, anything could have happened. In the event Scott quickly mastered the basics and proceeded down the road at a lively clip. Would it come back up the hill? No problem. The willing little engine puffed away quietly and the return trip was as fast as the downhill leg. On return, the run was greeted by spontaneous applause by the assembled crowd.

It was easy to believe that in their heyday these little machines were capable of over 35 mph and were considered very reliable. Altogether a great afternoon and a great pleasure to see this historic vehicle preserved for the enjoyment of future generations.

BW

At 90 years of age John has realised that he is unable to ride this little bit of history and would therefore welcome an approach from anyone wishing to purchase and preserve this machine for future generations. Contact at joma2@xtra.co.nz



Restoration of a 1928 Graham-Paige 614

A Long Time Coming

Words and photos Digby Gemmell

I had never heard of the Graham-Paige car until Colin Jack, a friend, began restoration of one. Colin already owned a 1926 Jewett roadster and he wanted two vehicles produced by the same manufacturer; the Graham brothers had purchased the Paige Motor Company, which manufactured both the Paige and Jewett cars, so it was part of the same family.

Shortly after speaking to Colin, I saw an advertisement in the *Star-Sun* newspaper for the sale of a 1928 Graham-Paige. I arranged to view the car, and although the owner had been using it as his everyday car, it badly needed restoration. The owner decided it was too big a job for him, and so we struck a deal. In October 1971 I became the owner of the 614 model. If I had known just how big a job it would be, I might have thought twice.

A friend towed it home for me with his 1959 Dodge and we parked it behind my house next to an old shed. A lean-to had to be hastily constructed to protect the car from the elements until I could

build a garage big enough to restore it in. My younger brother, Garry, was not only an excellent mechanic but also a meticulous panelbeater and welder. He began disassembly of the GP while it was still under the lean-to. It took about five years before funds were at a level to purchase the materials to construct a large garage.

Once the car was garaged we lifted the body from the chassis and rested it on strengthened boxes so that the complete rolling chassis could be moved from underneath. It stayed like this for many more years but in the meantime I had new window winders made in Christchurch. Bill Conley in Canada made headlight quadrants, plus a wooden die from which new tail-lights were made. Garry Jewell in Australia supplied the tail-light lenses. (Garry owns a great-looking Graham-Paige 612.)

Life got in the way, and other projects took precedence. The car quietly sat in the garage until 2002, when I decided it was time to make a big push to ready it

for the 2006 Vero International Rally in Invercargill.

My brother and a good friend, Ron Duckworth, got stuck into repairing and replacing the wooden frame, half of which was rotten or in otherwise poor condition. This became an enormous task, but they both laboured away until finally it was better than new. Most of the metalwork was in surprisingly good condition, although rusted valances needed to be replaced; Bob Scott of Christchurch made new ones using the old ones as a pattern. Garry repaired the bottom part of the bulkhead which was rusted on both sides. In addition to doing all the mechanical work, he also worked on the panelbeating.

The mechanical work was handled by Garry, and it was a huge task. He soon found that the original engine block was useless – full of cracks – so I managed to buy two spare engine blocks from Roy Grainger in Halswell, Christchurch. One was complete, and the other was rusty with a piston missing. This block was the one



Completed engine mounted in restored chassis.



First day out of garage.



Body stripped back to bare steel, sitting temporarily in position on chassis.



Finish coated body in place on chassis with front mudguards temporarily in place.



Undercoated body and radiator in position on chassis.

we eventually used, as the bore proved to be really good and simply needed honing.

We did not have the car ready in time for the 2006 rally – just too much to be done – so the next target was the 2012 Wanganui rally. Again, the car's completion eluded us.

I am reasonably handy with a spray gun, so I undertook the task of painting the car. Before the various bits were put back together I had already painted the chassis, engine block and various other areas which would be unreachable after the assembly was complete. I removed the old paint with paint stripper, filled and sanded many times, undercoated and finally laid on the finish coats. Three colours were needed, and these were carefully matched with tiny areas of original paint. The colours are as close as possible to the factory finish. That done, it required a light-coloured line on the swage which ran along both sides below the windows, across the back, and along both sides of the bonnet. As a signwriter, I was competent to take on this

tricky task myself. No vinyl lines for this baby!

Jim Little of Christchurch did the upholstery and vinyl, and a most excellent job he did, too.

In December 2012 my old mate, Brian Walker, helped me to finish assembling the car. A former panelbeater, Brian and I aligned the mudguards, bonnet, headlights, bumpers and running-boards, and this was hugely helpful.

The car was finally put on the road in 2013. To date it has only travelled 550 miles, but there have been teething troubles of clutch plate, drive shaft, and fuel problems which inevitably take time to sort. The car drives well, is comfortable, and it steers and brakes well. Yet to be remedied is a tendency to jump out of gear. The factory gearbox was four-speed, but some time in its history, someone had adapted a three-speed box to fit. I bought a four-speed box some years ago, and this has now been rebuilt by Garry. When installed, it should make driving on the

hills much more pleasurable. The box has an overdrive in top gear, and should make for more thrifty fuel consumption.

Good things take time, and it was with huge satisfaction that I entered and completed the 2016 Vero International Festival of Motoring in the Graham-Paige. The car ran like a dream and the rally surpassed my expectations, a fitting way to show off my 44 year project of maybe the only 1928 Graham-Paige 614 in New Zealand.

My thanks to all the good folk I have not mentioned in the article – those who encouraged me, bullied me and advised me in the restoration of the GP. Additionally, I gratefully acknowledge the machining expertise and friendship of the late Alan Roberts. **BW**



1934 Lagonda Rapier Abbott tourer

Words and photos Stuart Francis

The Lagonda Rapier was introduced by the British Lagonda company in 1934 and ceased production just over a year later when Lagonda went into liquidation. The factory supplied the running chassis for £270 to customers who could then select their own coachwork. Most cars had bodies by E. D. Abbott Ltd of Farnham, Surrey, with a complete car with Abbott four-seat tourer body selling for £368. The original engine was slightly too large for the popular 1100 cc competition classes, so a few cars were made with 1084 cc engines.

The failed Lagonda Company was reformed as LG Motors (Staines) Ltd. However, the production rights to the Rapier were sold to a new company, Rapier

Cars Ltd. Most of these later Rapiers were sold as complete cars with a body designed and produced by Ranalah, and in 1936 a supercharged version was introduced. A four-seat tourer was priced at £375. After only 46 cars had been made, production ceased in 1938.

The Lagonda Rapier's technical specification was very advanced for its day. At its heart was an all-new 1104 cc twin overhead camshaft four-cylinder engine. Thomas Ashcroft designed the engine with the brief of producing "Britain's finest 1100 cc engine". It was originally intended to be cast in light alloy but to save money it was made in cast iron using the original patterns, making it rather heavy. It breathes through two SU carburettors,

producing 50 bhp at 5400 rpm, a very good output for the time. Cooling relied on a thermo-syphon system. Coventry Climax were sub-contracted to produce the engine.

Charles King designed the chassis, which consisted of steel sections bolted together separated by strong tubular cross-members. The engine was connected to a four-speed pre-selector gearbox with right-hand change lever and the large 13" (330 mm) drums brakes were operated by a Girling rod system. Half-elliptic springs provided the suspension controlled by Andre Hartford friction dampers.

A number of Rapiers were raced, with some of the supercharged versions being built as single seat racers, the most famous of these was the Eccles Lagonda



Rapier. Legend has it that this chassis was smuggled out of the back door of the Lagonda factory as the Receiver walked through the front door. The engine was modified by McEvoy's of Derby, with revised cylinder head cooling, de-stroking to reduce capacity to 1084cc, fitting a large Zoller supercharger and a lightweight offset single-seat body. The car was very successful at Brooklands with Roy Eccles and wife Marjorie competing in over 20 races and winning one race on the outer circuit at an average of 108.8 mph. It is still competing successfully in historic racing.

Lagonda in New Zealand

The subject of this article spent the first 13 years of its life in the UK before being shipped to New Zealand in 1948. After passing through a few hands it was acquired by Lawrence Poolman who owned it for the next 50 years. The car enjoyed a long and successful career, racing, rallying and touring in his hands. In 2007 Lawrence sold the car to the late Alastair McIntosh (Past President of the VCC of NZ) of Invercargill who started the restoration. Strangely, given how few were made, there were two other Rapiers in Invercargill at the time.

Initially it was only intended to lightly restore the car but it soon became clear that after such an active life the Lagonda

needed a complete rebuild. Alastair started the restoration by attending to the bodywork which was sent down the road to Leitch Motorsport and Restoration for a rebuild. The original ash framework was improved in the 1950s with a tubular steel framework but retained the original aluminium panels. The upper line of the rear body was slightly lowered to improve the overall lines and painted in British Racing Green. The original veneer-on-ply dashboard had to be replaced and it now sports a solid mahogany dash complete with full instrumentation. The steering column attachment to the dash was also strengthened.

Alastair acquired a new big block 1500cc engine from Europe which was



despatched to Mike Crawford for a full rebuild. Work also started on the broken rear springs leaves, rusted out petrol tank and broken boot lid hinges. New seats were made and a set of hood bows were made and fitted. The ENV rear axle went through a complete rebuild and the 19" wheels were refurbished, repainted and fitted with new tyres.

The rebuilt body was back and the refurbished engine run when Alastair died in 2010. Alastair's son decided to complete the rebuild, engaging Bruce Berg to manage the project.

With future drivers in mind, Alastair had replaced the original pre-selector box with a 4-speed Standard box, which, with a few modifications, fits straight onto the original bellhousing. Changing the box means moving the gear change to a conventional position on the floor. A temperature controlled electric water pump was discreetly installed to improve the cooling in modern traffic conditions

The large 13" Girling brakes were reground, the shoes relined and all the running gear rebuilt. The upholstery was

undertaken by Southern Upholstery who produced a superb interior with matching leather and carpets, and excellent leather door cards with the Lagonda emblem hand tooled into them.

As usual with all rebuilds, it's the small items that seem to consume a disproportionate amount of time. The headlights, sidelights, switches and gauges took six months of hard work to complete. The rotary switch for the headlight was a particular challenge and is about to be stripped again! The original front and rear sidelights have been neatly repurposed into red blinkers, with sidelights now on the number plate board attached to the spare wheel.

So what is it like to drive? Bruce has taken it for a few test runs and is very pleased with the performance. Getting into the very comfortable driver's seat you notice the large steering wheel which nearly touches your legs and that it has a central throttle pedal. Another unusual feature is that it has a mixture control, like an aircraft, that moves the SU carburetors' main jets up and down. The engine

starts easily with little engine noise but a reassuringly healthy exhaust note. The clutch is light and the gears easy to select. Pulling away is no drama and the car accelerates, with the additional torque of the 1500cc motor, at a very good pace, quickly achieving the legal limit. Initially the steering was slightly heavy, put down to a rebuilt drag link. However, further checks revealed a nearly dry steering box. Now topped up with oil it steers beautifully. The half-elliptic springs, Andre Hartford dampers and 19" wheels cope well with bumps and there is very little body roll. The large brakes took some time, and two lots of adjustments, to bed down and now show their true performance.

The restoration work over the last eight years has produced a very handsome car whose performance matches its looks. It epitomises the sophisticated, well-engineered English sports car of the 1930s. The attention to detail has produced a vehicle that looks better and better as you get closer to it and it also reveals all the nice little touches that make a restoration stand out. BW





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Rob Boulton keeps dry ahead of the field.

Skope Classic produces classic racing

The Skope Classic held at Ruapuna in February always produces good fields and great racing, but this year it was the 25th running of the event so the stakes were even higher.

Words and photos Rob Cope-Williams

The entry list looked like the who's who of VCC racing with Paul Coghill in the Jaguar Special, David Provan with the MG TF, Lindsay O'Donnell and Eric Swinbourne sharing the recently discovered Healey Corvette, Murray Frew with the Chrysler 62 six, Graeme Hamilton in the ever faithful ACE 111, Mark McFadden in the 260 Zephyr, Geoff Townsend in the ancient MGV Crowe Special, Kevin Anderson in the historic Cooper, Rob Boulton in the fabulous

Edelbrock Special, Don Gerrard in his Mistral, hard charging Russell Haines in the Frangapelli Holden, Mark Elder in his cute Terrapin, Peter Leversedge in the Stuart Special, Doug Macdonald had the Alfa replica, David Owen was piloting the C type Jaguar replica, Christopher Reid was driving the AML, Rod Corbett brought his TR3A out, John McDonagh had his faithful Mistral, Rick Jones was there in the MGA, John Penno was in the RTC, Paul Rogers was sharing the Lotus 23

with David Fenton, Bryan Ashworth with his very well campaigned Daimler 250, Paul and Ben Tayler were sharing their Mistral, and Paul Coory in the ever-fast Chev CAE.

