

1946



2016

VETERAN, VINTAGE AND CLASSIC MOTORING FOR 70 YEARS

Beaded Wheels

No. 340 June/July 2016

\$6.95



**AUSTIN A30
STEIB SIDECAR**

Rallying from Around New Zealand



NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE



A photo of the first Arrowtown Motorcycle Rally from the VCCNZ Southland Branch archive. Riders from left to right were: Triumph Model R, M Coutts; Douglas, Jack Cockburn; AJS 350, Syd Ayling; Triumph 500, Wayne Nicoll; BSA 500, Barry Barnes; Douglas 2 $\frac{3}{4}$, Lindsay Dawson; FN, Jim Lawry; Triumph Model P, Trevor Barnes; Rover, Neil McMillan; Douglas, Allan Sutton; Sunbeam, Denis

Hunt; Indian 4, Norman Hayes; For more photos and information see page 14.

management committee

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

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

PRESIDENT
 Diane Quarrie
 06 876 4009 president@vcc.org.nz
CLUB CAPTAIN NORTHERN REGION
 Paul Collins
 027 292 2204 nicc@vcc.org.nz
CLUB CAPTAIN SOUTHERN REGION
 Alon Mayhew
 03 443 7030 sicc@vcc.org.nz
SECRETARY/ TREASURER
 Michael Lavender
 03 325 5704 hon.sec@vcc.org.nz

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

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

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

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

branches

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

ASHBURTON
 PO Box 382, Ashburton 7740
 ashburton@vcc.org.nz
AUCKLAND
 PO Box 12-138, Penrose,
 Auckland 1642
 auckland@vcc.org.nz
BANKS PENINSULA
 27 Showgate Ave, Riccarton Park,
 Christchurch 8042
 bankspeninsula@vcc.org.nz
BAY OF PLENTY
 PO Box 660, Tauranga 3140
 bayofplenty@vcc.org.nz
CANTERBURY
 PO Box 11-082, Sockburn
 Christchurch 8443
 canterbury@vcc.org.nz
CENTRAL OTAGO
 C/- 4B Roto Place, Wanaka 9305
 centralotago@vcc.org.nz

CENTRAL HAWKE'S BAY
 C/- 94 Mt Herbert Road,
 Waipukurau 4200,
 centralhawkesbay@vcc.org.nz
EASTERN BAY OF PLENTY
 PO Box 2168, Kopeopeo
 Whakatane 3159
 easternbayofplenty@vcc.org.nz
FAR NORTH
 237 Stanners Road, RD2 Kerikeri
 0295
 farnorth@vcc.org.nz
GISBORNE
 PO Box 307, Gisborne 4040
 gisborne@vcc.org.nz
GORE
 PO Box 329, Gore 9740
 gore@vcc.org.nz
HAWKE'S BAY
 PO Box 3406, Napier 4142
 hawkesbay@vcc.org.nz

HOROWHENUA
 PO Box 458, Levin 5540
 horowhenua@vcc.org.nz
KING COUNTRY
 C/- 34 House Ave,
 Taumarunui 3920
 kingcountry@vcc.org.nz
MANAWATU
 PO Box 385
 Palmerston North 4440
 manawatu@vcc.org.nz
MARLBOROUGH
 PO Box 422, Blenheim 7240
 marlborough@vcc.org.nz
NELSON
 PO Box 3531, Richmond 7050
 nelson@vcc.org.nz
NORTHLAND
 PO Box 17, Whangarei 0140
 northland@vcc.org.nz

NORTH OTAGO
 PO Box 360, Oamaru 9444
 northotago@vcc.org.nz
NORTH SHORE
 C/- 7 Godwit Place, Lynfield
 Auckland 1042
 northshore@vcc.org.nz
OTAGO
 PO Box 5352, Dunedin 9058
 otago@vcc.org.nz
ROTORUA
 PO Box 2014, Rotorua 3040
 rotorua@vcc.org.nz
SOUTH CANTERBURY
 PO Box 623, Timaru 7910
 southcanterbury@vcc.org.nz
SOUTHLAND
 PO Box 1240, Invercargill 9840
 southland@vcc.org.nz

SOUTH OTAGO
 C/- M. Tapp, RD 3, Wairepa,
 Balclutha 9273
 southotago@vcc.org.nz
SOUTH WAIKATO
 PO Box 403 Tokoroa 3420
 southwaikato@vcc.org.nz
TARANAKI
 C/- 112a Marlin st,
 New Plymouth 4312
 taranaki@vcc.org.nz
TAUPO
 PO Box 907, Taupo 3351
 taupo@vcc.org.nz
WAIKATO
 PO Box 924, Hamilton 3240
 waikato@vcc.org.nz
WAIMATE
 4 Harris St, Waimate 7924
 waimate@vcc.org.nz

WAIRARAPA
 PO Box 7, Masterton 5810
 wairarapa@vcc.org.nz
WAITEMATA
 C/- Embroidme, 23E William
 Pickering Drive, Rosedale,
 Auckland 0632
 waitemata@vcc.org.nz
WANGANUI
 PO Box 726, Wanganui 4540
 wanganui@vcc.org.nz
WELLINGTON
 PO Box 38-418, Petone,
 Wellington 5045
 wellington@vcc.org.nz
WELLSFORD/WARKWORTH
 PO Box 547, Warkworth 0941
 wellsfordwarkworth@vcc.org.nz
WEST COAST
 C/- 17 Loris Place
 Greymouth 7805
 westcoast@vcc.org.nz

Beaded Wheels

Publisher

THE VINTAGE CAR CLUB OF NZ (INC.)
The Historic Vehicle Authority of New Zealand
ISSN 0113-7506 Vol LXVI No. 340

Editorial Committee

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

Material for Publication

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

Email

beadedwheels@vcc.org.nz

Advertising Address

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

Back Issues

Available on request to PO Box 13140,
Christchurch 8141.

Correspondence & Editorial Contributions

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

Subscriptions

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

Production

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

Closing Date for August/September Issue

Editorial Copy 24 June 2016
Advertisements 11 July 2016

The Vintage Car Club of New Zealand (Inc.)

National Office

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

Postal Address

PO Box 2546, Christchurch 8140, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

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

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

Copyright Information

The contents are copyright. Articles may be
reproduced complete or in part provided that
acknowledgement is made to "*Beaded Wheels*,
the magazine of The Vintage Car Club of New
Zealand (Inc)" as the source. *Beaded Wheels*
reserves the right to digitally store all published
material for archival purposes. Epuda dolores
officiatem int ut pro quis solores derupta
tectoempore laut faccum et duoluptatem fuga.
Mi, quisca perspicietur eatur, que volest, sequi
rera consed modiorporio volum ut que

Beaded Wheels

Issue 340 June/July 2016



Greg Price relates his restoration tale of
this Triumph Tigris scooter. See page 12.



John Davies in 1928 Ford Model A from
Methven went back country driving with
Canterbury Branch. See page 22.



Wairarapa: new member Sean Percy, 17,
with his Volkswagen beetle, for more
branch news see page 44.



FEATURES

- 10 1956 Austin A30
- 12 Just Needs Cables and Wiring Connected
- 14 Southland Branch's First Ever Motorcycle Rally
- 15 The Adventures of a Steib Sidecar
- 18 The Asking Garage
- 22 On a Clear Day...
Canterbury Branch Back Country Run 2016
- 24 Rally Snippets
Taranaki – Bridge to Somewhere tour
South Otago – Balclutha Motorcycle Rally
Far North – Brian Parker Memorial Rally
Canterbury – Diamond Jubilee Annual Rally
West Coast – Scenicland Rally
Waimate – Wallaby Rally
North Otago – Jack Crump Rally
North Otago – Ngapara Hill Climb
North Otago – Gerald Lynch Blossie Memorial
Taupo – Taupo Rally
- 31 Hunted by a Red Hunter

COLUMNS

- 4 President's Message
- 4 As We See It
- 5 VCC Events
- 6 National Office News
- 7 Mailbag
- 9 Timelines
- 32 Brass Notes
- 33 Mutterings of a Mature Motorcyclist
- 34 50 Years Awards
- 35 Marketplace
- 41 Swap Meets & Rallies
- 44 Idle Torque
- 54 Passing Lane

COVER

Wairarapa Branch's Tim Johnson in his Ford Model A in the Rex
Porter. See page 51. Photo Kevin Ball.



president's message

It's been a busy two months since my last column. The position of Communications and Marketing Coordinator (a part-time contracted role) has been advertised and we should have someone in place in July.

Geoff and I attended Canterbury Branch's 60th birthday rally which we really enjoyed and we also travelled to Taranaki (taking the opportunity on the way to meet with Wanganui Branch's National Veteran Rally organising team) and Taupo for 50 year awards presentations.

David Yorke gave a presentation about Health and Safety at the March Executive Meeting which was very well received by those present and I hope laid to rest some concerns that branches had.

The new Health and Safety Act is not about banning everything and removing all risk at any cost. It's about identifying risks and doing what is sensible to manage those risks in proportion to the seriousness of the consequences if anything goes wrong. Unsurprisingly, Vintage Car Club events or any community events for that matter, do not figure heavily in injury statistics. So while we are covered by the same law, with the same legal duties to keep people safe and healthy, we are not a problem area.

How then should the club and branches approach the new health and safety law? The same way anyone else should – by doing their research calmly and methodically and with a sense of perspective. Branches should already have processes in place for identifying and managing risk. The new law does not mean branches are suddenly responsible for a whole new list of risks.

What should branches be doing right now? Committees should make health and safety a standing item on their meeting agendas, just as they already do for other items. It would be a good idea to review existing systems and processes to make sure the important stuff is being taken care of.

In April our Speed Steward Tony Haycock and National Registrar Rod Brayshaw attended a meeting of Motorsport New Zealand's Historic Commission. That organisation, is like us, grappling with the problem of replicas, re-creations and cars with murky history. Rod was able to give them a good insight into the workings of our ARV class.

The VCC has been invited to attend a workshop this month regarding classic/historic racing. Motorsport are looking at a pretty major overhaul of the historic racing season and would like our input which could result in some great events coming up.

Unfortunately Manawatu Branch has been unable to continue with the 2017 National Motor Cycle Rally which was to be based in Feilding. However I am pleased to announce that a group of motorcyclists from Waikato and Auckland have put their hands up to ensure that a national motorcycle event will still be held in 2017. This will be based at Waitomo Village on the 17th to 19th of February 2017 with a 5 day after-rally hub tour to follow. While Auckland and Waikato Branches will no doubt be supporting this event, the organising team will be a sub-committee of the Management Committee.

Financial accounts for the last financial year, which will be mailed out to all members late June, record a healthy surplus for the running of the Vintage Car Club which is indicative of the careful management of the Club's funds by the management committee but which unfortunately will not cover the loss from the Vero International Festival of Historic Motoring.

The accounts for the Rally have yet to be finalised but, as forewarned in my last *Beaded Wheels* column, there will be a substantial loss which I have no doubt will be the subject of robust discussion at the Annual General Meeting later in the year. The Rally accounts record the real cost of putting on an event such as this and by this I mean that in the past the true costs of these events have been masked by volunteers providing virtually all of the work free of charge. The fact is that the rally didn't get the sponsorship that had been anticipated to cover the costs of the event manager, and entries were also considerably down.

Speaking of the AGM, it will be held in Rotorua on Saturday 13 August. It is an important event for our organisation. It gives members a broad overview of our club's current direction and financial health. It is your chance to raise your concerns and participate. Of course there are opportunities for members to be involved throughout the year but the AGM provides a good opportunity for the Management Committee to interact with our members, to answer their questions and seek their views. I urge members, particularly those that live in the surrounding areas, to attend.

Diane Quarrie



as we see it

The Vintage Car Club is full of unsung heroes and without them the club would be much the worse off. I'm talking about volunteers of course and they all know who they are. A valuable side benefit of being a volunteer is that it is easier to meet more people, form friendly relationships and just feel more a part of the club than if all you were able to do was pay your subs every year.