Qualifying set the scene for the weekend with Paul taking pole in the Jaguar from Russ in the Frangapelli, David Fenton in the Lotus and Paul Coory in the Chev.

Race one had the crowd on their feet as the pack headed off and Russ out-braking himself and going off in the first corner,





his fight back to fourth a credit to him. The pressure also led to Paul losing the Jag in the mid field area, leaving the win to Graeme in the ACE 111, with David Owen second, Paul recovering for third and Russ in fourth.

They were followed by the 260M, the Lotus 23, Bryan in the 250, Rob in the Edelbrock, Murray and the Chrysler from the RTC.

Race two was a cliff hanger; the top five fighting it out with just seconds between the leader and the other four in the pack. A very brave move on the last corner meant Russ grabbed the win from Paul in the Jaguar, David Owen in the C type that has found some amazing speed, and Paul in the Chev.

Sunday morning the rain came, and with it very slippery conditions.

VCC had the third race on the schedule so there was plenty of oil mixing with the rain producing an ice rink surface, especially when you are driving on period skinny tyres.

Again the top single seaters were on form with David Owen mixing it with them for a while. The battle raged as the trio of Paul, Russ and Graeme drove wheel to wheel and again the crowd were on their feet, be it under umbrellas.

A spin by Russ on the last corner, the same corner he had snatched a win the day before, took the pressure off winner Paul Coghill and Graeme Hamilton. The trio's lead however, meant that Russ Haines was able to gather up the Frangapelli and still take third in front of David Owen in the C Type.

Race four and David Fenton attracted a time penalty for showing his enthusiasm for racing by jumping the start, but again Russ Haines pulled off the win from Paul Coory, Paul Coghill, and Graeme Hamilton. The C type was next with Mark McFadden in sixth.

While the emphasis may have been on the drivers who piloted their cars to the front, all of the drivers and cars were a hit with the public and other crews.

A highlight was Howden Ganley waxing lyrical about his history and his memories of the cars that were racing in the VCC class.

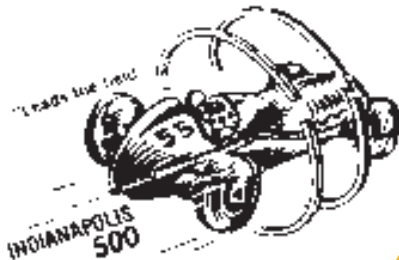
Again the crowds on the banks showed that the VCC class is all class.

BW

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In Search of the Black Stump

Words and photos Wallace McNair.



One of the great features of using a Veteran or Vintage vehicle is that they require a degree of effort and understanding from the driver.

Today's vehicles have been dumbed down so that almost anyone can drive them given a straight road with a sealed surface. There is probably a sliding scale between Vintage and modern where the reward for a perfectly timed and executed gearchange morphs into the reward of turning the aircon or the radio on.

So given a fine Vintage machine plus a very challenging bit of back country track, the opportunity for extreme personal achievement exists for the intrepid motorist.

Few branches offer this type of motoring now; we have become too old, too soft, too lazy or our cars are no longer fit for purpose. Past major epics such as the AAE in 1994, where 100 folk drove their V & V machines down the spine of the South Island, or the 1998 Highland Frolic which ran similarly around staggering difficulties in the North Island tend to be run on invitation-only lines to ensure their success. There have been others;

Irishman is an annual weekend event usually challenging crews and vehicles.

Such an event was recently run by the Waitemata Branch in country south of Rangitaiki. The format was to arrive at the gates of Lochinver Station at 10am on a Saturday; a drive through the station to its back boundary onto a block of Māori land, and then proceed many kilometres up a 4WD track to a hut where we would be fed and stay the night.

Organised by Jaqui and Ian Goldingham who have family links to the owners of Lochinver, the event was on again off again due to the pending sale of the station, which provides the only access other than helicopter to our destination. And then all of a sudden it was on with

Few branches offer this type of motoring now, we have become too old, too soft, too lazy...

little warning at a time when many folk were already committed to something else.

A quick ring around gathered up a 1924 Sunbeam, 1930 Talbot 90, 1932 Supercharged J2 MG and your scribe, slumming it in the 1937 Riley Lynx. Plus two 4WD machines in case...

After a sign in and description of hazards to please OSH we followed our host Tom Loughlin in his Landcruiser for the next two and a half hours. Sounds easy. Not.

We were in extremely rugged pumice country, thrown up out of the Taupo eruption. A beauty all of its own, criss-crossed by streams, gullies, ridges and outcrops of rock. First or second gear most of the way avoiding obstacles in 30 degrees plus sunshine. The ruggedness of the terrain was a major challenge to the low slung MG, and all credit to Kevin for his skilful driving. The rest of us coaxed our machines with their better ground clearances up to the hut, known as The Whare.



MMMade it. Ups and downs.



Our host runs a tourist operation known as Kai Waho. Being of Ngati Tuwharetoa descent this was his tribal space and Tom's specialty is in hunting local game with his guests, and then cooking it in the traditional hangi.

Now most of us have had hangi cooked food before, 'nuff said. Tom however is a master Chef, and his meals would rival that of the best ovens anywhere. Meat beautifully browned on the outside, tender, juicy, with crisp vegetables all cooked on the hot stones.

Assisted by his partner Elizabeth they produced lunch, dinner and a breakfast second to none. Interspersed with the action of preparing the food Tom shared with us a delightful explanation of his culture and the blessings that follow its understanding. It was a rare experience for us all.

The afternoon gave us time to walk and explore the area, a waterfall and cool clear stream being very inviting. Skinny dipping(?) – not saying!

Food preparation came afterwards. While it was cooking Tom took us skywards through sub alpine forest in his Toyota to another hut, used as a camp out for hunters where the view was almost coast to coast. Perfect for the pre dinner nibbles and a tippie or two. Then back down for the Blessing and meal, and a night of sharing snores and outside noises of deer and pigs.

The trip out was similar, the Sunbeam not quite making one of the steep bits unaided, but everyone eventually back on SH 5 and headed home.

To all you people who were not there, you missed something very special. But it could happen again...

Participants; Ian and Jacqi Goldingham, Kevin, Paul and Vaughn Beesley, Kevin and Liz Andrew, Wallace McNair and Alastair Robinson, Hamish Andrew and Mike Hope-Cross.

BW

At right - top to bottom: Invincible Talbot.

Happy hour.

Early morning view.





Kevin Casey



Harry's Story

Part II

Words and photos Kevin Casey

Sunbeam built their fabulous Tiger race car in 1925. Five years later MG's Cecil Kimber settled on Tigress for his new road/race-ready MG 18/100. Best to have a point of difference there; the Sunbeam had set a 152mph land speed record! Out of all the many interesting cars that Harry Hedges owned during 77 years of motoring, the Tigress was his favourite. Harry invariably called it his Tiger so I respectfully will do the same. We pick up the story during the 1930 Brooklands Double Twelve where its sister car has just scrambled vital organs two hours into its maiden race...

The bearing failure that finished off the Tiger was a known problem with the 18/80 engine which tended to pressurize the sump at sustained high speed, pushing oil past the rear main seal. It seems the dry sump system on the Tiger failed to overcome this problem. The MG bean counters took fright and scrapped the

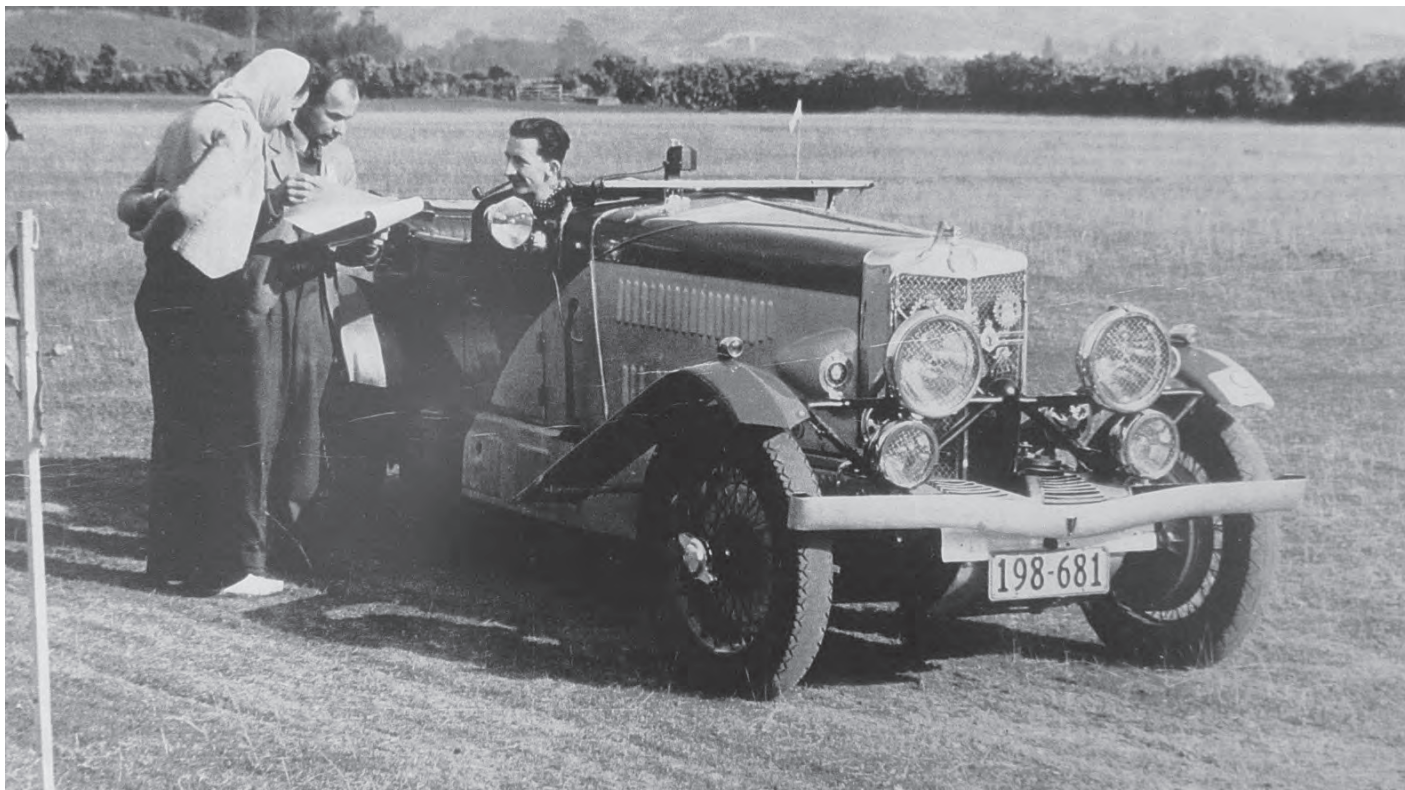
Tiger project, completing and selling off five cars and all of the parts. It is likely the twenty spare bodies were used up on the new Speed Model but there is no concrete evidence. As the Brooklands Double Twelve was restricted to production cars how did MG get to enter on the strength of producing enough parts for just twenty-five cars, only two of which were assembled at the time of the race? Perhaps Cecil had friends in high places. After MG sold the car in 1931 V.W. Derrington Ltd. converted the ignition to coil and mag, one system for each set of plugs. It entailed creating a bulge at the front of the right hand hood side panel to clear the chain driven magneto.

All five Tigers had differences in their bodies while exhaust and lighting systems varied also. For example, Harry's car had the longest bonnet and an extra little rear seat access door on the side behind the driver, one of only two with this feature. His car had two P100 headlights and two spotlights while others had two spotlights and one central headlight (their Brooklands configuration). The original 12" fishtail exhaust exit pipe was missing, replaced by a bell-mouthed type so Harry obtained the plans from MG and had one made by a friend at Hillside Workshops, Dunedin. He could not detect any differ-

ence in performance between the two types when racing on the Taieri but the fishtail was better on a twisting hill climb.

The handsome Tiger was in excellent condition, painted silver over blue (factory colour was cream with brown guards), sporting two rear-mounted spares and outside handbrake for what we now regard as the classic look for that era. Harry remembers the aluminium bulkhead and floor, the beautiful dash crowded with gauges and switches, the polished steering column and brake drums. In fact the entire axle and front end parts were polished, not really for show, but to enable crack monitoring. He spent many an hour lovingly polishing the 14" brake drum fins with Brasso (to aid cooling of course!) His finger could fit between the fins while several of those digits would fit into each cavernous mouth of the two SU carbs. An English owner claimed to get 20 mpg at speed but Harry claims he could not have been going fast enough. The mix used for racing at 12/6 per gallon was 50%

...Three MGs and no house.
Dad says you can't live in a bloody car...



Racing the Tiger at Boyd's Farm in 1947. Harry confers with Sybil and Percy Lupp.

high octane petrol with ether, alcohol and Benzol.