One group of people I would like to single out for thanks are your branch *Beaded Wheels* Reporters. Every two months they get their information together and get it to us on time (mostly!) ready for inclusion in the next issue. Probably a thankless task with little recognition and yet it is important if we are to keep members from throughout New Zealand, and overseas, informed of happenings at branch level. They are allowed 250 words only so they have to keep it tight and pick the right subject matter to keep it interesting. If they stray too much over the word limit then the editing process takes care of that! We also welcome photos in *Idle Torque* as that adds extra interest for our readers and I'm pleased that reporters appear to be sending us more and better images of member's activities. We extend our thanks to the branch reporters and may your pens continue to flow freely and your camera buttons become even shinier.

While on the subject of volunteers, and as a keen motorcyclist, I am pleased to report that a group of motorcyclists from Waikato and Auckland have stepped up and are organising "take 2" of the National Motorcycle Rally now being held at Waitomo instead of Manawatu. Rally Director Bob Hayton is a very experienced rally organiser and I am sure that we will enjoy a well-run and super organised rally. Rally entry forms will be ready in June and past entrants will receive theirs in the mail. Please see page advertisement on page 41 for more details.

Kevin Clarkson
Chairman, *Beaded Wheels*

This list of events is compiled from the VCCNZ National Calendar of Events, and branch events as listed in each branch newsletter. Any deletions, additions, alterations need to be notified to *Beaded Wheels* by the Branch Secretary before 10th of the month prior to magazine publication

VCC Events

VCC National Events

12-14 January 2016 VCCNZ AGM

JUNE

1	Horowhenua	AGM
1	Wanganui	Club Night AGM
4-6	Canterbury	Irishman Rally
4-6	Waikato	Double 50 Rally
5	Sth Cant	All British Day
5	Wanganui	Annual Rally
5	Wellington	Sunday Run
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	Marlborough	Events Trophy
12	Nelson	AGM
12	Northland	AGM
12	Wairarapa	Winter Wander
13	Bay of Plenty	AGM
13	Wairarapa	AGM
15	Ctrl Hawke's Bay	AGM
15	Gisborne	AGM
16	Ashburton	AGM
16	Waitemata	AGM
18	Manawatu	Night Trial
18	North Otago	Garage Raid
18	Waikato	Club Run
19	Otago	AGM
19	Marlborough	Annual Shed Raid
19	Sth Cant	End of Season Run/ Restoration Rally
19	West Coast	Rosco Trials/AGM
21	West Coast	Morning tea Shantytown
23	Auckland	AGM
25	Far North	Malloy Trophy
25	Wellington	VIC Day & Colonial Cup Judging
26	Ashburton	Solstice Run

26	Canterbury	AGM
26	Gisborne	Ladies Run
26	Marlborough	Prizegiving Dinner
26	Northland	End of Rego Run
26	North Shore	Auckland/North Shore Combined
26	Taranaki	End of Rego Run
26	Wellington	Colonial Cup Rally
29	Gisborne	Club Run

JULY

2-3	Wellsford/Wkwith	Winter Woolies Wander
3	Wellington	Club Run
6	Nth Otago	Shiny Bits Auction
7	Sth Cant	AGM
9	Horowhenua	Night Owl Run
9-10	Canterbury	Mid Winter Motorcycle Run
10	Wairarapa	Margaret Gee Memorial Rally
15-17	Gore	50th Jubilee Celebrations
16	Otago	Annual Dinner
17	Banks Peninsula	Balcain Trials
17	Hawke's Bay	Club Run
17	Marlborough	Snow Run
17	Nelson	Snow Run
17	Rotorua	Central North Island Swap Meet
17	Wanganui	Sunday Run
19	West Coast	Morning tea Shantytown
21	Waikato	Club Run
22	Banks Peninsula	Mid Year Dinner
24	Horowhenua	Mid Winter Luncheon
24	Marlborough	Mid-Winter at the Woodie
24	Nth Otago	End of Year Dinner
24	Taranaki	Breakfast Run
24	Wellington	Remembrance Rally/ Social Country Run
24	West Coast	Club Run
26	Gisborne	Club Run
31	Canterbury	Winter Run

AUGUST

6	Canterbury	Around the Bays Motorcycle Run
7	Taranaki	Brick Run
12	Nth Otago	Ten Pin Bowling & Dinner

12-14	Rotorua	with Waimate VCCNZ NATIONAL AGM
20	Canterbury	Night Trial & High Tea
14	Marlborough	Trials
14	Nelson	Mid Winter Dinner
14	Waikato	Motorcycle Run
14	Wairarapa	Janice Groves Memorial Run
16	West Coast	Morning tea Shantytown
21	North Shore	Triple Combined Rally
21	Waikato	Club Run
21	Wellington	Leprechaun Rally
26	Nth Otago	Daffodil Day with Cancer Soc.
27	Rotorua	Sulphur City Rally
28	West Coast	Club Run
28	Gisborne	Club run

SEPTEMBER

3	Banks Peninsula	Levels Race Meeting
3	Waimate	Swap Meet
4	Waikato	Kairangi Hill Climb
4	Canterbury	Under 25 Drivers Rally
10	Wellington	Twilight Rally
11	Auckland	PV/PW/P60/P80 Rally
11	Canterbury	Motorcycle Rough Run & VICs
11	Nelson	Trials
17	Manawatu	Vintage Rally
17	Taranaki	Rubber Duckie Motorcycle Rally
17-18	North Shore	Spring Tour
20	West Coast	Morning Tea Shantytown
24	Canterbury	Awards Dinner
24	Central Otago	Blossom Festival Rally
24-25	Wellington	Tom's Tour
25	Banks Peninsula	Opening Run
25	Gisborne	Club Run
25	Waikato	PV/PW/P60/P80 Rally
25	Waimate	Tea Pot/Opening Run
25	West Coast	Club Run
26	Central Otago	Swap Meet
26-5	Canterbury	Veteran & Vintage Tour

OCTOBER

1-2	Otago	Dunvegan Motorcycle Rally
7-9	Canterbury	Swap Meet

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

Robinson Instruments

Automotive & Marine Instrument Specialists



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

SMITHS
GAUGES

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



Julie Cairns-Gee
National Office Manager

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



**national office
news**

John L Goddard Trophy

A call for nominations was made in the last issue of *Beaded Wheels* and nominations are due to close on the 8 July. Is there someone you would like to nominate?

Membership Cards

Membership Cards have now been sent to all financial members. If you have not received yours, please contact your Branch Secretary in the first instance and they will notify the National Office. As mentioned in BW337, on your invoice and in most Branch Newsletters, the membership year will now run 1 November to 31 October, so the Membership Card expiration is end of October 2016. New invoices will be forwarded in September for a 12 month period, with final due date being 31 October (or 20 October to obtain the discount offered).

Executive Meetings And Management Meetings

All branch secretaries are forwarded a copy of the minutes from Executive Meetings and Management Committee Meetings. Should you wish to read any of these, please contact your Branch Secretary.

Club Website

Have you looked at our club website: vcc.org.nz

A Forum was set up in 2005 and can be accessed via our website. You can also

download forms for vehicle identity cards (VICs), membership and *Beaded Wheels* subscriptions. A copy of the Branch Manual is also available.

FIVA Vehicle Identity Card

If you require a FIVA ID Card for one of their events, please allow at least 10 weeks for its acceptance. There are charges involved. Please contact National Office if you require further information.

Has Your Vehicle Identity Card (VIC) Expired

Approximately three months prior to the due date National Office will automatically send out a reminder notice for VICs that are due to expire. Please check your VIC and if you find you have not received one of these please advise the National Office.

NOTE: I need a handful of members who recently **renewed** their Vehicle Identity Card to contact me. If the date on the **front of the card** reads 17/3/2016 please contact the National Office.

VCC Speed Events

If you are entering any VCC speed event you must hold current financial membership, a valid VIC and VCC log book for the vehicle you are using and a valid VCC Historic Racing Licence. 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.



VCC New Zealand 70th Anniversary Lapel Pins

Lapel pins produced to commemorate the Club's 70th anniversary are now available.

\$5 plus \$1 postage
(within New Zealand) .

Contact VCCNZ ,National Office,
admin@vcc.org.nz
to order and arrange payment.



100 YEAR VEHICLE BADGES

The Club has 100 year vehicle badges which are available for purchase at \$50 each. They are only for vehicles that have turned 100 years old and have a valid VIC approving the vehicles age as more than 100 years since the date of manufacture. For further details, please refer to the Branch Manual, section 40G, or contact the National Office.

Find out more about the Vintage Car Club

Join our enthusiasts as they motor their classic vehicles and motorcycles.
Visit vcc.org.nz to download membership application forms or contact your local branch directly for application forms and details.
See page 2 for contact details of your nearest branches.



ERRATA

Beaded Wheels wrongly attributed the images for the article on page 26 of our April/May 2016 issue to Wallace McNair. The photographs were taken by Alistair Robinson and Jacqui Goldingham.

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.

Great Response

Ref issue 338 - thank you for publishing my letter regarding the photos handed over to the Waihi Arts Centre and Museum. Within a week of *Beaded Wheels* coming out to members I had received six letters and had established the identity of the cars, and the details of the owner and where he had lived in Waihi, so the photos can be filed with correct information attached. Unfortunately no one knew of the present location or disposition of the cars and it seems the SS100 may have left the country, but at least with the help of members we have done what we can to keep the story accurate.

Thanks again,
Ian Verrall

SS Airline Information

Following up on the SS Airline letter in *Beaded Wheels* 339. I, like Bernie Snalam, lived in the Thames and Coromandel areas and often passed through Waihi en route to Bay Park. Having a lifelong interest in Jaguar cars this vehicle was a stand out and easy to recall as it was, and is, the only SS Airline I have seen. The last time I saw this car was at the Ellerslie Concours in 1994. It had undergone a major refurbishment. Rumours were it had less than 60,000 miles and it had been sold out of the country.



Jaguar SS Airline photographed at the 1994 Ellerslie Concours.

General information on SS Airline.

Announcement date September 1934

Total production: 1935-36 624

Engine: 6 cylinder sidevalve 2143cc or 2663cc, 62 or 70bhp (£360 or £365).

Maximum speed: 80mph.

Don Ammon

Unlikely Hupmobile

In BW339, page 15 John Stokes writes that "Bevars Binnie and Alasdair Brass have similar Hupmobiles".

It is highly unlikely that the Hup in the tour was the same model as Alasdair and mine, ours are 1913 Model H and 1914 HA respectively. 1915 saw the introduction of the Model K, followed by the Model N in 1916 and the Model R in late 1917. The photo in the article shows the Hup on the tour having completely different rear suspension and mudguards to the Model H/HA so it was most likely a Model K or N.

Bevars Binnie

Information Found

Upon receiving my April/May 2016 copy of *Beaded Wheels* it was a huge surprise for me to see four photos of my father, Bruce Murcott, on page 2.

Beaded Wheels previously published two of the photos in the Feb/March 2012 edition, accompanied by an excellent article on Dad with his 1951 Humber Hawk, penned by Grant Hitchings.

The first of the recently published photos is when he enlisted in the army in 1940, joining the 24th Battalion. The second is Dad with a mate when he was home on furlough in 1943.

As a child I often accompanied Dad when he went out in the tow trucks around Hamilton and beyond. The third photo (circa 1958) shows the trucks at our family home from where Dad operated the business and where he and Mum lived all their married lives.

The fourth photo is of Dad with his 1931 Austin 7 which he bought for £100 when he returned from the war in 1945. I recall many stories of him driving the Baby Austin from Hamilton to Wanganui when he was courting Margaret who later became my mother. Negotiating the track through the Paraparas seemed an adventure on its own.