Harry says the Tiger was lovely to drive although its heaviness compared to the Bugatti was very noticeable. The four speed box changed easily, the oil-filled cork clutch fierce but not heavy, excellent road-holding, steering had a good feel – neutral, very direct and light while moving but heavy at parking speed. You had to be gentle with the neutral steering or risk spinning out. Excellent cable brakes that would pull the car up in a straight line with no hands on the wheel; a knurled knob beside the driver's leg could be used to adjust the brake cable while you raced. Two electric fuel pumps were backed up by an emergency hand pump.

A heart-stopping incident occurred at a service station in Taieri Rd. when the Tiger roared – into flames! Overflow from the flooding carburettors had dripped onto the distributor causing the engine to burst into flames when started. Harry promptly drove it over the road to get it away from the petrol pumps and whipped off his new corduroys to smother the flames. Percy and Sybil Lupp arrived to find a forlorn Harry standing there in his underwear. They towed the Tiger home while he steered with his wrists as his hands were badly burnt. The fluid had to



Harry and friends at the first Lady Wigram Trophy Race, 26 February 1949. At extreme left (back to the camera) is famous Australian driver and tuning specialist Bert "Wizard" Smith. Standing behind, from the left, are the MG service manager (name unknown), Melville Hollings (ex-Bentley team, England), Alex Cleland (service manager of City Motors, Dunedin) and co-driver Ted Reid (Dunedin). Harry drove his TA into 15th place.

be drained every two days during three months off work. Eyebrows were gone too. Jack Bourke helped out by rewiring the car which caught fire again when he was visiting Bill Keen. Same cause but this time put out with table salt – the two cars in England are known to have caught fire for the same reason.

Harry bought his Tiger for general use and fun such as hill climbs, standing ¼ mile sprints, mud trials, any sort of racing really. It proved too heavy for hill climbs and too slow for the standing ¼ but

performed well with a flying start. For one hill climb event at Three Mile Hill Harry removed all of the guards to reduce weight but it did not help.

There was the time when Harry took the Tiger to a motorcycle race meeting at Cust. With his friend (AJS agent) Pat Bell as passenger he had the job of clearing the circuit before the race, probably lucky that the spectators were sensible as the Tiger was wound out to its maximum...that urge to race ever-present. The motorcycles were touching 115 mph on this track.

Harry raced some of his bikes in trials at places such as Waikouaiti Beach and Oreti Beach. The Scott Squirrel was a favourite, light and responsive to the throttle – a quick bike. His final ride was at Cust when he somersaulted off at the sunken bridge which was three or four inches below the gravel road. He got off with concussion and badly bruised shoulders, which was a lot better than another rider who died from a broken neck at the same spot.

Harry saw the light and decided to stick to four wheels. He was not a trained racing driver but did receive tips from experts such as the Aussie hill climb champion, Tom Shulman, who showed him how to improve his times up Three Mile Hill by “bulldozing” into corners and overinflating the tyres. (Jack Dunlop put so much air into his tyres that he improved by three seconds). He also learned from notable drivers such as Don Ransley, Horace Gould, Peter Whitehead, Reg Parnell and Archie Scott-Brown (“a good bloke”). It must have been effective as a newspaper report of the NZ Championship Road Race at Wigram on 26 February 1949 had this to say: “A Southland driver, H. Hedges, in another MG, provided his share of the thrills. Driven daringly round the corners, it seemed several times to be headed for trouble, and finally blew a tyre on a bend. Its performance, plus the high skill of the driver, was a feature of



Powering the MG into a corner. A stone in the face is on the cards.

the race.” (He had purchased his MG TA from Sybil Lupp).

During his time with the Tiger Harry got together with three others and formed the Otago Sports Car Club in 1947. He had met Percy Lupp during the war at Division workshops where he would take the reconnaissance vehicles for service. Percy had a '36 Ford V8 sedan fitted with a McCulloch supercharger, Sybil a cream and brown MG TA. Alex Cleland was the fourth founding member and Cliff James was there early on with his rare Wolseley Daytona.

Harry had been married to Dorothy now for two years and it was time to think of the future; three MGs and no house. Dad says you can't live in a bloody car. Dad is right so in 1948 the Tiger, being worth the most, was sold to Eddie Mulqueen (reluctantly as Harry was very fond of it). It eventually passed through the hands of around five Auckland owners until it was totally dismantled in about

1955 and the chassis sold for scrap. Such is life. Harry had his memories ... and the badge bar, spotlight and passing lights (all to be reunited with the Tiger eventually). Two of the Tigers are still extant in the UK where one changed hands in 1997 for £111,500.

Many cars came and went over the years including eight or nine Fiats (some of them raced), Borgward coupé, 2.5 Riley, Mark V Jaguar, Invicta, open SS90, Skoda Octavia, Super Octavia and Felicia. Skoda? Racing? Yes, Skoda built racing cars while the Octavias were quick and the Felicia was one of just ten car models of its time guaranteed to reach 100 mph. Felicia equipment included a removable fibreglass hardtop, soft top, twin carbs and straight through exhaust. He bought the Felicia via the Diplomatic Corp through his “connected” friend, Skoda agent Don Ransley. Don, his son Ernie, and Harry wanted to import three racing Skodas, one as a spare, but the Government blocked it. Harry was very attached to the Felicia and kept it a long time. It still resides in Dunedin.

Dorothy drove all their cars although she did have her own Ford that Harry was not allowed to touch. She went to all the meetings and drove in some. Reckoned Harry was mad! I don't agree. Cheers to you, Harry – a character, an enthusiast to the end.



Panthère by Casimir Brau. Note the signature.

A Cat Tale

Harry once owned a rare SS90, a lovely car that became the SS100 Jaguar. His 1930 MG Tigress was linked to Jaguar in a most unusual way. Renowned French sculptor, Casimir Brau, designed a number of mascots depicting swift animals in a striking Art Deco/Cubist style. MG's Cecil Kimber was an admirer, an example of Brau's Panthère (Panther), circa 1925, adorning his desk. Kimber commissioned his good friend, the famous artist/illustrator Frederick

Gordon Crosby, to design a big cat mascot as an accessory for the Tigress. What he came up with was “heavily influenced” to the point of plagiarism by Brau's Panther. Differences were small – principally, less muscular definition and modifications to the base and tail. To be fair, Kimber probably instructed Crosby to design something very similar to Brau's admirable Panthère. It seems likely the Tigress name was inspired by this mascot.

When SS Cars became SS Jaguar in 1936, owners started fitting an off-the-shelf Jaguar mascot by Desmo which rather enraged Jaguar's founder, William Lyons. He likened it to “a cat shot off a fence”, commissioning F. Gordon Crosby to design a more suitable mascot. What he did was dust off his earlier design

for MG, streamline the body, and this slightly smaller mascot was offered as a two guinea accessory from December 1938 through to 1946 when a new version became standard equipment.

Crosby's prototype Jaguar mascot adorned his own prewar Jaguar. It sold in 2011 for £42,500, no doubt due to its illustrious provenance. This intriguing Tigress/Jaguar connection slowly emerged when I was researching the mascot series, after Harry's death.



F Gordon Crosby's Tigress mascot owes a lot to Brau's design.



These photos were supplied by Peter Lyttle, who is restoring this car and building a replica.

Postscript

The Resurrection of a Tiger

Irvin Black is well known for his love of cars and their history. His tenacity over many years in "The Tiger Quest" is quite remarkable. Away back in 1956 Irvin bought the mortal remains of a battered 1932 Morris Minor. He had liked the MG look from the day he saw photos of two Tigers in a book on MG's racing history so he built up the Minor into a sports car special that bore a strong resemblance to a little Tiger. In 1961 he read a story in *Veteran & Vintage* magazine about the evolution of MG and how one Tiger ended up in New Zealand. That old Tiger desire again! Irvin wrote to the MG Car Club in England, receiving technical information but they knew nothing of where the car might be. Not long after, they wrote again saying a person in Kaitaia had just contacted them looking for parts for his Tiger. Irvin determined to get there and persuade the owner to sell but decided to just arrive as he could not leave right then and did not want to put selling ideas into the owner's head too soon. Problem was his '34 Plymouth needed the motor reconditioned and it was a year later before he swooped on the Tiger's entrails.

Very little is known about the car's history between 1948 and 1955. In the early '50s the Tiger was being driven to a race meeting at Ohakea when its huge twin filler mid-mounted low-slung 25 gallon fuel tank was badly damaged on the gravelled Desert Road, discarded, then replaced with a conventional tank at the rear. It did not race at Ohakea, or Wigram for that matter, although it was in the plan. By 1955 the Tiger was dismantled in Otahuhu and the

chassis scrapped, supposedly because it had cracked near the steering box. This could be true. Chassis strength in that area may have been compromised during assembly when the steering box mounting holes on the 18/80 chassis were filled and the box moved back a little to accommodate pipes and pump for dry sump lubrication. The intention was to build a special but this never happened and eventually most of the parts ended up in Kaitaia. From one person Irvin recovered the gearbox, radiator with stone guard, front hubs (axle had been cut to fit a trailer), instruments and oil tank. His neighbour had the engine, intending to repower a boat but fortunately Irvin got to it first. It now sported a Nash distributor – Nash used twin ignition from 1929 to 1940, as did the Tiger. Yet another person had the rear axle assembly intending to make it into a winch (Irvin traded an Isis back end for this) while the side valances and rear half of the body surfaced in Otahuhu.

With the diligence of a bloodhound Irvin tracked down most of the remaining parts, taking a job pumping gas in Auckland for six months to collect the parts and investigate the Tiger's history. Here he met a fellow enthusiast with a Mk 1 18/80 who told Irvin there was a Mark II on the North Shore with a Chev motor and box fitted which he managed to buy, minus the offending bits, so he now had a chassis (apart from minor details such as possessing running board brackets the 18/80 and Tiger chassis are identical). During this time Irvin wrote to Chris Barker, who owned the two UK Tigers, and was encouraged enough to set sail

for Blighty in 1963, living in Oxford for two and a half years while working in his building trade and searching for MG parts. He bought an 18/80 Mk 1 saloon in 1964 to get about in followed by a Mk 11 special built in the '50s to race at Silverstone, discovering that this car was powered by the actual engine from the Brooklands car. The Holy Grail! This and a few dashboard and other minor parts, which are now on another 18/80, are the only parts from the Double Twelve car known to have survived, the poor old Tiger being rendered hors de combat by German bombs in 1940. Perhaps the Tiger's mortal remains were fired back at Jerry?

Irvin eventually owned four 18/80s and the remains of three more. Four Tiger engines were in this haul which meant he had five of the thirteen known to still exist including both Brooklands engines – much to the dismay of the English MG fraternity. The cars were stored in a barn and the Mk 2 racer came home with him. Seven years later several complete saloons and Sportsman's Salonettes were sold and the rest shipped home. By 2005 restoration was finally under way in South Canterbury. There is such a swag of parts that a replica is being created alongside the Tiger. It may be some time yet but Harry's old Tiger will surely roar again ... this time with a Tigress alongside. **BW**

*Harry did get to read his story. It was first published in *Classic Driver* in 2011 as *A Tiger in his Tank*. I have partially rewritten and updated it so it could reach a different audience. As a staunch lifelong car enthusiast I'm sure Harry would have been tickled pink to feature in *Beaded Wheels*.*



The second of a series of articles featuring bikes destined for the 25th VCC National Motorcycle Rally



Revered by a Reverend

1929 AJS 350 cc

Owned by Dave Scammell

Words Dave Scammell, photos Bruce Hutton QSM FPSNZ



In 1952 the late Reverend Bruce Scammell purchased a very rough 1929 AJS 350cc overhead valve motorcycle for \$27. Although it was a 1929 model it had 1928 side valve engine fitted. The machine was tidied up and painted and was used as a fun machine on dirt roads for a number of years. The original front brake was missing along with a number of other items. Top speed for the machine before excessive vibration made it impossible to see the speedo was 60 miles per hour.

In the 1970s the bike was taken out of storage in Timaru and taken to Feilding where missing parts were located and a full restoration commenced. A 1929 ohv engine was found in Auckland with an even better one being located in Christchurch. A better close ratio gearbox was located and fitted. The restoration neared completion.

From Bruce Scammell's notes: "the bike was fitted with a post war Vincent seat. The magneto mounting studs had been stripped and blocks of wood had to be used to maintain the mag chain

adjustment. Initially there was no hand change mechanism and one had to use the right foot on the change lever which stuck out of the gear box. This posed no problem for low and top gear, but second was almost impossible as you not only had to find the right position but also had to hold it there, as there was no mechanism available to hold it in place. The gear lever mechanism from another bike was adapted to suit".

The original mudguards were on the bike when purchased but both had been shortened. As a consequence they were rebuilt to original specifications.

A 1929 Lucas Magdyno was fitted in 1995 and an Austin Seven speedo fitted which proved very accurate.