Dad was very active in the Waikato Branch, rallying the Hawk all over the North Island right up until his unexpected death in 2014 at the age of 93. His other pride and joy was his around-town car, a 1952 Morris Minor side-valve. He maintained both cars himself right to the end. He was completely fearless and



reckless. How he survived to the ripe old age of 93 is anybody's guess!

Lloyd Murcott

More on Murcotts

I remember well the day Bruce drove into our yard at the Post and Telegraph workshops in Frankton with his newly constructed salvage truck. He was there to offer his newly formed towing service to our managers. The year would be somewhere around 1952 to 1954. I thought "there goes our salvage trips" which we young mechanics looked forward to. The P and T department had a large fleet of vehicles, working a long way out from our workshop base, say from Coromandel in the north to Ohura and Taumaranui south and Whakatane to Raglan east to west. We had many breakdowns as the vehicles seemed to miss out on their regular servicing. All our towing was done with a solid bar and I am guilty of pulling off a few Austin A40 front bumpers. Bruce's small truck is built on a K model Bedford and the larger truck built on an M series, which were badged British Bedford up to about 1948. They had a very flimsy radiator mounting, which broke away with our potholed roads of the day, causing the fan blades to deal to the radiator core. The Post and Telegraph had a reinforcing kit which we fitted to the K, M and O series trucks. Looking closely at the photos I think I can see evidence of repairs to his trucks. Bruce owned the business for many years until it was sold to the late Peter Williams. The business still successfully trades to this day under the name of Williams Salvage. Bruce was a loyal member of the Vintage car movement until his death a few years ago when in his nineties.

Richard Wymer Hamilton

Ed Note: These two letters relate to photos published on page two of our last issue, Beaded Wheels 339.



Mrs Elizabeth Rajaan with Nelson member, Clive Hunter, beside his '53 Saphire on the recent Nelson outing.

Nelson Outing Raises Query

Recently members of the Nelson Branch carried folk from the blind and partially sighted group to their afternoon club meeting. Our guests were very excited and wanted to tell us all about the cars they remembered and to have photos taken with the cars. A wonderful day for everyone involved.

One lady, Mrs Elizabeth Rajaan, asked for our help in locating the car she and her late husband, Peter, had owned when they lived in the Moutere. She had brought with her the car's original key and key ring and hoped that if the car still exists she might be able to meet with the present owner and give him the key!

It was a 1952 or '53 Armstrong Siddeley Sapphire, coloured grey and green and was originally owned by Mr Percy Burnett who at the time was the Superintendent of the Nelson hospital. The second owner was Mr J Bryce of Mapua and the Rajaans purchased it from him.

When next sold ownership moved to a Mr C C Chester, who worked at the Wellington airport, Mrs Rajaan recalls. After that her trail goes cold.

If any member knows more of the history of this vehicle, and possibly where it is today, we would love to pass on this information to Mrs Rajaan.

Information to; Mike Bryan,
Secretary, Nelson Branch.
rootesgpnz@gmail.com
Phone 027 753 2038.

re: Searching for Morris (a mailbag letter in issue No.337)

Gerard van den Bemd was wondering if there are any 1954-56 Morris Cowleys left in New Zealand. I personally know of three in New Zealand and there was one more on TradeMe (needing restoration) at the time of writing.

My Cowley is the only one of the three cars I know of with its original 1200cc B-series engine, the others now have 1489 or 1622 engines. I rebuilt my Cowley's original engine after finding a set of +020

pistons - perhaps the only part unique to this engine.

More recently I've had the cylinder head skimmed to get a bit more power and I changed the diff head for an Oxford one to raise the gearing in top gear to 15mph per 1000rpm. In this configuration I've got over 27mpg and it can cruise comfortably at 50mph on the flat. It is no rocket going up hills and going down needs care as the brakes are smaller than the Oxford's - a further economy measure only found on the very earliest Cowleys.

I have had new carpets and a hoodlining installed. Extreme luxuries now installed include an engine temperature gauge from an Oxford and a Natra after-market heater installed by a previous owner; otherwise my Cowley is quite original.

Robert Greenfield

1936 Buick Series 90X

I am trying to gather early information on a 1936 Buick Series 90 hearse. In 1968 this car was owned by Ian Tilke who lived in Crawford Road, Mataura. It was then purchased by Arthur Diack from Bourke Street, Invercargill. It was purchased later (1977) by Gary Hale, a plumber from Gore. The car then moved to Roxburgh and after his death the car went to Tapanui where I purchased it as wreck in 2002. The only parts that remained were the chassis, engine and the cab from behind the front seat. The rear had been removed. I am keen to find out if it was built as hearse by Flxible or whether it was a conversion from a Series 90 car in the mid to late '40s.



Any photos or information on its earlier history it would be most welcome

Neville Smith
Neville.smith@xtra.co.nz

More Information Comes to Light

Since writing my previous piece about Highfield Motor Services and Jim Oed I have found this photo of the Excelsior Manxman as I remember it. There was full road going equipment such as lights, muffler and number plates.

Is that Bill Veitch crouching down behind the bike? He should be seeing a polished cast aluminium primary drive case. Photo by Ross Mackay.



Details on back of photo: 1939 Excelsior Manxman special. Very rare model, believed to be one of 5 by c1950. 500cc, bronze cylinder head, Amal TT carb, Albion gearbox, Girling brakes. NZ owners Marty Rush (new), Jim Oed, Mick Holland. Sold to UK buyer in 2002?

Referring to Rick Murray's notes on the Stuart M3 "Honey" tank.

With the turret in place about 35 mph was the usual top speed. With the turret removed 40 mph plus was possible. 70 mph would have required about 4500 rpm! I don't think so. Stopping was another story. How do I know this? Been there, done that, sixty years ago.

Bill Grant,

Missing in Action?

A Brief History Of The Tokoroa Vintage Car Club/South Waikato Vintage Car Club:

A letter to the *Beaded Wheels* No 339 from Mr Barry Grant reminded me of something I have been meaning to do and never got around to. In Barry's letter he mentioned the start up of the South Waikato Vintage Car Club. It was originally called Tokoroa Vintage Car Club.

I was the first secretary and was called on to write a lot of letters to head office. The boys and girls in Tokoroa, were trying to make up their minds as to whether there was a enough interest and support to form a local branch. It came to a head when the Vintage Car Club of New Zealand (VCCNZ) altered the boundaries between Hamilton, Waikato and Rotorua, which took Tokoroa and Putaruru out of the Waikato district and placed them in the

Rotorua district. We were advised that the branch would come under will be Rotorua Branch. You have to understand there were up to three fully loaded cars every month going to Hamilton to meet at the Woodstock school hall. In those days (the 1970s) depending on the weather it was up to 1½ hours drive. So to be told you had to change branches did not go down well. Barry, like myself, had been a member of the Waikato Branch for several years and did not want to be transferred to Rotorua Branch.

A meeting was called at Barry Pearce's house to discuss forming a branch in Tokoroa. The general opinion was yes, but to write a letter to VCCNZ to ask for guidance and the proper steps to take. Christchurch replied we could not form a branch because there was not enough interest. Another meeting was called, this time at my house. Those present were B Pearce, J Abbott, G Mackey, B Grant, R Morton, J Pinfold, E Oxner, M Sparks, M Johnson, and myself. Apologies for those who attended that I have not mentioned.

We elected a president, a secretary (myself) and magazine editor. The magazine was to be called *Tok Torque*. The first job of the secretary was to inform VCCNZ of the developments and to ask if Tokoroa Branch could be officially recognised. This was duly accepted by the VCCNZ. End of story, except it is a pity we see nothing in branch reports in *Beaded Wheels* to inform us if the branch is still alive and functioning.

H Lodge

Ed Note: Records held by the VCCNZ National Office and notes in the book *Vintage Car Club of New Zealand 50 Years* indicate that Tokoroa/South Waikato was a sub branch of the Rotorua Branch

from 29 Oct 1974 until 1980. At that time the Tokoroa Branch became a fully incorporated society and a full branch of the VCCNZ. On 2 December 1993 they changed their name from "Vintage Car Club of NZ Tokoroa Branch Incorporated" to "the Vintage Car Club of NZ South Waikato Branch Incorporated" which is how they are recognised at present.

Finding Dad's 1927 Buick

The small blond boy in the back seat,



of this picture, would like to get reunited with the 1927 Buick that he helped restore with his father, as a four year old, in 1964/65. The Buick's main body color then was yellow and the bonnet a light green. After this picture was taken Dad put wire wheels on it.

It was sold to a person called Errol who lived in Oteha Valley Rd on Auckland's North Shore about 20 years ago.

I Would love to get in contact with Errol or the new owner and see the car again. It would be great if any of your readers know the car and are able to give me any information that would make it possible to see it again.

Simon Coughlan ph 021 026 38 470
Simon.Coughlan1@gmail.com



historical snippets of motoring interest from years gone by Graeme Rice

timelines

100 YEARS AGO

1916 – Light Trailer Waggons attached to the back of cars, able to carry 5 to 15 cwt loads were promoted as increasing the weight cars could carry for very little outlay. Visitors to American country houses had their bags picked up from the station and loaded into a new light trailer waggon, leaving ample room for them in the motor. Farmers sacked their drovers and delivered stock to market in light trailer waggons, consequently they arrived in much better condition.

75 YEARS AGO

1941 – After much testing and assessing of Bantam, Willys and Ford prototypes the US War Department let a new contract for 16,000 Jeeps to Willys. It was the Willys lower silhouette, lower cost and heavier but more powerful 60bhp Go Devil engine that made it the most attractive proposition. \$738.84 was the average price for each vehicle.

50 YEARS AGO

1966 – Surely one of our greatest sporting successes, the day at Le Mans where three Kiwis, Bruce McLaren and Chris Amon, along with Denny Hulme and American Ken Miles in their beautifully prepared 7 litre Ford GT Mk 2s, finished 1st and 2nd, beating the previously all-conquering Ferraris. Painted black, with a silver fern on the sides, the Fords were accompanied by 21 tons of spares.

30 YEARS AGO

1986 – Exotic machinery arrived for the AWA Clarion Rally. Lancia brought 1.8 litre 450bhp turbo and supercharged S4 Deltas. National Champion Tony Teesdale drove his new MG Metro 6R4 while Rod Millen entered his 200bhp Mazda 323 four wheel drive. Fiat brought out two 160bhp Turbo Unos, lined up against five Mazda RX7s, one driven by Neil Allport, and some VW Golfs. Possum Bourne drove a Subaru Turbo. A Peugeot 205 driven by Juha Kankunnen won, followed by three Deltas, with Kiwis Allport, Cook (Nissan 240RS) and Millen in 6th, 9th and 10th places respectively.



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

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

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





1956 Austin A30

Words and photos Keith Hughes and Fiona Bardell

This little baby Austin's story starts when it was purchased for \$300 by Fiona and Clive Bardell as a project, in poor condition, and partly driven and partly towed home to Palmerston North. Clive is an engineer who restores old cars as a hobby, and has four immaculate American cars from the late 1930s in his garage. Fiona thinks the car is totally awesome and as far as economy and convenience is concerned, it is.

The body is of monocoque chassis-less construction, the first to be made by Austin. Originally offered in 1952 as a four-door saloon, a 2-door saloon and a van were made available in 1953 and 1954. It was Austin's answer to the Morris Minor and its superior 803 cc four cylinder, overhead valve engine was

also used in the Morris when the two companies merged later in 1952 to form BMC. The A30 was produced from 1952 to 1956 when it was upgraded to the A35. Readers may be interested to know that Enid Blyton's Noddy drove an A30 convertible, and Wallace (of Wallace and Grommet) a later A35 van. A total of 223,264 A30s were produced.