An original brass Amal carburettor has yet to be overhauled and fitted to the machine.

The AJS is a very good looking machine and extremely pleasant to ride with a good consistent cruising speed of 90kph.

BW



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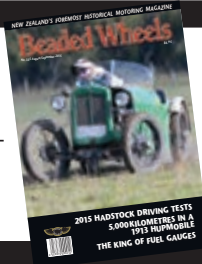
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brass notes

I've 'borrowed' the following information from the Bay of Plenty branch bulletin about the restoration of Ivan Allen's 1907 Cadillac.

Ivan purchased the car from Bryan Dobson who imported it from the USA. The diff was badly worn and required new axles. The carrier was also rebuilt. The two-speed planetary gearbox needed only a few bushes replaced. A few holes in the chassis were repaired before sandblasting and painting.

A complete brass water pump was made; luckily Ivan was able to borrow patterns and had two new halves cast. Machining began and after 16 hours he had a new water pump. With practice he can now machine one in 12 hours.

The body condition was poor so it was pulled apart and a new one fabricated.

The trembler ignition system was complicated as it gives multiple sparks at top dead centre. Once worked out, cleaned up and tidied a satisfactory result was achieved.

Rolling, folding and splitting $\frac{3}{8}$ brass rod for the bonnet was time consuming, approximately 175 hours altogether.

The radiator also proved to be a painful task. A die was made to press the copper fins, 1265 in all that took four week's work.

An original mudguard was borrowed for a pattern which made mudguard building an easier job.

Restoration was completed in time to take the car to Invercargill for the Vintage Car Club Diamond Jubilee Rally in 2006.

In *Beaded Wheels* Issue 337 I was interested to read about the 1907 Demeester car owned by Colin Trevelyan and housed in Hawke's Bay Millenium Museum. Not having heard of this make I did a bit of research. Demeester is of French origin and this model is a 10hp, with a 4 cylinder side valve engine, three forward gears and one reverse. WW1 bought an end to the Demeester Company. It is thought this particular vehicle was imported to Auckland new and is the only one still operational in the world. There is known to be another chassis in northern France and a body still exists in Turin apparently.



1907 Demeester.

Many years ago Stan Shaw restored Colin's one in Auckland. I've been told it took him 15 years and three trips to France seeking parts before it was completed.

From 28 January until 6 February 2017 the Centenary of the 1917 Parliamentary Tour re-enactment will take place in the winterless north. A small team of Veteran enthusiasts have banded together under the auspices of the North Shore Branch to make this happen.

The original 1917 Tour was organised by Allen Bell, born in Southbridge, Canterbury, who, after serving with the British forces in the South African War returned to become a land owner at Te Rapa near Hamilton. He was a land agent, a prominent figure in the Farmer's Union and helped found the first Co-operative Dairy Company before becoming a member of the Hamilton Borough Council and Chairman of the Waikato Hospital Board. After unsuccessfully standing for

parliament he set up the North Auckland Development Board and Chamber of Commerce and talked the Government into draining the swampy land. He changed the name of North Auckland Peninsula to Northland.

Roads north of Auckland were the worst in the country so Bell persuaded the Auckland Automobile Association to assist him to organise a tour of the North to show Members of Parliament, Roads Board members managers and reporters just how bad the roads were.

As everybody wanted to be at the front of the tour, thereby avoiding the dust, a ballot was held to establish the starting order. Apart from a Daimler ploughing into a tree the first day from Devonport to Whangarei went well.

Trouble started just north of Keri Keri when rain started. The roads turned into bogs, Ti tree was cut to feed under the wheels and fence posts used to lever off.



1918 Dodge rebuild completed by the late Colin Bearman in the 1970s.



A Talbot that was reputed to be the first car to go up Baldwin Street in Dunedin.

On reaching Ninety Mile Beach the cars raced along the sands for many miles.

Later on there was more rain and bullock teams had to be coupled to cars to drag them through the mud. The whole convoy was bogged down and two cars went over a bank. While Members of Parliament slept either in local halls or in cars the chauffeur would be out mending a puncture or milking a cow so the dignitary had milk for his tea in the morning.

The tour succeeded in raising awareness of the region's problems as well as its considerable economic potential. Bell went on to become the editor of the *Northern Age* newspaper in Whangarei. He produced the first tourist maps of the north that showed roads and railways. In the general election of 1922 he successfully contested the Bay of Islands seat and was in parliament for two years. As an independent MP he always fought for better roads and bridges in the north.

If anyone is considering taking part in this important re-enactment tour I can provide contacts and more details.

Some of you will remember the 1918 Dodge van restored by the late Colin Bearman in Ashburton and subsequently motored by his daughter and son-in-law Colleen and Neville Dowie from Christchurch. This vehicle now resides in a museum in Korea. Colin used the bones of a 1920-21 Dodge fire tender converted from a tourer car. The fire tender had been used in Allenton (Ashburton west) during its working life and was found in a derelict state by Colin on a farm in Tinwald. Because he wanted a Veteran vehicle he did the necessary conversions to comply with a 1918 model. Restoration was completed in the early '70s.

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



Big End Knocks

mutterings of a mature motorcyclist

Hello, here I go again. I thought this time I would write about "Ring Rust" and "Waterproofing".

I suppose I should present my credentials to write about these things. I think I qualify as I didn't drive on four wheels until I was 28. My transport for ten English winters and summers and two German winters clocked up an awful lot of wet miles and snowy ones as well. Where I lived in the country guaranteed a liberal layer of mud on the bike for most of the year; blooming cows! The two mile private drive could be done in a little under two minutes but when I tried it a couple of years ago on my nephew's bike it seems to have got a lot narrower! The longest time taken for the two miles was in deep snow and it was a very sweaty, knackered Norton rider who arrived home after taking an hour and a half to struggle through the drifts in the dark; madness eh?

What's ring rust got to do with motorcycling you might well ask but think about it.

A long lay off from the ring means a boxer loses his sharp edge at least for a while. Well now how many of you jokers only go out on a bike when there is a rally or a club run? Quite a few I suspect and I promise you unless you are a rare bird you will take a few miles to get your edge back. One of the few exceptions to that rule that I know of was Tommy McCleary who was reputed to never throw his leg over a bike all year and yet blew everyone away when he squeezed himself into his leathers for Cust or Ruapuna. I have had a spell of not being able to ride and now I'm back on two wheels again, not my old favourite yet but soon I will be. What I'm

asking you is do you take your bike out for the sheer fun of riding or do you ride only in competition?

The wet weather riding in the '40s and '50s meant that the bikes were subjected to a hell of a lot of water and snow that has that nasty effect on mags and electrics generally. I noticed in the report in the *Beaded Wheels* that bikes in some numbers suffered from water in the mags after a downpour while heading towards Cambridge. For what it's worth my bikes in the old days were always waterproofed with plasticine over the plug lead pick up on the mag and a rubber sleeve on the advance and retard cable where it enters the points end of the mag. These are all the places the wet stuff can get in, a good coat of Vaseline on the points cover joint will keep them dry. In the very worst conditions we often resorted to a shield made from old inner tube rubber to shroud the carb' to stop snow from getting in. The trials riders did all these things but the big four strokers had the luxury of Mr Lucas' wader mags that were always demonstrated at the shows in tank of goldfish spinning away with a plug sparking away outside. The Villiers mags with the saucepan-type covers can be waterproofed with a wide rubber band cut from a car inner tube and the plasticine over the plug pick up lead.

My first experience of wet and electrics was with my very first week's riding. In the rain the motor would misfire and I kept getting a terrible shock up my arms. As my wet coat flapped on to the plug shorting it out and giving me the treatment it took me a while to figure that out and buy a plug cap.

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Auckland: Roy Sharman's 1915 Perry and Russell Vincent's 1912 Ford Model T coupe.

Auckland Veteran Rally

Auckland Branch

Words and photos John Stokes

Seventeen vehicles entered this year's Auckland Veteran Rally, and Denis Lowe also displayed his Curved Dash Oldsmobile at the Ardmore School start and finish venue. There were no new restorations, all entrants having vehicles that have been proven over many years. Most of the vehicles were over a century old, the exceptions being Terry Jenkins' 1917 Dodge Four, ex Tony Best of Christchurch, and Peter Le Gros' 1916 Model T Frontenac powered speedster, which will qualify this year, if it hasn't already done so. Model T Fords made up over fifty percent of the entries, the remainder consisting of two Talbots 1913 and 1915, the 1915 Renault charabanc, a 1915 Perry, a 1909 Rover twin, a 1906 Cadillac and 1905 De Dion single and the Dodge Four.

There were two route options, a long 40 mile route and a short route of 25 miles. This practice has occurred over the last two or three years as a concession to the aging group of owners, rather than the aged cars. Only three entrants opted for the short route. The long route travelled through Parish Line Rd, Burnside Rd, Ardmore Quarry Rd and Tourist Rd, before rejoining the short route. The rally then travelled to Clevedon and around Ardmore Airfield, then towards the Manurewa, Papakura area and back to Ardmore School.

Organiser Tracey Winterbottom arranged a very pleasant lunch ably catered by members of her hockey team backed up by VCC members such as Fay Kitson, who is always helping in the background, and probably not getting much recognition, and Tracey's daughter Kate, a Morris/Austin/BMC/Leyland Mini lover who will be a future junior member.

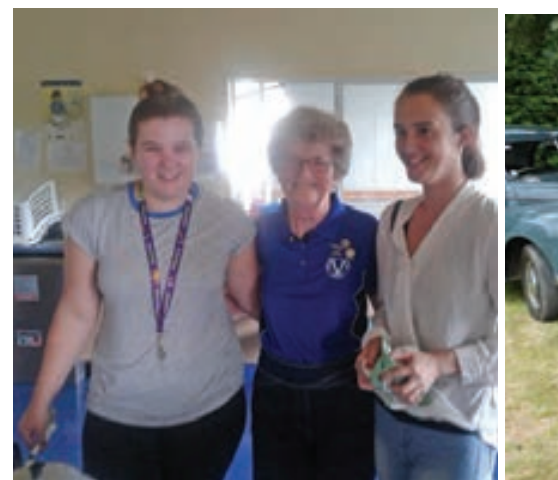
Some people get lucky; Barry Birchall lost the radiator cap off his 1905 De Dion Bouton at Dunedin, it wasn't recovered. He made a new one from a certain plumbing fitting and this worked until it fell off during the run. Kit Maxwell recovered it from a traffic island or round about. What was Kit doing there?

A statistical breakdown of the charabanc crew, five pensioners, two neutrals, four under eighteen young ladies, one of whom has driven it; there's hope yet.

George Urquhart and his grandson won the long route in his 1913 Ford Model T, David Oliver and Alan Price taking second in the 1914 Model T Ford roadster. Russell and Kathleen Vincent won the short route in the 1912 Ford Model T coupe, Barry and Nicola Birchall taking second in the 1905 De Dion Bouton.



Auckland: Murray Grieg's and Peter Le Gros' 1914 and 1916 Model T Fords.



Auckland: Morning tea ladies, Kate Winterbottom, Fay Kitson and Jo Bielecki.



Canterbury: Dressed for the occasion; L to R - Colin Hey, Jim Paterson, Trish & Dick Appleyard. Canterbury: 1912 Little, Brian Newbery's latest restoration.

Country Garden Party

Canterbury Branch

Words and photos Tony Becker

Any thought that the Canterbury Branch Diamond Jubilee year of events may be low key was totally blown away at the Grand Country Garden Party, Waitangi weekend. This signature celebration on Sunday 6 February 2016 produced one of the most memorable days in all our long history. The small organising committee pulled off an amazing Vintage family fun day chock full of wow factor! Yes – it was that good. With not a modern car or item in view and members dressed in keeping with a bygone era, the scene was certainly back to and beyond the birth of Canterbury Branch 60 years ago. The Graylees Road farm and homestead venue was superbly prepared. A setting resplendent with mature shade trees, delightful garden, generous open lawns and that big plus, a warm sunny day.

Detailed planning co-ordinated by Lyndsay and Myra Saunders, included

period decorations such as bunting and a non-stop day of entertainment for all ages. Everyone made a supreme effort to dress appropriately. Ladies young and old in lace and long frocks, granny shawls and old jewellery topped with wide-brimmed hats. Gentlemen and boys sported striped jackets, bowlers, straw hats, braces, chained waistcoats, cravats and ties. Their efforts turned the calendar back. Op shops and wardrobes must have been stripped.

The main feature however, was over 170 magnificently prepared classic and Vintage vehicles. Veteran vehicles graced an exclusive lawn display while most other subsections self-mixed into friendly social groups on the broad lawns and prepared for the posh-picnic competition. From every car emerged chairs, tables, embroidered linen and quaint china carefully lifted from wicker baskets. Picnic tables often sported wine in ice buckets, cupcakes on tiered plate stands and cucumber sandwiches that curled in the warm sunshine. Dainty cup and plate sets and long-stemmed

wine glasses appeared to be most popular. Several New Zealand flags large and small, together with colourful sunshades, graced the scene.

Entertainment from earlier times included lawn croquet, minstrel singers, bagpipes, antique bikes, petanque, strength-hammer bell ringing, a musical barrel organ and Sylvia Bartlett on the candyfloss cart. These activities created a day of genuine olde worlde charm.

A novel non-Vintage addition that had everyone fascinated was the dog trial demo. Huntaway dogs noisily drove a dozen or so sheep high up an adjacent hill to the tune of the farmer's whistle. His eye-dog streaked up soon after, heading them back to the bottom paddock in a series of slinky moves controlled solely by that shrill whistle. Their performance was rewarded with spontaneous applause. There were several category prizewinners this day, but really, all of us were winners at this first 60th Anniversary celebration. Truly a Grand Country Garden Party!



Canterbury: Ukelele Minstrel Singers.



Canterbury: Winners of Best Dressed Family Group competition, Kathryn Smith and Family.



Canterbury: Morris dancers entertain.

The Whirinaki–Minginui Run

Rotorua Branch

Words and photos John Kirkland

Thirteen vehicles left the clubrooms on Sunday 21 February in fine sunny driving conditions for a 100km trip to the Mangamate Waterfalls. First stop was the Kaingaroa forest village and second at the Murupara Village square, where three vehicles from the Steiner family joined us for the final third leg to the waterfalls.

The call was for as many Vintage-Veteran entrants as possible, but unfortunately only four made the trip in total. As the return trip totalled something close to 200ks their attendance should be recorded to acknowledge their perseverance and trust in their vehicles.

Evergreen stalwarts Bill and Adelai Skelton in their trusty 1929 Austin 7 started from Rotorua with Albert Litten and his 1930 Chrysler and Brian Old in his 1918 Buick roadster which has been restored to completely original specifications. They were joined at Murupara by Alf and Margaret Steiner driving their 1930 Ford Model A.

The picnic spot by the river had recently been flooded after torrential rain, and when leaving the backup vehicle got stuck and had to be manually pushed out. How embarrassing!

Before leaving the area we drove a circuit round the old Minginui forest village, stopping for a photo shoot outside the deserted store and post office. Our return home was interrupted by a detour to view Alf and Margaret Steiner's Vintage tractor collection and Eric and Betty Steiner's classic car and beer can collections.

Best of British Day

North Otago Branch

Words and photos Clive Blunden

On 28 February North Otago Branch held an All British Day with a run to Duntroon Domain. Just under 40 vehicles assembled at Scott's Brewery car park in the Victorian Precinct of Oamaru arriving from as far away as Mosgiel, Central Otago and Timaru.

In the commercial section were Jerry Wing with his 1929 Austin 7 Van and Purple Taylor with her 1962 Bedford KD truck. Looking very British was Wendy Pringle with her 1936 Morris 12, plus one old timer that looked like it needed some



Rotorua: Participants in the trip out to Mangamate Waterfalls.



North Otago: Purple Taylor, Bedford, and Jerry Wing, Austin 7.



North Otago: Wendy Pringle 1936 Morris 12

help. Nice project there for someone, see photo.

The route meandered around Oamaru town and then headed towards Ardgowan travelling over country roads to Duntroon.

The afternoon's activities included a gumboot throwing contest, although as it was a Best Of British day it should possibly have been called a Wellington throw one of the judges, Charlie Walsh, considered that he should have a hard hat due to the accuracy of the throws.



North Otago: Old Timer.

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MEM OTAGO



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TRIUMPH 77 2.5TC auto pwr steering a/c 2 owners Australian built, velour seats, black interior, rich patina, 100% orig. Looks and drives beautifully exceptional paint almost all moving parts replaced. For more details email jarvisnew@live.com.au \$5,500 ph Mark 0210 635 782

MEM NELSON



OFFERED FOR SALE is this gorgeous 1960 MGA coupe finished in timeless Chariot Red. Please call to discuss this vehicle it's seriously for sale as not being used only travelled 178 miles between WOFs) all serious offers will be considered). Phone Robert 021 757 215.



BUICK TOURER 26-27 6 CYLINDER This is not a restored car has had a tidy up 25 years ago asin paint and leather seats and general tidy. It is currently with WOF and Reg. Drives well. It is in need of a new home for more information contact 03 543 2662 or 022 369 8890

MEM NELSON



1955 ARIEL 600cc SIDEVALVE Rebuilt five years ago. Goes well, requires VIN. \$5,000 ono. Phone Ross 06 844 4248, newross@xtra.co.nz

MEM HAWKE'S BAY



1926 CHRYSLER 50-4 ROADSTER, complete recent restoration including new hood, upholstery, motor reconditioned, 12 volt alternator, new tyres, current Wof, rego. \$35,000 negotiable. Phone John 03 3296882 or 022 651 9344

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1952 JBS 500 F3 CAR. Full VCC certification as original. Rebuilt totally 2011. Ideal hill-climb/ short circuit/museum car. Full history supplied. JAP speedway engine runs on methanol. Electric starter inserted from left side. \$45K. Twenty built in 1951/52. Similar to Cooper 500. Phone Max, 021 113 7054, cmr.mtr91@gmail.com

MEM TARANAKI



1929 MODEL A FORD TUDOR SEDAN. New front spring, new upper and lower distributor plate set, new 6v battery with disconnect switch, shortened pitman arm, 2 new rear tyres, V8 pressure plate & machined flywheel, counterbalanced crankshaft. Restored radiator. \$30,000. View Torbay, Auckland. Phone 09 479 8016.



DAIMLER SOVEREIGN 4.2 L, 1982, 116,070 miles, current reg and WOF. Drives very nicely, Shed housed for the past eight years. A little rust in the left rear door and rear window rust has been repaired. A very motorable vehicle needing a minimal amount of T.L.C. \$4,000 Phone 06 8625781 Email rohoney@clear.net.nz

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1938 VAUXHALL DX Car bought for a friend to complete the Vero rally this year. Ran very well. Previous owner 27 years. Body off restoration in 1998. Due for titivation. Receipt for motor, only travelled 3,000 miles since. Reg & WOF \$5,000 ono. Phone Tony 03 327 7111. MEM CANTERBURY



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1928 PLYMOUTH. Front seats are leather. Tyres very good. Brakes hydraulic and work well. Stainless steel petrol tank. 6 volt system. Restored by the late Cedric Youngman, Akld. Excellent bodywork. Rumble seat fitted. Recent major engine work. Receipts. Reg on hold, can be updated on sale. \$32,000. Phone Les Pearson 03 528 7924 or vintagecars@xtra.co.nz



1932 RILEY BROOKLANDS SPEED Model replica. Nine rebuilt with reference to a genuine factory team car. Remanufactured swan-neck pattern frame, lightweight (doorless) aluminium body, leather seats. Brooklands radiator. Many reproduction parts inc gear set/remote gate, water pump. Licensed & VIC. Phone Murray 04 293 3601 MEM WELLINGTON



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1928 FORD PHAETON WOF and Reg. Recently spent \$22k on total engine recon train unit. Trailer load of spare parts. Original ownership papers. Needs hood and interior trim to finish. Last owner 29 years. Used regularly. \$19,000 ono phone 027 211 9941 email treescapefarm@xtra.co.nz



CHRYSLER 58-4 ROADSTER 1925 Good condition, very motorable. Early restoration, new hood and bumpers in 2013. Reconditioned motor, excellent upholstery, great rally car. Some accessories and spares included. Reg and wof. \$25,000 contact Graeme 03 332 7429 or 027 421 8128. MEM CANTERBURY



IMPORTANT NOTICE FROM VCCNZ NATIONAL OFFICE

Due to the upcoming change in membership year - members who remain unfinancial as at 30 June 2016 will need to reapply for membership of the club after 1 July 2016.

All members are strongly advised to ensure their membership is current by the due date 30 March 2016.

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

Email admin@vcc.org.nz
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WANTED TO BUY



BIG TREE MEMORABILIA WANTED by collector signage postcards blotters pint quart gallon tins. Anything considered. Please phone walter on 03 327 5546 or 027 389 8833, classichev@clear.net.nz
MEM CANTERBURY

1928/29 CHRYSLER SERIES 65 ROADSTER: Front and rear 6 bolt brake drums/hubs (the type which suit wire/disc wheels). Also a set of hood irons for same vehicle. Advice or assistance appreciated. Reply via email: johnvkeogh@hotmail.com

1937 TO 1939 FORD V8 COUPE wanted to buy. Must be in excellent condition. Phone Richard 03 383 2077, Christchurch.

1966 HOLDEN 6 CYLINDER x 2 engine. Must have 186k block. Complete or short block okay. Phone Howard 09 479 2956.
AUCKLAND

21" SPLIT RIMS to suit 1927 Dodge Brothers with wooden spoke wheels. Also engine or block to suit same. It is the Fast Four model with distributor in cylinder head and generator driven off timing chain. Phone Greg 03 3252 589 or gandsbarnard@gmail.com
MEM CANTERBURY

ANY INFORMATION AND OR PARTS wanted for Circa 1914 Swift motorcycle. Phone John 06 835 9734 jaye.tee@hotmail.com 3/31 Shakespeare Road, Napier 4110.

BRASS TAIL LAMP WANTED. Prefer H&B No 1100 or parts of one. Also small Boyce or other motor meter David Hall, 12 Mirbeck Ave, Cambridge 3434. Phone 07 827 9040.



EARLY FIFTIES BUICK Sun Visor for screen and gutter extension width of 158cms. Please contact Neil at 03 434 9470 or neil.nonie@xtra.co.nz

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BSA BANTAM 175CC 4 SPEED ENGINE or cases only. Phone 06 329 2992.
MEM HOROWHENUA

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

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MEM NORTH OTAGO

FRISCO, Standard and Union stationary engine (complete or parts) wanted. Also any sales catalogues and instruction books. Phone John 07 576 7150 or email jjpanddt@gmail.com
MEM BOP

1926-29 HARLEY-DAVIDSON PARTS WANTED Peashooter, Pup, 350cc. Phone Andrew 03 308 4817, 027 208 1577, andrewfcoulter@hotmail.com
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NSU 4 CYLINDER in line air cooled engine wanted in any condition or complete car. Phone Terry 027 248 1942.

HARLEY-DAVIDSON WLD/WLDD CYLINDERS. Mid 1939-1946. Casting number front 120-39, rear 120-391. Plus inlet manifold with 2 inch hex nuts. Cylinders similar to WLA Army but have larger inlet ports, cooling fins and relieved valve area. Phone Bob Bullock 021 146 0578.
MEM NELSON

HC VIVA ROSTYLE RIMS WANTED. Set of four factory rims. Will consider any condition and will pay shipping costs to Christchurch. Phone 0274 898 673.
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MAGNETISER WANTED. Suitable for re-magnetising magnetos. Phone 03 332 5936 or 027 222 2979.
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MONSOON SCREENS WANTED. Driver's and passenger doors for a 1969 Vauxhall cresta. Phone Glen 03 575 7227, 027 575 7227.
MEM MARLBOROUGH

SET OF PISTONS +060 for A40 Somerset. Phone George 09 439 8911.
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SUNBEAM 16/40 RADIATOR To replace the fire damaged one I have. Dimensions are 690mm tall, 485mm wide and 125mm deep. 12/16 radiators are very much the same the only difference would be the palcing of the stay. I would prefer one in fairly good condition. Phone Clive Dodds, 03 324 3860, 10 St John St, Southbridge 7602.
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TOYOTA WHEEL TRIM WANTED, one or more, to fit 1980 Toyota Crown Royal, 14 inch wheel. Contact Jack Blyth 021 661 036 or jackblyth@xtra.co.nz
MEM CANTERBURY

TRIUMPH SD REAR WHEEL AND GEARBOX or parts. Any Triumph flat tank motorcycle parts. Alldays motorcycle gearbox. King Dick fuel tank fittings. Phone 09 533 805, taylorhq@xtra.co.nz
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VOLKSWAGEN Low Light Bay Kombi Pop-top Camper, 1968 to early 1970s. Will view anywhere in New Zealand. Phone Jack 03 352 6672, or cellphone 0274 322 041
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ADMISSION

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15-17 July
2016

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Programme

Friday

Welcome
Noggin & Natter

Saturday

Rally and Dinner

Sunday

Morning tea and
farewell

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wayneabo@slingshot.co.nz
Murray Frew
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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
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Phone 03 308 4003

Gates
Open
7.30am



All events based at Feilding

Friday 17 February 2017

Registration

Saturday 18 February 2017

Competitive and non-competitive

VCC Motorcycle Rally

Presentation dinner

Sunday 19 February 2017

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Enquiries

Rally Secretary – Manawatu Branch VCCNZ,

PO Box 385, Palmerston North

Email bardellc@clear.net.nz

Phone 06 355-5953



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Saturday rally from Lumsden to Arrowtown with prize giving at night

Sunday Interbranch competition

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Ashburton: Ruapuna Hall on Annual Rally Day .