There is no doubt that the Austin A30 is a small car, its size reported to be determined by arranging four dining chairs and building the car around them. The body structure and final design by Ricardo Burzi, is much smaller and narrower than the Morris Minor, and has family resemblance to the Sheerline, Devon, Dorset, Atlantic, Hereford, Hampshire and Somerset cars by Austin. The styling was an attempt to follow an "English line" of cars including Daimlers and Jaguars, but in the smaller cars the styling looked somewhat bulbous, and the A30 is the smallest. Its final size is 3.454 m in length with a 2.019 m

wheelbase, overall width is 1.397 m, and it weighs just 720 kgs.

Because both the engine and body were completely new designs the car needed extensive testing to iron out development problems. The final engine package had a 58 mm bore x 76 mm stroke, 54 Nm torque at 2200 rpm, 21 kW at 4400 rpm, and a compression ratio of 7.2:1. The suspension is independent coil springs on the front and beam axle semi-elliptic springs on the back. The braking system has Lockheed hydraulic drums on the front while the back is a hybrid system with a single body-mounted hydraulic cylinder operating two rods to the rear drums.

There is no doubt that the Austin A30 is a small car, its size reported to be determined by arranging four dining chairs and building the car around them





Individual seats in the front with a bench seat in the rear are covered in PVC. There is an optional heater, and the little rear window and trafficators mounted in the B-pillar, operated by a knob on the centre of the dashboard, distinguish it from the later A35. In this car the trafficators have been replaced by blinkers.

Two burly blokes go for a drive in it. The first thing that strikes you is that it is narrow. There is no gap between the front seats (the brake lever is on the right hand side), however other than that it does not feel cramped because there is plenty of headroom. The engine is started by pulling out a knob and it starts immediately. We are into top gear at about 20mph and it is responsive enough in the local traffic as one would expect a car of the 1950s.

There is a vague feeling it might tip over if pushed too hard around corners, although it probably will not. The steering is firm and very positive.

Out on the highway the car starts getting very busy at about 40-45mph and we only took it a short way. Realistically it is a town car nowadays.

Its 5.12:1 axle ratio ensures that the little engine spins at 4800 revs per minute at about 58 mph. In contrast for example, 3000 rpm for the then Volkswagen's engine, and prompted *Road and Track* magazine to summarize the A30 as "ill-suited to American requirements and its main virtue was it is easy to park". Its absolute top speed is said to be about 65 mph.

First and second gears are very low and starting off in second is an option. It will take four adults and luggage, however driving so loaded on a trip these days would be daunting for me with the highways busy with modern truck and trailer units, which were not around in the 1950s.

The beauty of this car is that it is economical to restore, easy to park and manoeuvre around town, simple in design, and with some 1950s comforts. It is absolutely reliable and can be used as a second car rather than being parked up all week to be used only on Vintage Car Club outings. There are also plentiful supplies of parts from A30 and A35 specialists in the UK.

BW

VETERAN CAR RIMS

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



Lock ring Heavy and light
Now available



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



Well base Rolled edge.
All sizes



Just needs cables and wiring connected!

Words and photos Greg Price

Greg Price shares a cautionary tale for all those contemplating a minor restoration project...

Over the years I have always enjoyed reading the various *Beaded Wheels* articles on the restoration efforts of others, regardless of the type of vehicle involved. I have marvelled at what can be achieved in the many instances where the restorer started with literally the bare bones of a vehicle, and ended up with a pristine example that was better than new. Interestingly enough I have never embarked on a complete restoration as such, but I have completed many rebuilds, complete overhauls and the like, on countless motorcycles and cars. Armed with only my experience and the trusty workshop manual for the particular project it is amazing just what can be achieved with some elbow grease and (hopefully) not too much of the folding stuff.

Thus it was hardly surprising when, just after the first Canterbury earthquake in September 2010, I grabbed the opportunity to buy (sight unseen) what, for all intents and purposes, was someone else's excellent restoration effort that, "Just needed the cables and wiring connected". I mean, why not buy someone else's hard work and effort (and expense) and then enjoy the fruits of their labour, right? Having bought several vehicles and motorcycles sight unseen in the past from the internet, I had no reason to expect that I would be disappointed in this instance.

The vehicle in question was a rare 1960s Triumph Tigress motor scooter that had last been legitimately on the road in 1975. The previous owner had supposedly fully restored it to the point where it only needed the cables and wiring connected. For whatever reason the project was not completed and was put on the market – for auction. One of the downsides to an auction is that you may well be bidding against someone who also wants the vehicle for the same reasons as you do, and as a result the bidding can get silly. This

... why not buy someone else's hard work and effort (and expense) and then enjoy the fruits of their labour, right?

is good for the seller, but not necessarily for the successful bidder who just has to have it.

Upon the bike's arrival it soon became apparent that it had only been assembled finger tight for sale purposes, and I also learned that the engine had been assembled with some gaskets

missing. While everything seemed to be present, either on the scooter or in an accompanying box, it was nonetheless disappointing to realise that a significant amount of further work would be required to complete the project. So the scooter was placed at the back of the garage where it then survived the several thousand earthquakes – at least two of which tossed it in the air causing it to fall over upon landing.

Finally in 2014 I decided to embark on finishing it as a winter project. The first task was to start amassing the missing bits – and there were rather a lot upon closer inspection. There was a fellow in Nelson who was able to provide the footplate rubber mat and pedal rubbers. Those of you familiar with the Tigress and BSA Sunbeam scooters will recall that the muffler was either in the tail of the scooter or behind the front wheel. The previous owner had decided to manufacture his own which was simply an external muffler like most scooters have. The problem was that the header pipes did not match up, and were too close to the body panels. The body panels were not a good fit either and it would seem that much of the painting was done without first ensuring that each panel fitted properly. (Doesn't anyone watch those American hot rod programmes with the likes of Boyd Coddington et al who always assemble the



vehicle first, then dismantle it for painting after that?)

Having obtained the Tigress service sheets (the next best thing to a workshop manual), it became evident that there was nothing in them that would help me identify which side of the machine was the near side, and there was nothing about how to time the motor. I discovered that unlike many cars, where you can only fit the distributor rotor two ways and one of them is wrong, the Tigress simply had a tapered shaft that allowed the cam to be fitted in one of 360 positions. Worse still, the points fitted had no insulating washer between the springy metal thing and the base, so the spark was earthed all the time.

It was around this time that I finally learned how to test coils and in doing so learned that I needed two new ones. As far as the wiring was concerned I was able to connect most of it up following the colour coding, but none of the cables provided were actually from this scooter so I had to get all new ones made, which included working out just what each one looked like and how long it needed to be.

The next problem was that the wiring had not been positioned properly along the chassis, and needed to be disconnected completely and re-routed. The next problem was that I mistakenly decided that the 'near-side' was the right hand

side looking forward and used that for my initial timing sequence (top dead centre TDC), only to discover later that the near-side was actually the left hand side. I obtained some later model points from a Triumph twin that now allowed each set of points to be adjusted separately.

Other work included rewiring the rear lights, making new battery cables, overhauling the dip switch, and scraping off the powder-coating that was preventing the electrics from earthing.

At this point I found that the front leg shield was not fitting properly and had to be removed and new holes drilled so that the panels lined up with the frame. Then it was out with the multi-tester to check all the electrics. At this stage I had power to both sides of the coils, and I had managed to get the horn working. Another little gadget on the Tigress is the neutral finder foot lever. Positioned on the right hand side of the foot plate it provides the rider with the means to select neutral rather than fiddle with the gear pedal. Well, that's the theory anyway and the service sheets did not provide the information necessary for the do-it-yourselfer. So being someone who dislikes having something that does not work, I set about establishing just how the damn thing was supposed to work, and after a couple of days I got it sorted. The gearshift lever was out of

kilter and one of the levers had been fitted back to front. Another issue was that the new muffler's pipe was too short and when it was extended it then fouled the main stand. So the main stand had to be modified to suit. The steering head was lacking the second locking nut, and there was no splashguard so the nice people at Auto Restorations (Christchurch) came to the party and made both for me. (These guys are good.)

Once it looked all set to go, I tentatively sprayed some 'Start-ya-bastard' into the intake and gave it one kick – and it burst into life. I can tell you that no one was more surprised than me. The manual stated that it would start first kick, but who believes that sales blurb anyway? So some four months after commencing work on this I was able to take it for a test hoon down the drive. At the same time as I was working on the scooter I had optimistically asked NZTA if I could re-use the original five-digit number plate based on the only evidence I had being an old 1975 warrant of fitness sticker, and NZTA said "Yes."

There were the usual teething problems like having to make a stronger clutch cable, re-fit the starter pedal return spring, and re-jig the side panels to prevent the muffler pipe from burning the paint off.

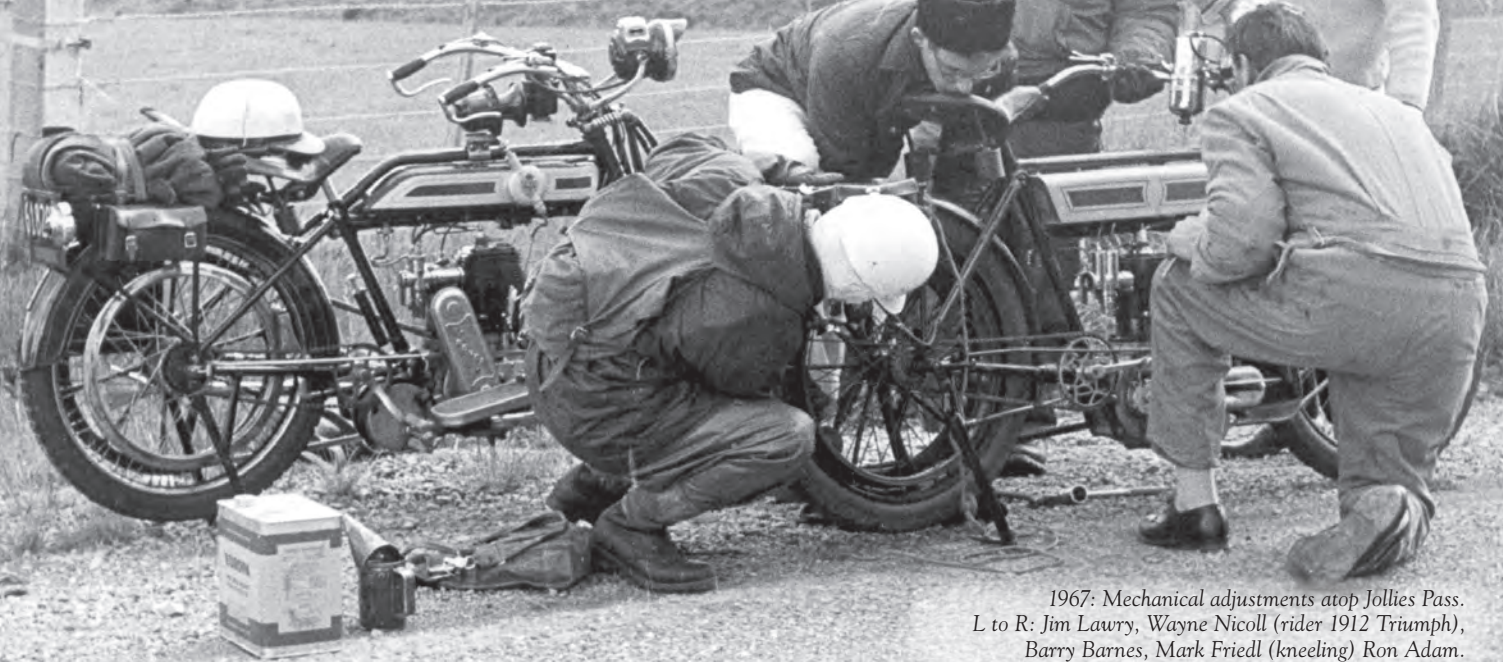
Then it was off to VINZ for its re-certification which it flew through. So this little Tigress was legitimately back on the road after some 39 years. However having worked on it for some four months I had grown to thoroughly dislike it so it was moved on.