Auckland: Chris Clark 1951 BSA Gold restoration.



Ashburton: Selection of cars assembled at Club Captains Night Run.



Ashburton: Craig Begg and Barrie Hunt our cooks the night of the Club Captains Run.



Auckland: John Poole's Norton Commando.

Ashburton

Owen Wilson

A warm welcome to new members Rod and Dawn McKimmie with their 1954 Alvis.

There was a great turnout of 42 cars for our New Year's Day run organised by John and Clare Stewart. It was a great afternoon with a barbeque at the local domain to finish the day.

Our Annual Rally was Saturday 30 January. A wet morning but that didn't dampen our spirits and 57 cars left the club grounds to travel over back roads to arrive at Ruapuna where Club Captain Neville had organised the Ruapuna Hall for us to have our lunch. In the afternoon we travelled back through the countryside to our evening meal and prize presentation

Results:

Veteran Car Overall

Les and Marie Bennett, 1918 Oakland

Vintage

Chris Sheppard, 1922 Ford Model T

Post Vintage

Stuart Hart, 1922 Oldsmobile

Post War

John Miller, 1955 Plymouth

Post 60

Ross Brown, 1972 Rover V8

Commercial

Ollie Hurst, 1932 Ford ute

Furthest distance travelled

John Miller from Oamaru, 1955 Plymouth

Hard Luck Trophy

Mike Hillyer, Ford Model A

Best Lady Driver

Ruth Kinvig, Morris 8 Sport

Concours

Ian and Sharon Moore, Citroen

People's Choice

Ian and Sharon Moore, Citroen

Time Trial

John Miller, 1955 Plymouth

Best Overall Performance

Chris Sheppard, Ford Model T

On 21 February we held our Club Captain's Night Run and barbeque. After the barbeque it was off on the night run, around town with a short run out in the country. This was the first appearance of Peter McQuarter's recent purchase, a very well restored Essex Super Six.

Auckland

John Stokes

Motorcycles: Fred Baker has rejoined with a 1943 Norton 16H, 1951 MAC Velocette, 1952 Ariel Red Hunter, 1960 BSA Gold Star and a 1940 Buick Eight. David Broadhead has signed on with a 1959 Phillips Gadabout moped. Chris Clark took the Gold restoration award at our Gymnic with his 1951 BSA Golden Flash and side car. Robin Foote won the motorcycle section of the Gymnic gymkhana on his BSA. John Poole has brought a 1956 AJS Model 30 and a 1973 Norton.

Veteran: Junior member Ryan Winterbottom has a 1913 New-Way engine to play with, while John Poole has brought Bill Skeggs' 1917 Oakland.

Vintage: Colin Marshall has rejoined with his 1929 Chev. Russell and Jocelyn McAlpine won the car section of the Gymnic gymkhana in their 1930 Ford Model A .

PV, P60V, P80V: Gary Boyce has joined with a Mercedes collection including a 1938 540K, 1957 300SL roadster, 1957 190 SL roadster, and a 1964 220SL coupe. Robert and Aileen Elliot are in with a 1984 Porsche 924. Kevin and Bridgette Beeby have a 1953 Citroen L15, a 1955 Citroen 2 CV and an 1980 Citroen GSA. Noel Woodford has a 1961 Jaguar MK2, a 1961 Gemini MK3A, 1962 Lotus 22 and a 1968 Porsche 912 coupe. Shaun Ryland has a 1946 Ford V8 Businessman's coupe. John and Eileen Murphy have brought Roy Cope's Wolseley 1500. Chris North is working on a 1933 six cylinder Singer, which will be supercharged.

General: We have enjoyed some interesting speakers at the Thursday Club Nights. We welcome Steve and Debbie Darin to our ranks. Mid Week tourers visited Malcolm Lumsden's military vehicle collection, which included a Daimler Ferret Scout car and a White Half Track. Eleven predominantly pre war vehicles attended the Posh Picnic at Totara Park Manurewa. Jack and Marilyn Nazer 1935 Chrysler Airflow taking the prize for the best picnic arrangement. Wayne and Carrie Roberts won the run in their 1924 Velie



Auckland: John Poole's 1917 Oakland.



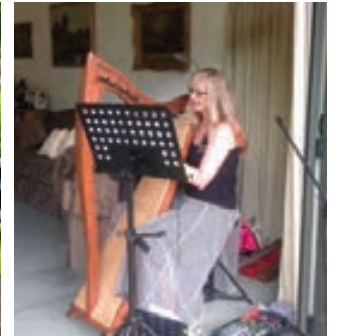
Auckland: Gymnic gymkhana winner's Russell and Jocelyn McAlpine's 1930 Model A phaeton.



Bay of Plenty: 50 year award recipients.



Bay of Plenty: Cars at Posh Picnic at the Lamb property.



Bay of Plenty: Marion on harp

Bay of Plenty Bryce Strong

Undoubtedly the highlight of our month was the presentation of 50 year badges to four of our members – Ivan Allan, Owen Goldsmith, Snow Greaves, and Derek Winterbottom. The presentation was made by our national Management Committee member and Registrar Rod Brayshaw, who advised that although there have been approximately 240 50 year badge recipients, this was the first time any branch had presented four badges at the same time. February was a busy month. A posh picnic held at Adele and John Lambs lovely property, complete with musical serenade by Marion Titmuss on the harp and flute. A well-attended mid-week run to the Amorangi Trust Museum in Rotorua was organised by Don and Ngaire Wade and an end of month run to Mamaku was organised by Jim and Kaaren Smylie. Jim has succumbed to temptation and is now the very proud owner of a Model T tourer. He assures me that he is becoming proficient at driving it, but staying clear of him while driving it may be wise!

Canterbury Tony Becker

We enjoyed (endured) many weeks of Canterbury's long hot summer, its sunny days giving us wonderful conditions for socialising our motoring hobby. From January's successful Dunedin based International Vero Rally of Historic Motoring, we stepped almost immediately

into February's Grand Country Garden Party on Waitangi Weekend. This was the first opportunity to celebrate Canterbury Branch's 1956–2016 Diamond Jubilee in this our 60th Anniversary year. And what a day that was! The large fleet of beautifully prepared VCC vehicles loaded with families, friends and picnic paraphernalia enjoyed one of the most memorable Vintage gatherings of recent times. The event was organised by Lindsey and Myra Saunders at Mr and Mrs Kidd's perfectly prepared Banks Peninsula farm. There is a full description elsewhere this issue. Other summer events included our Annual Commercial Rally, Boot Fair, traditional motorcycle events, 9-90s monthly midweek, and Moped Run.

One cannot fail to have noticed Ecan's felling of several old and dangerous pine trees along our road boundary and elsewhere at Cutler Park. Club buildings are exposed as never before. As a result, a determined Branch Grounds Restoration Committee has been formed. Lead by George R. Kear, supported by Marilyn McKinlay, Jens Christensen and other members keen on redeveloping the landscape of Cutler Park, their plan includes replanting considerably nicer trees and shrubs to completely uplift our home territory. This project will take time, effort and money but the aim is to re-establish Cutler Park grounds to a standard that Branch members will again be very proud of. We extend congratula-

tions to Judy and Don Bennetts, Overall Winners of the International Vero Rally in their 1927 Chrysler. Also Margaret and Paul Seaton, placed third in the Post 60 Section, driving their 1964 Wolseley 16/60. We are pleased to say that the rally was strongly supported by Canterbury Branch members.

Central Hawke's Bay John Foot

We welcome new members Hank Hurley, with a 1929 Chevrolet truck, and Kevin and Ann Barber, with a 1967 Ford Anglia, to the branch and we hope you enjoy the people and the events we have.

At the end of December some of our members travelled across to Taihape to take part in the annual New Year's Day (world famous in Taihape) Gumboot Rally. Six Central Hawke's Bay cars and their crews attended the Vero International Festival of Historic Motoring in Dunedin. The January club run was to Aramoana Beach (Hawke's Bay) where we were addressed by the local DOC officer and a local farmer about the Shoal Bay Marine Reserve, the historic Aramoana Woolshed and local history. A very interesting insight into the history of the area. On 31 January some of our members and vehicles attended the Wheels with Attitude and Swapmeet in Dannevirke hosted by Dannevirke Wheels Club. The February club run was to Ormondville and Norsewood with a couple



Canterbury: Grand Country Garden Party Diamond Jubilee L to R. Mesdames Appleyard, Paterson and Rogers.



EBOP: Walter and Alison McFarlane's 1928 Chevrolet roadster pickup on the East Coast Rally.



EBOP: A line-up of Model A's at Anaura Bay on Gisborne's Three Rivers rally.

of interesting visits along the way. Shirley and I arrived home from the Vero rally on Monday 8 February then travelled to Gisborne on 12 February to take part in the Three Rivers Rally. Over the Art Deco weekend the Art Deco Railcar came to Waipukurau on the Saturday afternoon where the passengers had afternoon tea at a local cafe, and Otane on the Sunday where passengers visited the market and cafes and also enjoyed a historic tour around the village. Our branch had a small display of cars at both of these events.

Eastern Bay of Plenty

Peter Donovan

Five branch cars travelled to Dunedin for the Vero International Rally. All appreciated the degree of planning which went into the organization of this event, memorable as it was in spite of adverse weather. Some extended the event to include exploration of the Mainland. Mechanical troubles ranging from blown head gaskets to split oil filters and more were coped with, some with local assistance!

The route plotted for our annual East Coast Rally by stalwart branch members Phil and Margaret Leaming provided a comprehensive tour of our district and plains. Some found the silent checks challenging because the cruisy and interesting nature of the run engendered relaxation! Based again at Awakeri Events Centre the event attracted 35 entrants. The prizegiving meal was described by some as awesome with the contributions of

locals to the afternoon tea being similarly regarded.

The Three Rivers Rally in Gisborne was most enjoyable, especially in great weather, and proved successful for EBOP members Model A enthusiasts Keith and Margaret Watson and Peter and Robyn Hadley. The substantial Gisborne parts collection was taken advantage of by some.

Far North

Dave Duirs

Our annual Autospectacular, dampened by heavy rain, mustered over 150 vehicles and the show went on being pronounced a success by the hard working crew. The next one is scheduled for 7 January 2017.

The summer picnic gymkhana attracted a small entry on a hot day where the three wheel Morgan proved a treat ducking in and out of the cone course.

Straight line navigation may have put some members off the February run, but with a good introduction most managed well followed by an interesting farm visit to view boulders down Pakaraka way, the origin of which is still a bit of a mystery, a bit like straight line navigation to some!

Five crews wended their way all the way to Dunedin for the big Vero International Festival which was a great experience in spite of the weather, many steep hills, some minor navigation hiccups and a few days of bad health. Our cars all hung in there well and three continued to tour right down to Bluff covering over 7,000 kms by the time they returned. I would recommend members start putting the dollars aside now for the next event in New Plymouth in 2021

and opt for the long runs to truly appreciate the countryside and destinations.

Gore

Jim McFadzien

A large proportion of Gore VCC members attended the Vero Festival of International of Historic Motoring in Dunedin and enjoyed a well run event. At the conclusion of the rally, the Gore Branch was awarded the Sun Alliance trophy "to the branch with the largest attendance of members on a percentage basis".

Our annual Festival Rally was held on 27 February. A cloudless sky greeted those who left from the clubrooms, timing themselves out as the wind got up, on various routes to the lunch stop at Riversdale.

The route took us through different areas, over roads with names like Blackhill and Clinker Hill, and past a working gold mine at Freshford some 10 miles south of the gold rush town of Waikaia.

After lunch and peoples choice we meandered back to the clubrooms, more talking, then prizegiving and a meal. We were supported by participants from sister branches, and an entry from Temuka was awarded a big stick of chocolate to sweeten their journey home!

The overall winner was Mary Tremaine in a Ford Model A, who was also the winning lady driver. We are once again indebted to the organising committee and their helpers for a well run event.



Hawke's Bay: Rolls-Royce parked at the clubrooms.



Hawke's Bay: Rolls-Royce parked at the Soundshell.



Hawke's Bay: The parade up Emerson Street.

Hawke's Bay

Esther Smith

Some members headed off to Dunedin for the Festival of Motoring, with various motoring adventures along the way and arrived home three weeks later. The festival was an amazing opportunity to meet up with old friends and make some new ones while enjoying the cars, the events and some great motoring.