From what I have been able to determine, the shortcomings around the design and functionality of the Tigress/BSA Sunbeam, and additionally the lack of information in the various service sheets, can be attributed to the fact that Triumph entered the scooter business late in the period, in an attempt to offset the success of the likes of the Vespa and Lambrettas. While the Tigress was supposedly a genuine 70mph scooter, it was not the overall success that the manufacturers had hoped.

As for me, I made a decision that I would never, ever, buy another bike/scooter or vehicle sight unseen again. That resolution lasted all but three months – but that's another story. **BW**

Southland Branch's First Ever Motorcycle Rally

Words Russell McIvor, photos Russell McIvor, Barry Barnes



1967: Mechanical adjustments atop Jollies Pass. L to R: Jim Lawry, Wayne Nicoll (rider 1912 Triumph), Barry Barnes, Mark Friedl (kneeling) Ron Adam. Neil McMillan, photographer, rider of the 1914 Rover pictured.

At an early meeting of the Southland Branch a member remarked that motorcycles were not being catered for with mainly automobile-only events dominating the local calendar.

Arrowtown was mentioned as having possibilities. Neil McMillan volunteered to organise a motorcycle-only rally for Vintage and Veteran bikes. Twelve motorcycles left Lumsden on 25 November 1967 at two minute intervals, travelling to the first check at the now defunct Parawa Hotel, all arriving at the same time; more like beeline navigation than straightline!

Wayne Nicol's 1912 Triumph seized twice, the Sunbeam broke a chain and the Dawson Douglas had a punctured petrol tank. Next stop, the Kingston Hotel where



1968, Royal Oak Hotel, Arrowtown.

photos were taken and tea brewed on the club's thermette.

A few more beers then at another now defunct establishment, the Shotover Hotel. Then a trouble free trip to Arrowtown. Mein host at the Royal Oak Hotel had the bikes bedded down in the old stables for the night. Rider's tariff was 35/- a head. Field tests were held in the Arrowtown Domain on Sunday morning then it was off through the Kawarau Gorge to Cromwell and Alexandra to be loaded up for Invercargill.

The bikes travelled on excellent roads through some of the best scenery in New Zealand, over the Southland plains, around Lake Wakatipu and Lake Hayes to historic Arrowtown. Winner of our first Arrowtown Rally was Trevor Barnes on his Model Q Triumph. We have always had excellent support from Christchurch members. Southlanders Ray McCulloch, King Dick and Wayne Nicol, 1912 Triumph have entered approximately 40 times. Jim Lawry, is remembered for his determination on the 1910 FN 225cc single cylinder bike.

Our 50th Arrowtown Rally and reunion will be held 11, 12, 13 November 2016. The original 12 bikes are all around and we hope to have them entered. Will we see you in Arrowtown?



At Kingston 1967: Barry Barnes with his 1913 BSA which he still owns.



Dennis Hunt on 1930 Sunbeam Model 8 now owned by Trevor Barnes.

BW



The Adventures of a Steib Sidecar

Words and photos Stuart Francis

The story starts one evening in 1972 when I was returning home through some English country lanes. I was doing a passable imitation of Phil Read on my Ariel Arrow until I missed a gear. The engine started running rough and cutting out on one cylinder, we limped home. The post-mortem revealed that one of the big ends had failed and the resulting debris had wrecked that side of the engine. I even found a broken big end roller embedded in the top of the piston!

The urgent issue was what would replace it as I needed transport to get to work. My parents were dead against me getting another solo, so after some heated discussion we finally agreed on a motorcycle and sidecar. Two weeks later, after obtaining my first bank loan, I bought a rather second-hand BSA A10 and Watsonian Child Adult sidecar. Despite some initial teething problems (the camshaft had to be replaced) it became one of the best bikes I ever owned.

After a few months of getting used to riding/driving an outfit I was becoming very confident until I hit a Cortina at a T junction in the middle of Bath. The resulting impact demolished the car's boot (the sidecar nose rode over the bumper)

but appeared to do little damage to the sidecar. Two weeks later, riding along a very bumpy cobbled road in Bath, the sidecar door popped open and the whole roof sagged down by a foot. Temporary repairs were made by wrapping a tow rope around the body like a corset but it was clear its days were numbered.

I was becoming very confident until I hit a Cortina at a T junction in the middle of Bath.

I immediately started looking for a replacement. I was eventually pointed towards an old grain barn in the hamlet of Holt where a character called Tucker wheeled and dealt in second-hand bikes, spares and sidecars. I acquired a lifelong friend and a 1952 Steib TR500 sidecar. The Steib was not quite in the condition that it left the Nuremburg factory; there seemed to be a lot of filler around the nose from an encounter with a Ford Transit

and the distinctive mudguard had been replaced with one from a BSA. I undertook a quick cosmetic makeover with filler and Valspar paint and attached it to the A10. After resetting the sidecar connections three times (I learnt to distrust swan necks and three point attachment), the A10 and Steib became a great combo, easily getting to 80mph.

The first real test was a visit to the Isle of Man for the 1972 Manx Grand Prix. A group of us left Holt on this great adventure with Tucker leading the way. Tucker's route to Liverpool of A and B roads was great for solos but a challenge for an outfit carrying most of the luggage. After some adventures we got to the Isle of Man and had a great time, however my attempts at emulating Helmut Fath didn't quite work out. The return trip was going to be more difficult as I had agreed to carry back a whole Norton ES2 that a friend had blown up and left in the Island the year before. The ES2 was broken down into big bits and stuffed into or tied to the sidecar. Due to ferry problems I finished up on a later boat than the rest. Tucker decided to give me his telephone number in case of emergencies, and not having a pen and paper, he scraped it into the

boot paintwork (it was still visible when I started the rebuild). The trip home was a real struggle, the overloaded outfit was a pig to control, not helped by the rear sidecar connection pulling out of the frame halfway home.

I took my motorcycle test on the outfit, I passed despite the examiner leaping into the sidecar and sitting down in the soaking wet seat. A little later I decided to use the A10 as a solo and transferred the Steib to a 1955 AJS 18MS that I had acquired from Tucker. I used four points of attachment making for a far stronger arrangement. The big problem with the AJS was the awful electrics (mainly down to dynamo problems) so I fitted a 12v car battery in the sidecar, welded a car dynamo bracket onto the swan-neck, attached a pulley to the end of the crankshaft, modified the primary chain case and fitted a Lucas car dynamo and control box. The resulting lights were excellent, and in the winter I used to warm my hands on the headlight sealed beam unit. I did a few rallies on this outfit as it was ideal for winter riding; the most memorable being the 1974 Dragon Rally. We should have gone on Pete Bickerstaff's Vintage HRD outfit but he rode 30 miles to my place before realising he had not turned on the oil. The outstanding memory was blasting flat out down the M6 motorway, lying flat on the tank with Pete huddled in the sidecar and the speedo hovering at 75mph.

The next incarnation of the Steib was when I attached it to a 1958 Triumph Thunderbird. Its first real outing was another trip to the Isle of Man this time carrying a mate's girlfriend in the sidecar. After the usual Island adventures one of the other bikes was sick and needed its load lightened, so I finished up with another young lady on the back. It soon became clear that she was very uncomfortable on the back so the two girls squeezed themselves into the sidecar.

When I was transferred to Portsmouth Dockyard I used the outfit to commute the 80 miles at the weekends (in all winds and weather) so mum could have the privilege of doing my laundry. One of the worst rides I ever had was going across Salisbury Plain in the snow tracks of other vehicles whilst the bottom sidecar connection acted as a snow-plough, spraying ice, salt and snow all over me.

After I moved to Portsmouth my parents gradually applied the thumb screws to get their garage back which for some time had been my workshop (how unreasonable). I was able to move most of my bikes to



You bought that all the way to New Zealand? Yeah right.

Portsmouth but the sidecar wouldn't easily fit through the front door of the terrace house I had, so it went for a holiday at Tucker's market garden.

The next incarnation of the sidecar was when my first wife broke her leg in a motorcycle accident. She needed transport and so she told me to build her an outfit. I found a butchered 650 Dneiper (a chopper project!) in Milton Keynes which I resurrected and attached to the Steib. The sidecar was now looking rather shabby with a rather rusty bottom and cracked filler.

One of the worst rides I ever had was going across Salisbury Plain in the snow tracks of other vehicles whilst the bottom sidecar connection acted as a snow-plough, spraying ice, salt and snow all over me.

The next challenge was teaching Jean how to ride an outfit. The high point was when she put the sidecar wheel on the pavement of the housing estate we lived on and left it there for a quarter mile while I was in the sidecar trying to give instructions. The poor old Steib's rusty body couldn't stand up to this punishment for too long. The floor gave way and started dragging along the road whilst I was rather stuck in the sidecar trying to get Jean to stop.

I did make a temporary floor out of a Maxi bonnet, but it did not really work, so the body was taken off and a couple of planks and a concrete block were lashed to the chassis. It was about this time that I noticed the sidecar wheel hub was going furry and developing what looked like little cauliflower florets; terminal corrosion. By

a stroke of luck I found that a BSA conical hub front wheel fitted perfectly.

Jean discovered that she could get to 75mph on the downhill stretch of the motorway towards Portsmouth; the Dneiper stood this for nine months until a piston gave way taking a big end with it. The Steib was then hidden away in the back of the garage for the next 25 years. A few years later whilst clearing out a friend's garage I found a proper Steib mudguard and wheel. Both had seen better days but were good raw material.

In 2007 I collided with a tractor which left me and my old AJS rather bent. We were both rebuilt, but suffered from permanent damage, bent frames. I thought the best thing was to put the Steib back on the AJS. The first challenge was refurbishing the chassis and wheel. Trying to get apart very rusty 60 year old nuts, bolts and seized pivot pins can be fun at the best of time but most of them had been soaked in a mixture of water and road salt and left to cook. A combination of an oxyacetylene torch, half a litre of WD40, an air gun and a short scaffolding pole got them all to move eventually. After cleaning up some "chicken shit" welding I did 30 years ago and making a new front sidecar connection the whole chassis was epoxy powder coated. The bearings in the sidecar wheel and swinging arm were replaced.

It was in this state that the Steib was put into a shipping container with all my other goods and chattels and shipped to New Zealand. I well remember my mate's caustic comments about transporting this "rusty pile of shit", the sidecar body, to New Zealand and having to put it into the container. The Ministry of Agriculture Fisheries & Food inspector didn't like the state of the mudguard (I forgot to clean it) so it was quarantined and steam cleaned. The sidecar body was put to the back of the queue as my first priority was getting

all of the roadworthy bikes approved and registered for New Zealand.

Restoration

The first part of the restoration was stripping most of the body back to bare metal, chiselling and cutting off of all the filler; the thickest piece of filler was about 6cms. The whole left hand side of the nose was very badly crumpled with awful welding, the only option was to cut half of the nose away and replace it with new metal, not the easiest thing to do with compound curves and a swage line to match. The temporary floor was removed and about 10cms of the side panels cut away to get back to clean metal and a new floor and patches for the side panels were welded into place. All the rest of the many rust holes, damage, and dented panels were attended to. This seemed to go on for ages. The next stage was filling and rubbing back trying to get the shape right. As usual once one bit looked right it just emphasised how bad some of the other bits were. The final part was painting; a litre of anti-rust primer and a combination of spray cans and brushwork finally produced a fair result. The body has been lined with varnished plywood.

The mudguard, when blasted clean, resembled a lace doyley. Several hours of welding and filling finally produced something that looked like a mudguard again. The wheel rim was very rusty but sound so it was blasted and painted. The sidecar chassis was attached to the AJS, and the body finally reunited with the chassis after nearly 35 years.