Preparations continued for our annual Art Deco Rally. We had 160 entrants for the rally, a large majority from outside the region. Rolls-Royce Silver Ghosts were the feature marque for this year and there were nine attending plus five other early models. Nyall and Joelene Simkin and their family from New Plymouth have been regular attendees at Art Deco since the early '90s. This year they again showed their enthusiasm by entering three Silver Ghosts, a Graham-Paige and an Austin 7. The Art Deco parade travels from the bottom end of town, up Emerson Street to Marine Parade with the feature cars in the lead. It was a sweltering hot day and not easy on either cars or people. It's a firm favourite with the public and the number of spectators seems to increase each year. The rally is an event the branch can be really proud of and thanks go to all the members who donate their time and energy to making it such a success. The opportunity to participate in the Art Deco Trust Festival events, of which there were over 200 to choose from this year, makes this an amazing event to be part of.

Horowhenua

Peter Nightingale

After a short illness, Tony Wallace passed away in January 2016. Tony was a very pro-active branch member and he was always there to help and offer advice on mechanical problems. He owned a Triumph Stag and a Matchless motor bike. He was also well known throughout the country for his long involvement in go-karting. He will be sadly missed and a great loss to all who knew him. Our thoughts are with Marlene and family who have lost a soul-mate and father. It was Tony's wish to have a trophy presented to the branch to be awarded for the best performing Matchless/AJS at the annual Ted Green Motor Cycle rally. The trophy was presented to the branch at a recent club night by Marlene and their son Matthew.

The Club Captains have been busy with the local AP&I Show, having organised cars for display there over Anniversary Weekend. I believe they also cleaned members' cars which they thought did not come quite up to the mark for display!

Swap meet and Ted Green coming up.

A group of members from our branch are back from Dunedin and report having had a great time. Our youngest member, Riley Scott, attended with his family in their 1916 Cadillac tourer and was in the car with dad, Bernard, to lead the parade of Veterans on the run to Brighton in the pouring rain! All of the runs involved a lot of hill climbing, which was a test to most cars and drivers! However, it was all good fun. The evenings of entertainment were

well received with a different theme every night.

Marlborough

Carroll Wiblin

The branch continues to flourish and the Club Captain has had great support on the runs he has organised, due in no small part to the different types of outings he has arranged. The motorcycle section continues to have good turnouts with the riders helping each other out with "on the spot" repairs and timing problems.

Our annual Heritage Day at Brayshaw Park was a great day. It usually brings in around 2,000 people to the Park which is publicity for us and gives the public a better understanding of what we are all about.

A recent run to the Cape Campbell lighthouse was more like a small rally than a branch run. There were over 40 vehicles attending and they were certainly put to the test on the road to the lighthouse. It is narrow through farmland with lots of loose gravel which didn't do much for the traction and certainly tested a young motorcyclist who had seen us and decided to follow us in. He did not realise that it was not a public road, but he was made to feel welcome and was even supplied with a barbecued snag and a piece of bread for his efforts. The day was beautiful and with no wind (which is highly unusual for that area) we enjoyed a leisurely lunch before heading home.

Nelson

Jim Wareing

January is a quiet Vintage motoring month as the locals hibernate while the



Horowhenua: Barry Walker in his 1966 AMC Rambler enroute to the Dunedin rally.



Horowhenua: Horowhenua and Manawatu members on Molesworth Station.



Nelson: Ross Sice, driver, and Tim McDowell shelter from the sun at Motueka in Ross's 1928 Model A pickup.



Horowhenua: Club Captain Bob Barton talking to the public.



Horowhenua: Colin and Cheryl Brooks with Warren and Lorraine Birch.



Nelson: Small part of the swap meet with cars for sale and display in foreground.



Horowhenua: Mark and Janet Gibson 27s Sunbeam Alpine on Molesworth.



Horowhenua: Ott Family, Vero Festival of Historic Motoring.



Nelson: Nathaniel Edwards one of the branch's first junior members does the hard work on the tractor shed, watched by the three wise men.

holiday makers take over the roads, picnic spots and camp sites around the district.

The big event for the summer was the second Nelson Swap Meet on 6 February. With perfect, hot sunny weather the day was a roaring success, site sales increased by 50% to a total of 113 and the public turned out in droves to make all the planning and site work worthwhile. Many members from other branches including North Island areas attended; thanks to you all for the support, we hope to see you again next year with an even bigger event.

February club night and report on the Dunedin Festival of Historic Motoring attracted only a small number. Seventeen cars started the February Alan Moss Memorial run held in the Motueka area which included a visit to Robin Bloomfield's car collection and a first class lunch provided by the Motueka Aero Club, (Alan was a member of VCC and the Aero Club). After the lunch several members attended the 100 year celebrations at Port Motueka

where parking was difficult as a large crowd had gathered for this public event.

We have completed the construction of a large shed to house our tractor and mower, well done to the working bee guys, the mowing team will be very happy with the new asset.

Northland Keith Thompson.

Our Far North Tour held on 7/8 November 2015 was organised by Lawrence and Noeline Hillier. We had some really great feedback regarding the tour and all seemed to enjoy themselves. This year we will be looking at some different activities and ways to increase the numbers on the tour.

The branch had a bit of a do in December with 66 members, Santa aka Bruce Jeffery and a sheep (on a spit) in attendance. With a Gymkhana held beforehand it was a lot of fun. Keith and Carol Thompson took out the first prize with Jim Shaw and Raewyn Hughes one point

behind. Lawrence Hillier was almost very intimate with a farm fence in his '48 Jaguar while doing one of the exercises.

We had our first run of 2016 on Waitangi weekend with intermittent heavy rain and it could have easily been a washout, but being the hardy souls that we are 25 people came out to have a really good run along Whangarei's beautiful harbour up and over Tiger Mountain and afterwards a barbeque lunch at the clubrooms. A good first run of the year.

2016 is going to be an exciting year for the NVCC. Over the past year we have devised a Club Management Plan which looks at everything from current and projected membership to the maintenance and development of branch buildings and vehicles. This looks at the future of the branch and ways of how we will survive the changes in society. The first member meeting to discuss the document is in March so hopefully we get a lot of



North Otago: Malcolm Muldrews' Corvette.



North Otago: Mr & Mrs Schaffer's 1973 Rover.



North Shore: Branch fire truck.



North Shore: Mmembers on the Dunedin long haul.



Rotorua: John Simpson' 1917 Model T



North Shore: Five star accommodation.



Rotorua: A miniature garage.



Rotorua: Contrasts in tail design.



Rotorua: Vintage trucks.

constructive input and definite ideas of how to move forward.

North Otago Clive Blunden

We welcome two new members Christine and Lindsay Schaffer with their 1973 Rover 3500 V8.

We tried something different on Valentine's Day with a Show and Shine held in the car park of what was the Maheno Tavern and now renamed Purtons Bar and Cafe. It was open to all car clubs, VCC, Classic Car, and Hot Rod.

There were many different categories depending on the age and type of vehicle and it was great success with over 109 vehicles of all shapes and sizes turning up and by lunch time we were turning vehicles away. There was a good line up of VCC vehicles. First in Veteran class was the Armiger family in a 1911 Clement Bayard, the overall people's choice winner was Malcolm Muldrew with his 1959 Corvette. Due to the interest in the VCC vehicles

there we had quite a few enquiries about joining the VCC.

Lee Orchard with Jerry Wing as navigator enjoyed the Wallaby Rally around the Waimate countryside in Lee's 1926 Chev special.

North Shore Mary Lloyd

Our highlight this year was the 2016 Dunedin Festival of Historic Motoring. We were well represented by members from North Shore and preparations for transporting the 1936 Chev fire truck combined with Auckland's 1915 Renault charabanc got under way in November. Many thanks to Peter Lloyd, John Tombs, Kevin Lord and Peter Aitken for organising the container to transport the vehicles and for supervising the shipping, a mammoth task! Several members travelled together and crossed over the strait in perfect conditions and we were even accompanied by six dolphins for a short spell. Special thanks also to Mag and Turbo Dunedin for their assistance with

the fire truck tyres – without your help the truck couldn't have taken part.

Having settled in to our accommodation in Dunedin (note photo of John Tombs and Peter Aitken) John complained that his tent was rather wet! He had poked the pole through the tent and the rain was getting in. Not to be outdone in the misfortune stakes, our editor (who shall remain nameless) broke his front teeth whilst enjoying the crackling on his delicious roast pork dinner! We pointed out we were in the orthodontic capital of New Zealand but he chose to stay toothless and was restricted to occasional demure smiles. His wife then proceeded to accidentally pull off the cupboard door in the motel.

Apart from minor hiccups, we had a wonderful time on the rallies even if we did have difficulty in associating signs on the right pointing to roads on the left and instructions to go east when it should have been west! Needless to say the scenery was stunning and we visited many interesting



South Canterbury: Neil Manchester's 1962 Chevrolet Corvette, just before the start of the Chairmans Rally. Owing to the 28°+ temperature on the day, all vehicles present that had fabric roofs had them down.



South Canterbury: Branch members busy feeding the Alpacas at the Otaio Bridge Alpaca Farm, while on the Ladies Rally.



South Canterbury: A trip back in time' - Barry Barnes' 1925 Studebaker follows Clive Merry's 1938 Chevrolet in the direction of Waipiata, while on the annual weekend away.



South Canterbury: Eddie Gould's Australian 1953 Vauxhall Velox utility on the 48th Annual Mystery Rally.



South Canterbury: A 1951 MG TD, driven by Wayne Jones on the 48th annual Mystery Rally.



South Canterbury: Members being shown the art of honey production at Pleasant Point Apiaries, one of the venues on the 48th annual Mystery Rally.

places and met lots of lovely people. A wonderful experience and well done Dunedin for giving us a Scottish flavored Festival in a magnificent location.

Otago

Graeme Duthie

This year some of our runs have been changed around because of the Vero International Festival of Historic Motoring. The morning of the Dunedin-Brighton run was fine when we left home but the weather deteriorated somewhat so unfortunately some of the 55 entrants did not arrive. The rain got down round the coils on my 'T' truck so we had problems and did not get to Brighton although many others did.

The international rally was a great event and I suppose not everything can be perfect but it was as near as you can get and everybody that I have heard of appeared to really enjoy themselves. Being a volunteer started well before the rally began and ended after clean up at the end and I believe that I got more out of it by helping than entering although the days were long at times.

Whizzing around the Taieri is a fun day for members with mopeds and there were 31 entrants, some from further south and Oamaru. The day consisted of stops at various places of interest along the way with a lunch break at the Vintage Machinery Museum at Outram. On the return journey there was a race with a top

speed of 38mph and the main bunch doing 23mph to 36mph, not bad with a tail wind.

We are now getting back to our usual runs with the Vintage/Post Vintage rally in March and the Restoration rally in April, also helping with the Otago Rally in April. We are arranging a bus trip to the Richardson Truck Museum in Invercargill in May.

Rotorua

Ronald Mayes

The branch's year began with the popular informal show on the Village Green at the Rotorua lakefront on 17 January. Between 150 and 200 vehicles turned up the oldest being the 1917 Ford Model T owned for 63 years by John Simpson of Cambridge. He had bought it in a bad state when still a schoolboy. He restored it over many years and plans to show it next year when it will be a century since it was first registered. As usual many makes and models were on show and \$1,000 in donations will be presented to the St John Ambulance Association.

Six members in two cars represented the branch at the Vero Festival of Motoring. The New Year's activities have commenced locally with Sunday and mid-week runs and the regular monthly meetings.

South Canterbury Shannon Stevenson

On 10 January over 20 members took part in the annual Ladies' Rally, organised by Bob and Carolyn Gibson. It visited the

Makikihi Country Hotel, the Makikihi fries factory, and Otaio Bridge Alpaca farm. At the lunch venue, a number of members laid out formal picnics for their wives. The Ladies' Rally prize pinny was awarded to Barry Smith.

A number of our members attended the international rally in Dunedin, and many stories from the event were duly shared in presentations at the February Noggin meet at the branch clubrooms.

The annual Weekend Away Rally, organised by Barry and Carla Barnes, was held on Waitangi weekend. This year's trip took 10 members vehicles in the direction of Naseby via Waimate, Kakanui, Trotters Gorge, Macraes and Hyde. Highlights of the weekend included a visit to the Hayes Engineering Works at Oturehua, and an informal optional return run through the Danseys Pass, taken up by most attending members.

The Chairman's Rally, organised by John Foster, was held on 21 February. With over 25 member's vehicles attending, this rally took participants to the Woodbury Domain on a mostly sealed route via Levels Valley, Pleasant Point, Waitohi and Te Moana.

Over 40 member's vehicles took part in the 48th Annual Mystery Ramble on 6 March. Organised by Joan Paul and Colin Lyon the rally took us to the Pleasant Point Apiaries honey production facility



Taranaki: Max Rutherfords' 1929 Willys Wippet and Pat Stiellers 1958 DeSoto Diplomat at the start of The Waitara Mini Vin Tour.



Taranaki: Line up of entrants cars on Broadway at the final check at Waitara with new member John Reumers 1935 Morris Minor sports car in front.