A quick test ride proved I had far too much lean out and there were a couple of small problems with the bike. Once these were fixed the outfit was inspected and registered at the local testing station. It felt strange, but great, to be back on the road with a combination I last rode nearly 35 years ago. It brought back so many memories. Having ridden an outfit with leading link forks, disc brakes and a sidecar brake for the last 12 years, the Steib and AJS feels very "old school" but great fun. The local upholsterer did a great job covering the seat frame, after I rebuilt it and the ride in the sidecar is very comfortable with two lots of suspension. The only jobs left to do are building a windscreen and finding a proper Steib sidecar light but these can be done in slow time.

Engine Reconditioners "PRIDE IN PRECISION"

Specialists in Classic & Vintage Engine Reconditioning

REMETALLING SERVICES

Specialists in:

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



Brett Findsen 564A Horotiu Road
RD 8, Hamilton
Phone 07 829 7149
Mobile 022 414 3539

Hart Bussas Phone 07 577 972

Engine Works Limited

Mechanical Restorations and Vintage Spares (1980)

Stockists of
REPLACEMENT
AUTOMOTIVE
PARTS



1912-92
ENGLISH
AMERICAN
CONTINENTAL

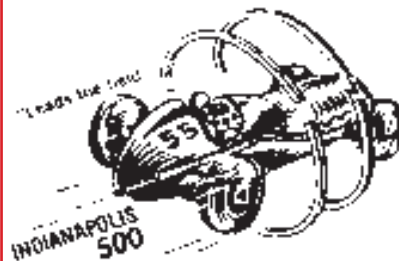
- | | | |
|-------------------------|--------------------------|------------------------|
| Kingpin sets | Engine gaskets | Gearbox gears |
| Suspension parts | Steering joints | Crownwheel & pinions |
| Spark plugs | Electrical fittings | Wiper motors (vac) |
| Engine bearings | Shock absorbers | Wheel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

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

PISTON RINGS

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

Late model 3 piece oil rings now available



**UNDER THE
OWNERSHIP OF**

**FRANKLIN ENGINEERING
SERVICES LTD** PUKEKOHE

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

JOHNSON'S PISTON RINGS est 1920s

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

BW



Kevin Casey

The Asking Garage

Words and photos Kevin Casey

Maheno – a melodious Māori word that rolls easily off the tongue. There is a village by that name lying close to the Kakanui River some ten or so minutes south of Oamaru. Most of Maheno is on high ground but the lower part, once the commercial heart, drops down to the river and there, right beside the Island Stream just before it joins the Kakanui, is an ancient motor garage, weary with time, closed up and still, defying gravity and arthritic timbers. It had a profound effect on my life and we'll come back to it soon.

My mother (née Orr) was born and raised in Maheno, meeting my father when he was domiciled there while building the lovely little St. Andrew church. We holidayed there with my grandparents for nigh on a month each year until I was 13 (1961). The place means a lot to me and shaped my life in various ways.

The blacksmith's dark art is just one fascination from that time. My paternal grandfather was a blacksmith in Dunedin, still making shoes when well into his eighties. A great-uncle, Alex Lindsay, was the Maheno blacksmith until just after WWII. Blacksmiths were influential figures in days of yore. He was tall and handsome, liked the ladies and they liked



Arthur never let age stop him working. I imagine this is his way of saying, "I'm in good health!" (Photo: King family).

him, which may be where his reputation as a scrapper originated. Or it may be from the rugby field where he was known to be most uncompromising. The whole team would converge on the Lindsay smithy with a keg of beer for a riotous post-match analysis, sausages cooking on the forge – great times.

One of his apprentices was Jimmy Marshall. He worked with Alex for 17 years before building a smithy right opposite my grandparents' house when Alex retired. The smithy was a magnet for city kids let loose in the country. Many happy hours passed playing in the gigs, shafts poked in the macrocarpa hedge to keep them dry, or watching Jimmy create and fit horseshoes. The smithy always looked dark inside, having just two tiny windows and light from the big doorway. We could see Jimmy at the anvil, smooth rhythmic blows punctuated by anvil taps that helped maintain that rhythm, the

glowing coals suddenly flaring, sparks flying and expiring, as Jimmy's brawny arm worked the bellows, cooking iron. Occasionally he would beckon the wide-eyed youngsters inside to "help" him operate the bellows. A clear, bright memory still, as is the picture of him heading off into the hills to hunt pigs. He would be gone for a week or two; transport was a horse and gig, two dogs running underneath tied to the axle while his favourite, a foxie, rode up beside him.

Seeing a horse and gig on the road in the mid-fifties was no longer common but once almost everyone used them; my grandparents did until 1934 when they upgraded to a 1929 Chevrolet. That Chev is the root cause of my lifelong interest in Vintage cars. My parents did not own a vehicle until I was about six or seven and that was a Ford V8 milk truck, a mechanical wreck that nearly broke the bank and tried very hard to kill me and two siblings. Dad would fit a bench seat behind the cab under the open canopy and we would puke on a diet of carbon monoxide all the way from Dunedin to Maheno. How we wanted to go back to using the train!

Every man remembers his first love and his first car, although first ride might be stretching it a bit. I can easily recall the Chev in its dark garage, hear the cranking engine, the hiss of the choked carburettor, smell the rich exhaust, hear the crunch of tyres on gravel as it reversed into sunlight, the whine of the changing gears, mohair scratching our bare little legs. It was only yesterday...

I hear you – get to the point! There are hundreds of these small villages dotted throughout the land. They all had a school, a couple of shops and churches, lodge, war memorial, village hall, maybe a pub, a garage and often a blacksmith.



Jimmy Marshall at 73 years - still enjoying blacksmithing. He died one year later in 1974.

I have written of the blacksmiths as they have such a strong connection to mechanics, for obvious reasons, and that old garage down by the river knew them both. By the 1950s the Maheno Motor Garage was already well worn. It started life in the 1880s as an engineering and blacksmithing shop owned by the Nicholsons (also related) who employed 16 men at its peak. Heavy equipment included a portable engine and steam hammer. After a succession of owners Wattie Watson turned it into a garage in 1927. Apparently he had little ability and it was on-sold to the Cartwright brothers.

Arthur King moved from Dunedin in 1929, working in the area before taking over the garage in 1934 with his wife Phyllis, also from Dunedin. Theirs was a hard life, a rundown business to revive, debt, two depressions and then a world war. They lived in three tiny rooms in one corner of the building that had once been office and storeroom, along with two sons, Spencer (b 1934) and Doug (b 1936). They did not live in a proper house (that was moved on to their land from Kauru Hill) until after the war, only to see it swamped in a massive flood in 1946. The flooding Kakanui River was, and sometimes still is, a major problem for Maheno, and the government. The main highway was regularly impassable here, sometimes for days on end, and this was not rectified until the highway was elevated and a new bridge built in 1954, effectively bypassing the Maheno business area.

At least the road got washed in the floods. Some handwritten notes by the late Doug King indicate the locals knew this part of the highway as "Cowshit Alley". Many families kept a house cow (the Orrs had two, as did the Kings) on the domain over the river and this part of the road got manured twice a day. Cows move at their own bucolic pace and when they meandered over the one-lane bridge with the tortuous approaches motorists just had to wait. This is the main highway 70-80 years ago; the way we were.

The remarkable thing about this garage is that it is still standing. When you think about all of the forging and welding carried out in there. Maheno lost the District Store, Saville's Store and St. Barnabas church to fire and of course there were no means of fighting it. Might as well break out the marshmallows...

War arrived, hitting the Kings hard. The combination of petrol rationing, absent men and struggling businesses meant few customers. Due to his engineering skills Arthur was manpowered by the Government to work at a lathe



Arthur and Phyllis King stand behind the Jewett. Their living quarters were in the back right hand corner. There is only one Big Tree pump as yet (mid 1930s).

making mortar shell casings. A proud man, he always resented being unable to enlist. By day he worked in the garage, slept when he could and worked the night shift in an Oamaru munitions factory making "bombs", as the boys called it; a punishing life. Phyllis would don overalls and work alongside Arthur repairing vehicles classed as essential for the war effort. They owned a Studebaker, using it for a school bus service. In later years Doug used a Ford for this purpose. The children simply called him Doug. Two would be forever grateful when he pulled them from a burning car, suffering severely burnt hands as a result.

The Kings also owned a 1925 Jewett tourer which they used on their honeymoon and it stayed in the family until fairly recently when Spencer passed away. In 1954 it was involved in an accident. The Jewett has excellent four-wheel hydraulic brakes and when it stopped in a hurry the

following (modern) car couldn't, destroying the trunk and denting the tub. Damage was relatively minor but it was not registered again. I tried to buy this car a number of times but no luck. It resides in Oamaru now.

They had other cars of course. There is a triangle of land between the bridge and garage where vehicles got parked up. An old blue Buick, once their school bus, lived here for years – as a henhouse! Another that stayed for a long time was a "uted" Model T, owned by Jimmy Marshall. Although a horseman through and through he did occasionally resort to the T. It broke down and was towed to the "Bermuda Triangle" and there it stayed. They were mates. Jimmy rated Arthur as a "very able engineer and mechanic". Arthur rated Jimmy as a "terrible driver and a menace on the road" so as a public service he refused to fix it. Jimmy stuck



Our unrestored 1929 Nash reminiscing with the unrestored garage, closed for 52 years now. Photo taken from the Bermuda Triangle.



This ex-army vehicle has just come through the Island Stream ford for heavy vehicles. It's winter in the late 1940s. Shell, Big Tree pumps and south end of the garage visible.



Arthur doing a quick inspection. This is post-war as the Shell pump has taken over from the now derelict Big Tree pump.

with the horses and eventually one of the mechanics paid a fiver for the flivver and it became a saw bench. For many years after the garage closed the King's Ford V8 breakdown and Bedford truck slumbered on the triangle.

Doug King served his apprenticeship with Arthur, qualifying in 1959, and he was sorely needed. In his words: "My father was a strict disciplinarian and a good mechanic but a hopeless businessman. He had not sent out any accounts for some ten years". Fortunately Doug had done bookkeeping at school but it took a long time, working nights, to sort out the mess. A lone surviving invoice for £18/15/1 sent to a Mr Robinson in 1956 for amounts on tick covered nearly two years. Analysis of this substantial invoice shows a WOF cost 5/-, a gallon of brake fluid £4, a gallon of oil 11/- and a gallon of petrol 3/3. The cost relationship is remarkably similar to today's prices. The financial health of the Maheno Garage, or King's Garage as it was called up to about 1954, took a dramatic upturn.

As the apprentice Doug got lumbered with puncture duty, always done in the morning at 5/6 a time. There could be up to ten waiting for him and often an impatient traveller as well. Wednesday nights were set aside for repairs to the district store's vans, two 1934 Internationals, one of which did 80 miles on Friday alone. They could not be spared during the days. One frequent job was to repair the front mudguard brackets which became stressed carrying bags of flour or coal wedged between bonnet and guards. The butcher's van came in on Thursday nights, while Saville's Store was more civilised, their Chevrolet van and later a 1947 V8 being available most afternoons.

It was not unusual to receive after-hours callouts; flat batteries and broken axles were common. At harvest time when



The family photo shows Spencer (left) and Doug King, with Doug's wife Claire, standing behind Phyllis and Arthur. (Photo: King family).

headers broke down (a frequent occurrence), it was drop tools and rush out to the harvest field, working to all hours so the header could operate all night only to see it sitting idle the next day, everyone too tired to work it!

The King's Big Tree fuel pump was not the only pump in Maheno as the District Store had two Plume pumps. A second Big Tree pump was installed in 1938, complete with a "supercharged" sign mounted above the globe – nothing new about oil company spin. It was not elevated as the first one was, some 700mm to assist gravity. These were Vickers manual pumps, made in England and "Armstrong-powered". By chance I have one of these and I can tell you it is 2.7m high and enormously heavy. This was no multi-brand outlet. Big Tree was owned by Shell and Arthur was loyal to them. Shell supplied a new electric pump after the war and I can remember the family vehicle refuelling here. I don't think the customer could use it as the trick was to finish delivery right on the number of gallons specified. A bell dinged (and kids yelled "ding") at 19/20ths of a gallon to warn the operator.

Digressing a little... There was a time when Jimmy Marshall used his Model T to pick up my father and his old motorbike which had finally expired at Herbert, a few miles south of Maheno. This had been an

epic journey. It was 1940, St Andrew church was completed and Bill Casey was now working in Mataura, some five hours away from Maheno on that bike. As he was courting my mother he would finish work at 5pm on Friday then ride to Maheno for the weekend. Only the inside of a cow is blacker than a moonless winter night in the country. On one such night, tired and cold, lights inoperative, he tucked in behind a car, desperately trying to stay close and use its lights. The road suddenly turned, the car with it, and dad, instantly sightless, shot straight ahead into the black void, through a fence and out into the paddock. He was quite knocked about but had to extract the bike and ride for several more hours, slowly, in pitch darkness. Such is the power of love.

The Kings soldiered on in the old garage after the new road and bridge opened in 1954 but eventually it was move or go under. They shifted into a new service station on the highway in 1964. Arthur still worked with them but Doug and Spencer were the partners.

I said the old garage had a profound effect on my life, and so it did. The hours I spent as a child hanging about watching the mechanics, retrieving old spark plugs and oil bottle tops, soaking up the oily atmosphere allied with rides in the '29 Chev bore fruit some years later when I became a mechanic, owned Vintage cars, built a smithy and...still collect spark plugs!

Have you figured out the title yet? My mother and her sisters went by the garage every day to bring in the cows. The sign on the roof reads ASKING (A S King) on the top line so they dubbed it the "Asking Garage". Well, wouldn't you? **BW**

I would like to thank Garth King and Doug Marshall for access to the personal handwritten notes of Arthur King and Jimmy Marshall.



METAL RECLAIMING SPECIALISTS

One Stop Vintage Repair Shop

LATEST TECHNOLOGY NO HEAT DISTORTION

GUARANTEED

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

**WHITE METALLING
of engine bearings**

The list is endless ...

We are the most complete machine shop in new zealand

FRANKLIN ENGINEERING SERVICES LTD

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

www.franklinengineering.co.nz

CLASSIC TYRES

Established in New Zealand in 1991

importing major brands:

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

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

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

Contact

PETER WOODEND (proprietor)

Ph 07 571 5525 . Fax 07 571 5526

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

Email ctyres@wave.co.nz Website www.classic-tyres.co.nz



On A Clear Day...

Canterbury Branch Back Country Run 2016

Text and photos Carolyn Elcock

Canterbury members Carolyn and Barry Elcock took to the hills in their Ford Model T for a day out adventuring with Canterbury Branch

Saturday dawned clear and sunny with a white frost at Hurunui. A few of us had stayed overnight to avoid a pre dawn rise to make the start of the run at 8.30am. Around 50 cars gathered, fuelled up ready to go. The organiser of this early autumn challenge across stations between the Hurunui and Waiiau Rivers was Dave Inwood. He covered house-keeping items at the briefing, especially reminding us of the importance of leaving gates as found and then we headed off.

The mainly Vintage cars, with a variety of backup vehicles, crossed the Hurunui River and headed inland to Grampians Station. The vehicles formed a repeating pattern convoy comprising of around six Vintage vehicles followed by a backup. We made our way above and around the Pahau River and then on to the taranaki gates marking the boundary between Grampians and Lochiel Stations. Before we attempted a boggy section followed by a very grassy climb, everyone was asked to put on

chains, an effective plan as by all accounts everyone made it to the top without a tow.

From here we descended into the riverbed to cross the Pahau River, followed by a climb to the top of a pass. Then followed a long descent to the Glenallen Stream, where two wheel braked vehicles had the option of being lowered down by a back up vehicle, the offer was accepted by two drivers.

We were then out on the main road again, to pass the Hanmer turn off and headed towards Lewis Pass before entering



Phil Jeeves in the Hupmobile.



Barry Elcock in Model T speedster.



Alan Hill in his Model A with Chris Dyer.



Some had several attempts to climb hills, pictured is the climb out of Pahau Rive. Graeme Shaskey's Essex and another back up to allow the 1928 Morris Cowley of Paul Collison to reverse for another charge at hill before waiting for a tow.



Joseph and Andrew McClintock in 1914 Model T.

Lochiel Station for lunch. Dave had an alternative for our return, in case rain made our intended route impassable, however we didn't need this as the day continued in bright sunlight.

When we reached the Pahau Pass, vehicles that had been struggling on hills were towed up first, then the rest of us followed. Dave had done a good job with organising the backup vehicles. Little did we know we were going to be the first to trial the new towing bar made by Baz Colley, a Canterbury member.

We continued across large flat areas back towards Grampians Station and somewhere around here we lost a bolt from the sump of our Model T. When passing through gates manned by one of the backup crew and stopping to chat, Brendan Wilshire and Barry Taylor caught up with us and told us about the oil marks they had noticed on the downhill sections. We still had 10lbs oil pressure so hopefully no damage done. Dave produced the metal towing bar in sections which, once assembled and bolted to the Model T axle,

we were under way again. Dave's son David gently towed us through the remaining section, at times the tow ball end digging into the rim of washouts then the T's end as he navigated us out of the last of the rough track. Finally back to the Hurunui Hotel to wash down the dust.

Thanks to Dave and all his team for a great run exploring Canterbury's back country in superb conditions. **BW**

PS: Bolt and oil were replaced the next day with no apparent damage to the Model T.



Tim Palmer in his Fiat.



Model T lost a bolt in sump, lost oil pressure and ended up under tow.



Taranaki: Crossing the ford on the way to the old homestead in eastern Taranaki.



Taranaki: The "Bridge to Somewhere " built in 1937 at Aotuhia in eastern Taranaki off the Forgotten Highway.

Bridge to Somewhere tour

Taranaki Branch

Words and photos Colin Johnston

A wonderful roading network is found in the eastern Taranaki countryside. There are stunning up hill and down dale twists, tarsealed roads with steep saddles to climb, old road tunnels that have been hand carved out of the papa hills and, if you know where to go, gravel that is dusty and dry when the summer weather sun bakes the stony surface.

Around 70 people enjoyed the long awaited Bridge To Somewhere tour that was organised by John Muter and Bruce Marshall. Thirty-five vehicles included the tour-hardy with hoods down and some with the all the comforts of closed cars. This all-day tour took us over the Strathmore Saddle and through a very long road tunnel, an exciting experience as you could just about touch the walls on

each side while driving through. Lights on with the odd toot on the horn echoing all around made for an eerie feeling, especially for those motoring with their tops down. The morning section finished at the Makahu Hall, interrupted by a mob of sheep being driven down the middle of the road. We carried on to our destination of the bridge, stopping to view and get first hand knowledge of a unique hand cut river tunnel from member Mervyn Adams. Many members climbed down to have a look at the river rushing through the tunnel under the road. It was then on along this twisty, dusty metal winding road for about an hour's drive to get to the Bridge to Somewhere.

Unlike the famous isolated Bridge to Nowhere which you get to via the Whanganui River or by foot overland, you can drive to this classic depression-era sister bridge and it is truly well worth a visit. The road starts 35km north of Stratford, past the Strathmore Saddle and

it twists and turns over a rough metalled surface. Getting there is half the adventure with the magnificent scenery that you see all along this highway.

The Bridge to Somewhere is a substantial concrete structure built over the Whangamomona River in 1937 at Aotuhia, where pioneer settlers had eked out an existence since 1896. They were joined by returned servicemen from WWI who were balloted onto the land. The land fought back with floods, slips and blocked access and the depression finally forced them to abandon their dreams.

The organisers had arranged for us to visit one of the old abandoned homesteads on private land and we were able to access this over a river ford with most of the cars getting through. An enjoyable drive with fantastic photo opportunities. This tour along these eastern country roads is one of the most interesting and enjoyable I have been on recently.



Taranaki: Down in the valley before crossing the river on the way to the old homestead.



Taranaki: In front of the old abandoned homestead past the Bridge to Somewhere in eastern Taranaki.



Sth Otago: Dave Hastings 1923 Harley-Davidson.



Sth Otago: Graeme Williams on his 1925 Henderson Deluxe enjoying the run.

Balclutha Motorcycle Rally

South Otago Branch

Words and photos Stuart Francis

Saturday 12 March dawned with a slight frost (autumn had crept up on us) as 35 machines gathered at the South Otago Branch clubhouse for the Balclutha Motorcycle Rally. The rally is a hidden gem, the quiet undulating back country roads (with stunning views) around Balclutha are ideally suited to older machines. The branch is well organised, friendly, generous with their tea and cake.

Balclutha, being part way between Dunedin and Invercargill, always receives a number of entries from both cities. Despite there being no Veterans, all the other classes were well represented, with eight Vintage, 12 Post War, 12 Post 60 and three Post 80 machines. The diversity in each class was impressive, with everything from a 1925 Royal Enfield, through a 1954 Nimbus and a 1963 Ariel Arrow to a 1982 RD250 Yamaha. The oldest machine was

Dave Hastings' 1923 Harley-Davidson and the youngest was Ray McCulloch's 1984 Yamaha XJ900.

Riders left the clubrooms only to be stopped by a large queue on the hill out of Balclutha which was being resurfaced. The unexpected delay and hill starts in the queue (particularly for the older machines) added to the challenge of the timed section. The route then turned off east towards the sea, to Stirling through Kaitangata before looping back towards SH 1 where the 25km timed section ended. The route continued onto Clarkville Junction before turning left to Lawrence (an old gold mining town) for the lunch stop. The afternoon run on the twisting road over the hills to Tuapeka Mouth then back to Balclutha was superb, generating many cheesy grins.

There was only one real casualty, Roger Smaill's 1976 Honda CB750/4 that had a rear tyre puncture, however Colin Fleet on his 1972 Honda 360 did discover that only

turning the petrol tap half way to reserve doesn't do much!

It was back to the clubrooms for afternoon tea and prize giving. The overall winner was Bruce Watt from North Otago on his 1954 Matchless. Second overall was Graeme Williams of Southland on his 1925 Henderson Deluxe (he also picked up two other awards). The riders' choice was Bill Veitch's superb 1938 Sunbeam which was once owned by the famous pre-war racer Stanley Woods.



Sth Otago: Bill Veitch's superb 1938 Sunbeam.



Sth Otago: Robert Hutton, 1924 Harley-Davidson.



Sth Otago: John Sim, 1963 Ariel Arrow.



Sth Otago: Roger Smaill, 1976 Honda CB750, before the puncture.



Far North: Likely trio; '56 Chev, '34 Vauxhall, '65 VW pickup.



Canterbury: Annual Rally cars at Loburn Domain.

Brian Parker Memorial Rally

Far North Branch

Words and photos Dave Duirs

Brian Parker, a foundation member of the Far North Branch, passed away at very young age and this year we ran the 40th Brian Parker Memorial Rally. It is open to all clubs and has a competitive but relaxed spirit. Five participants from the first run were with us. Fifteen vehicles started from Cable Bay beach with a few questions re interpreting tyre specs from markings. After following the coast through Coopers Beach and Mangonui we took to the rough, dusty gravel up Kohumaru Road and into Kenana Road which was rougher as it twisted and climbed. High up, our views were across Whangaroa harbour as we bounced into thick bush and narrow gravel out Peria way, once the domain of pioneer farmers, then alternative lifestylers and now small farmers and potters. A brief run on bitumen took us through the Peria settlement and back on to gravel and a one way road with grass down the middle to our picnic spot by a river in the shadow of Maungataniwha and heavy bush. Parked corral style, we refueled the inner man and reflected on the wild country we had traversed, after which our hosts, Paradise Design showed us their unique sculpting business.

Backtracking through the bush and more gravel on Back River Road brought us to Paewhenua Island and Butterfish

Bay vineyards where the view across the Mangonui harbour was stunning as we learned about and sampled the local drop. Our rally notes asked us to work out tyre age from markings embossed on the sidewalls ... an interesting exercise since tyres don't just wear out; they age and deteriorate even when carefully stored.