Taranaki: Winners of the 43rd Waitara Mini Vin Tour 2016 Allison and Brian Bolland New Plymouth with the organiser and Taranaki Branch Chairman Colin Johnston.



Wairarapa: Ashleigh Blair warms up the 1914 Humber he rode in the Gold Medal Trial.



Wairarapa: David Patton with his 1956 Daimler Century drophead coupe, one of two in New Zealand.



Wairarapa: Jeff and Christine Percy took their Nash Rambler on the Coastal Run.

and Stover Farm, a historic property north of Geraldine.

South Otago Janet Cook

Motoring related activities got off to an early start for 2016 for several South Otago branch members when they attended the VCC International Festival of Historic Motoring held in Dunedin in early January. Having attended myself I must add that it was a very enjoyable event and I am looking forward to New Plymouth 2021.

The Wednesday Ramblers have been out and about recently visiting Arbourdale Farm at Outram and they were shown how lavender oil is distilled.

South Otago Branch members have attended other branch rallies. Some going to the Waimate 35th Wallaby Rally and Gore's Festival Rally, both were very enjoyable days out with some coming home with prizes.

Our own Blue Smoke and Pedals mopeds attended a rally held at Riverton which was put together by Southland Branch member Lindsay Johnstone and his team. We visited Templeton flax mill and were given a working demonstration on how things operated. After lunch it was onto Ray Shearing's to have a look at his large Vintage collection of heavy earth moving machinery and tractors, mostly American.

A couple of cars have moved out of the branch with Phil and Bev Sell selling their 1937 Morris 8 and Malcolm and Denise

McIvor having sold their 1955 Singer Hunter.

Taranaki Colin Johnston

Our January mid-week run took us to the Taranaki rescue helicopter at the New Plymouth Base Hospital. The helicopter can be at the top of our mountain in eight minutes and takes 18 minutes to get from New Plymouth to Hawera in the South Taranaki.

The 43rd Waitara Mini Vin Tour Rally was held in February with 32 entrants and around 80 people enjoying an easy route in and around Waitara and then out to the surrounding countryside of Lepperton and Tikorangi. The course took them over the historic Bertrand Road swing bridge which is an all time favorite of the organisers. The key to success was to be on time at the final check having observed all silent checks. Winners of this event were Allison and Brian Bolland in their 1922 Willys-Knight 20A while second place went to Steven and Veronica Oliver, 1912 Ford Model T and third was Robert and young Jesse Gudopp in their 1961 Morris Minor.

Another motor show was held at Stratford in March to raise funds for our branch. This was the third year we have held this show which is supported by kindred clubs and this year there were about 200 vehicles on display. Although the attendance from the public was down

on previous years a successful sponsored raffle helped to boost the funds.

Entries are now arriving for our 51st Maunga Moana Rally to be held in Hawera on Anzac weekend. We hope see old friends and new come and enjoy our hospitality.

Taupo Greg Natrass

We started the New Year on a different note this year by running our posh picnic which had been postponed late last year due to bad weather. We completed a short run and then took refuge from the sun under a collection of trees at Wharewaka Point where we enjoyed our afternoon tea.

We have had the annual branch barbeque, where the branch supplies the meat which is cooked by the committee, and members bring either a salad or dessert to be shared by all.

We also accomplished another of our weather-affected runs of 2015, the Annual Blind Run, where we take a group of blind and partially sighted people from the local Blind Society for a drive around Taupo in our cars, returning to our clubrooms to enjoy an afternoon tea put on by our guests.

After the death of our patron, Ron Anderson in recent years we have had the vacancy to fill. After consultation by the committee it was agreed to elect life member and branch founder, Graham Mock to the position.



Waitemata: Waitemata stand at Ellerslie Concours.



Waitemata: Lochinver Station enjoyed by Waitemata'ites.



Waitemata: Waitemata'ites still smiling after a great Lochinver weekend.



Waitemata: Lamain driveway graced with some nice machinery.



Wanganui: Causing a stir in the branch, the 1928 Rolls-Royce owned by Alex Garrett.



Wellington: Machines await their riders. Photo: Kathy Haddock.

Wairarapa

There's been plenty of variety in branch activities over recent months, ranging from a lumpy, bumpy drive out to the coast, to a massive Gold Medal Motorcycle Trial and a day-long series of garage raids to check out ongoing projects.

The Coastal Run, an annual favourite organised by Neville Taylor, took a dozen or more cars out to White Rock Station and lunch in the shearers' quarters. An impending storm sent some home early, but members gathered later for a barbecue at Neville and Beth's home in Carterton.

Fifty-three motorcyclists from around the lower North Island turned out for the Gold Medal Trial, which doubled as a tribute to the late Glen Bull. Glen was the original organiser, but died suddenly, and the task was taken over by his widow, Maureen, and branch member David Henwood. Gerry

Kevin Ball

Appel, from Wellington, got a near perfect score on his 1954 Velocette to take overall honours and collect a gold medal. He lost just one minute over six timed sections in a trial that covered 98.2 miles of tarseal, gravel, rural and town running. He was so far ahead of the two other Gold Medal winners, Trevor Barnes, from Wellington (1980 Suzuki GS850 sidecar), and Ian Munro (1954 Norton Model 7) that he also won the inaugural Glen Bull Memorial Medal for best overall performance.

The Remembrance Rally covered the sheds of Will Holmes in Greytown, Rienk Asscher in Featherston, David Patton and Graeme Clark in Martinborough and Gary Walls at Ponatahi. Will has Vintage and Veteran machinery, Rienk is restoring a Pontiac convertible and has other projects, David has a couple of dozen Daimlers (which will be the basis of a museum)

and also manufactures and exports rare hubcaps, and Graeme has a large collection of motorcycles as well as Model T and Hillman cars. Final stop was Gary Wall's remarkable collection of MGs, all lovingly and meticulously restored.

Waitemata

Di Humphreys

The off again, on again Lochinver weekend happened mid-January. The Lochinver Station is situated east of Taupo and its pumice roads proved very dusty but in fairly good condition which the old machinery handled extremely well.

That same weekend other Waitemata'ites ventured north and visited some interesting places and they too found some great dusty roads and farm tracks while seeking out some remote New Zealand historic spots.

The International Rally held later in January saw Harold Booth and his Riley



Wellington: 18 branch cars on display at Southward's Open Day.



Wellington: Hal O'Rorke (R) overall winner of the Biennial Motorcycle Rally receives his award from Wellington Branch Chairman Colin White. Photo: Kathy Haddock.



Wellington: David Gwynn rode the oldest motorbike on the Biennial Motorcycle Rally, a 1913 P&M Colonial. Photo: Kathy Haddock.



Wellsford/Warkworth: Summer picnics have been well attended.



Wellsford/Warkworth: 1936 Riley Kestrel, Barbara and Dave Coop.



Wellsford/Warkworth: 1968 Morris Minor 1000, Jeanette and George Lloyd.



Wellsford/Warkworth: 1955 Bentley, Rosemary and Brian Sollis.

Kestral Sprite enjoying the South Island. The Moffatt team were also there and Max Jamieson attended in his MGB. This was his second choice of steed. He had worked frantically trying to get his Delage up and running but time conspired against him.

Many Waitemata members ventured forth to Leadfoot for the weekend of 6-7 February. The following weekend the annual Ellerslie Intermarque Concours and Classic Car Show was held at the Ellerslie Racecourse. Once again Waitemata had a very good display of vehicles and were promoting our forthcoming Roycroft event.

On the 21 February the Lamain Drive and barbeque was held. We got to enjoy some great roads and some great food.

Many of those who had kept their cars together enough at Leadfoot have entered the Roycroft Trophy Vintage Festival at

Hampton Downs race circuit. Although only Roycroft Trophy racing is to be held on the Sunday 13 March the introduction of a Saturday afternoon Pomeroy/Regularity Trial event has involved a lot of extra work. It was felt that the Pomeroy event would give many members the opportunity of fun track time without the racing element and the entry list would indicate that this is working.

Wanganui

Fay Chamberlain

Wanganui has been busy once again with its annual Vintage Weekend. Folks still recall the 2012 International Vintage Car Rally which has led to bigger and better follow ups ever since. With many of our members down south in Dunedin the organisers did a great job running this year's one. Already plans (and flyers) are out

there for 2017. (This will also include the 2017 National Veteran Rally too, so January in Wanganui 2017 will be a big event.

The two-wheeled members of the branch have just had their blue smoke and pedals event. All went well, despite the terribly hot afternoon.

Around 30 plus cars turned up for another great afternoon organised by longtime branch member Bruce Ardell on 28 February. Three visits were made to sheds of interest to the blokes, and for the ladies there were some super homes attached for looking through too. A lovely day with great hospitality. Of great interest was the 1928 Rolls-Royce owned by Alex Garrett. It needs just a few tweaks to finish the restoration and is already creating lots of oohs and aahs.



West Coast: Citroen in the front of an old building.



West Coast: Cars at the Kopara Village.



West Coast: Club run to Kopara Village.

Branch membership is steady, club nights well attended, and the branch is well respected in the town. Great results.

Wellington Stan Garmonsway

During the holiday season things were a bit quiet in Wellington. A hot, sunny day had picnickers seeking shade in Kaitoke Reserve for the New Year's Day Picnic.

Fifty or so members enjoyed themselves in Dunedin at the International Festival of Historic Motoring. Back in Wellington the branch club night for January featured the fun run organised this year by Alick Jenner. January also saw the running of the Biennial Motorcycle Rally and it was the turn of Wellington Branch this year. Club Captain Peter Simpson and helpers put on a very successful event attended by some 40 motorcyclists. One in particular came all the way from Warkworth!

February club night featured member Angelica Edgely who talked about her work as a forensic scientist.

Many members attended the annual British Car Day, displaying their cars in

the one make car club groups. Proceeds for the day, some \$4,000, went as usual to Wellington Free Ambulance.

Finally, there was the usual large turnout for the annual Southwards Open Day and 18 Wellington Branch members displayed their cars.

Coming up are our Gymkhana, Club Captain's Safari, AGM and Colonial Cup.

Wellsford – Warkworth

Anne Hamilton

We are delighted to welcome new members Jason and Nicola Morrison, 1936 Chevrolet hearse, Phil and Vivienne, 1954 Riley and an MGB and Ken and Linda Soppet.

Busy times for all Vintage enthusiasts. The New Year kicked off with the delightful Wings and Wheels display at Mosgiel aerodrome, which preceeded the Vero Festival of Motoring round some of the South Island. North Auckland branches were well represented among the 600 cars. Also a great display of motorbikes and aeroplanes.

Late January was the branch's static display at our local A & P Show. Great weather but limited crowds and stalls due to a fatal accident on State Highway 1 and people couldn't get through.

Our usual summer picnics to different bays in the area are well attended as are the monthly barbeque dinners.

We hosted the Walseley Club to dinner last week. They were doing a few pre-rally runs to show overseas visitors a bit more of the North Island. It was a great evening and nice to hear what other clubs are doing.

Our swap meet was held the last Saturday in February as usual. The expected storms held off and we had a good turnout of sellers and buyers. The branch made a good profit, which was cheering as it is our big fund raiser of the year.

The Mike Brown Memorial Are We There Yet? rally is coming up on 13 March and our annual gymnics is scheduled for 3 April.

West Coast June Campbell

We welcome two new members to the branch from Hokitika. Leonie and Jack Renton, 1974 Mercedes-Benz and Jillian and Stuart Mitchell.

We commenced the New Year with our annual combined Christmas/New Year lunch. Forty-three members and three children in 20 vehicles travelled to Kokatahi which is inland from Hokitika and beyond Lake Kanieri to enjoy a great get-together.

Members from Reefton to Hokitika joined us for our February club run, which was a trip for 24 vehicles and 47 people up to the Kopara Village which is an old sawmilling town built in approximately 1934, it has quite an interesting history. Nowadays it is privately owned and quite rustic with a lot of old interesting things to inspect. In the old town hall we enjoyed a roast dinner and then member Clem Egan took us on a tour up through the Waikiti Downs as far as we could go by road, to the carpark. Interestingly, we were not too far away from the Amuri area on the Lewis Pass which is about seven hours walk Clem informed us. From here he took us on a guided tour through his extensive farmland and back to Kopara Village for a cuppa. It is beautiful countryside and we felt privileged to be able to enjoy this area on a lovely sunny West Coast day. One of our members even took the opportunity to wiggle his wings at us when he flew over.

Passing Lane

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



Gunnel, Rob
Topp, Nancy
Chambers, Basil
McLachlan, John

Overseas
Far North
Canterbury
Canterbury

Miller, Susan
Moore, Keith
Nobilo, Ivan

Rotorua
Taupo
Wellsford/Warkworth

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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 professional² 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 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. 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.

¹ Natural disaster means earthquake, natural landslip, volcanic eruption, hydrothermal activity, tsunami or fire.

² 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 to access these, and to find the Cordell Calculator.