All vehicles were still pumping as we followed the coast to the clubrooms for dinner. The Hard Luck Trophy was earned at the start with spark plug issues and the Turkey went to a navigator who thought navigating an electric wheel barrow was cool. Placings were close and the eventual winners were Rex Graeme and his crew of Sandra Trafford and Peter Slawson.

Diamond Jubilee Annual Rally 2016

Canterbury Branch

Words Tony Becker

Following the superb first Diamond Jubilee event back in January, Canterbury Branch's next celebration embraced the 60th Anniversary of the Branch's Annual Rally, revised to Easter from the usual February. This worked well for visitor travel and more comfortably fitted our annual plan. The 110 vehicle entry list saw organiser Tony Craythorne finally flag away 108 pristine vehicles from Spencer Park on his three accurately planned rally routes. Several of the beautifully prepared vehicles were loaded 'fore and aft' with members' families or friends. The

traditional time trial began at the start, after rally-pack distribution and a chat over a delightful morning cuppa and cream scones. Touring centred on the quieter roads of North Canterbury's picturesque countryside on a perfectly sunny Easter Saturday. The rally itself was interesting and enjoyable all the way to the picnic destination at Loburn Domain. Simple observation and general knowledge tests along the way kept navigators and crews focussed on their knowledge and observation skills. Participants finally motored to Cutler Park base where many hands had prepared and delivered a lavish Devonshire tea-party, complete with cream scones. A fitting climax to a superb day of motoring with friends.

Saturday night entertainment was a '50s themed old-time dance at Cutler Park. Older garb added to the 1956 atmosphere and music came courtesy of the familiar sounds of Henare.

More sunshine blessed Sunday's People's Day at Cutler Park where the public were invited to view the fun and novelty of VCC field tests free of charge. Families and visitors took advantage of a rare opportunity to picnic at Cutler Park while a steady stream of rally entrants 'suffered' the whims of devious planners who put rally crews through novel tests. It being Easter, these included spotting several life-like cutout bunnies scattered around our recently upturned earth, chasing a fast escaping "bunny" on a wire, plus the hilarity of pegging out well soaked washing, raising a flagpole by reversing with a rope tied to



Far North: Original entrants 1976; W Matthews, P and J Crisp, L and S Wrack.



Far North: Paewhenua Island.



Canterbury: Ian and Marilyn McKinlay departing Loburn in their 1928 Austin 16/6.



West Coast: The law arrives at Shantytown.

the car. Navigators did not escape a few imaginative skill tests either.

Anniversary Rally organisers Leigh and Tony Craythorne presented rally plaques, trophies and certificates to weekend winners. Happily, some prizes were shared with visitors from the seven New Zealand branches who made the effort to support the Annual Rally which was the successful second Diamond Jubilee celebration.

Scenicland Rally

West Coast

Words Robin Ross

19 March 2016

Traditionally our rally is held on the third Saturday of March and this year was no exception. Lessons learned over many years have taught us that we have a reasonable chance of brilliant weather at this time of year. There have been exceptions but this was not to be the case this year, as the predicted rain amounted to only a little light drizzle early morning which quickly dissipated as we ventured north.

For this writer the most exciting part of any rally is discovering a car I've not come across before and I was not to be disappointed with Mark and Maureen Morrison's 1927 Oakland roadster, Kelly

and Janice Langdon-Lane's 1948 Plymouth P15 sedan and Mark and Helena Hanning's 1953 Buick Series 40 making my day. Sorry I didn't take my camera.

Two stops for questions early in the rally at Runanga and Rapahoe challenged the grey matter somewhat (can any readers really remember what was on the back cover of the Dec-Jan *Beaded Wheels*?) and no doubt made it easier to find the rally winner. These question stops were well organised by a local youth group with our branch making a contribution to their deserving organization.

Our route this year continued up the coast road through Punakaiki, Charlestown and on to Carters Beach for the field trials. While many members would have driven this road before it is always different and invariably rewarding with its wide range of forest and ocean vistas. On this occasion the moody threatening skies at the start came to nothing which was a relief for this driver in his open car that has a stubborn reluctance to hood erection. The time available was such that members could walk the Pancake Rocks track or queue for a latté at the café, the latter taking longer than the former in our case due to the large number of tourists. It also gave the tourists ample time to photograph our cars, indeed I have

often wondered just how many images of VCC members cars exist in China!

On reaching Carters Beach domain just south of Westport those who wished could take part in what appeared to be quite simple field tests until you started them. Well done the organizers as it wasn't as easy as it looked especially for this driver who seems to have no idea of how long his car is and was constantly cursing its lousy steering lock. My failure in the field tests of course was due entirely to my navigator. A pleasant trip back to Greymouth was followed by a drive through the Aorangi Reserve and the finish at Shantytown where later in the evening an excellent meal and the prize giving were enjoyed by all.

For those that have not done the Scenicland we would love to see you next time. Ours roads are relatively free of traffic and the scenery is world class.

Rally results

- 1 John & Jan Fensom 1973 Jensen Interceptor 3
- 2 John Clayton 1930 Ford Model A Victoria
- 3 Mike Hanning 1953 Buick Series 40

Restoration of the year

John Moore 1930 Ford Model A

Field Tests

Bill Dense 1955 Austin A40 Devon



West Coast: Norman Wills, 1925 Fiat 501C and Alan Braid, 1929 Austin 7.



West Coast: Alan Braid, Nelson Branch, 1929 Austin 7 flat deck truck.



Waimate: Kevin Mercer's 1923 Mercer Raceabout on Waimate 50 track.



Waimate: Graeme and Kay Shaskey 1920 Essex 4 leaving the Cuddy at Te Waimate.

Wallaby Rally

Waimate

*Words Steve Dyson,
photos Maureen McNamara
12-14 February 2016*

The 35th Wallaby Rally began at the clubrooms on Friday night, with Rob Aikman, the chairman of the Waimate 50, giving a brief history of the event over the years. This was followed by a tour of the track itself.

After the briefing on Saturday morning the 85 entrants set off, some on the short route and the rest on the long route. The weather was overcast and mild as the first cars were piped away by our local pipers. Leading the way was Ross Brunton in his Model T pickup. After an hour or two of motoring all the cars finished at the

Waimate Showgrounds for lunch and some field tests.

The public were invited to view the cars with a great response. The lineup of cars was fantastic, ranging from a Mercer raceabout and an Auburn Cord to some more modern cars with everything in between.

Saturday Night was a big hit with great entertainment and a great meal with the catering being done by White Horse Lions Club of Waimate. Some of the top prizes went to our club.

Sunday finished off a great weekend with breakfast at the Waihao Forks Hotel to visit Ted's Bottle where a local lad left a bottle of beer for when he came home from the war, which he never did.

In all a fantastic turnout to a great weekend to remember.

Jack Crump Rally

North Otago

*Words Clive Blunden
12-14 February 2016*

On 13 April, we ran the second stage of the Jack Crump rally, planned by the Miller family. We set off from the club rooms with a navigational chart of immense proportions that got us winding through the North Otago countryside on an enjoyable run of nearly 50kms which included going down the infamous Ngapara Hill Climb road into the township with afternoon tea at the domain. In the Vintage Commercial section were two pickups E George's 1925 Chevy and my 1928 Whippet,

Phillip Berry in a 1964 Jaguar won the regularity trial.



Waimate: Bob Gibson 1927 La Salle roadster at Waihao Forks.



Waimate: Ian Cochrane 1912 Republic truck at the public display at Waimate showground.



North Otago: Roger Wright, People's Choice on the Jack Crump run.



Waimate: The group that travelled down from Nelson at Waihao Forks on Sunday morning for Breakfast before leaving for home.



North Otago: Ngapara Domain.



Nth Otago: Ngapara; Murray Frew, Chrysler Special, 2nd Place.

Nth Otago: Ngapara; Joe Gillman, Ford V8 coupe.

Ngapara Hill Climb

North Otago

Words Murray Frew, photos Kathleen Perry.

Size isn't everything as Jim Bennett, who is regularly on the podium, proved. All you need is 875cc to win!

Another successful Ngapara Hill Climb was held on Sunday 24 April. This is a joint event between North Otago Branch and Otago Sports Car Club. This year there were 46 entries of which nine were VCC eligible vehicles.

Jim Bennett, with a time of 0.59.82, in his beautiful little Furi Impulse squeezed out Murray Frew, with a time of 1.01.21, in a six cylinder Chrysler and Peter Brown, with a time of 1.09.52, driving his Elin.

The other VCC Competitors were Malcolm McMillan driving a Morgan V8; Joe Gillman, from Greymouth, driving his ever reliable Ford V8 Coup; Ken Wilson driving a Toyota single seater; Graham Taylor driving a Morris Minor; Neil Longman, from Invercargill, driving an Austin special and Jan-Maree Frew in a Datsun Bluebird.

Gerald Lynch-Blosse Memorial Motorcycle Run

North Otago

Words and photos Clive Blunden

The weather was brilliant for the Gerald Lynch-Blosse Memorial Motorcycle Run as 31 riders started out from the clubrooms in

Oamaru. No traffic, lots of hills, winding roads and beautiful coastal scenery made for a great day. The lunch stop was at Hampden, then it was back to Oamaru.

Results

Vintage

D Hastings 1923 Harley-Davidson.

Post Vintage

B Murray 1942 BSA

PW

B Hayman 1951 Ariel

P60

B Barnes 1979 Suzuk.

People's Choice

R Wright 1956 Ariel Square Four



Nth Otago: Ngapara; Jim Bennett, Furi Impulse, 1st place VCC Section. (This photo was taken while Jim was waiting for another run and his mate sat on the front wheel while they chatted)



Nth Otago: Gerald Lynch Blosse Memorial; Rob Hutton, Harley-Davidson



Nth Otago: Ngapara; Peter Brown, Elin Mk 111, 3rd Place.



Taupo: Entrants in this year's Taupo Rally.

Taupo Rally

Taupo

Words and photos Norman Pointon

Over three days in early March the Taupo Branch annual Taupo Rally was held. The event had been publicised as being Veteran and Vintage friendly, and this attracted 15 of these vehicles among the 55 entries.

The rally comprised three parts, using some silent checks as route identifiers, and there were questions to be answered. There was a longer morning section that was the same for all entrants, then the Veteran and Vintage vehicles took a left turn that started them on their timed section and brought them to lunch early. Meanwhile the main group had a café stop and further country roads and questions before they started their timed section.

The afternoon route retraced part of the morning route. At lunch there were a few comments about the difficulty of finding the silent checks, but surprisingly the winners of the rally had recorded all 12 of them.

An excellent dinner and prize giving was held at the Golf Club. The Sunday morning tea was popular with the blokes doing over the parts shed and a good selection of goods went away with new owners.

Next year is Taupo's big year as we celebrate 50 years since being formed. We all look forward to another great rally with something special planned for everyone to enjoy.



WIN

this limited edition
Beaded Wheels cap

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

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

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

Post to: Beaded Wheels,
PO Box 13140, Christchurch 13140 or

Email: beadedwheels@vcc.org.nz

High resolution digital photos are preferred.

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

Our lucky winners of the Beaded Wheels caps for this issue are Greg Price and Keith Thompson.

Specialists | Modet T & Model A 1907-1931

Veteran AND Vintage

Spares and Repairs Ltd

Restoration Supplies Tyres & Body Panels

16" Tyres black and white wall



Errol & Linda McAlpine



P: 09 832 9818 M: 0274 543 983 F: 09 832 3578 E: vet.vin@extra.co.nz
1127 Scenic Drive | Swanson, Waitakere | Auckland
www.veteranvintagecars.co.nz



Hunted by a Red Hunter

1957 Ariel Red Hunter 350cc motorcycle

Words Mike Marshall, photos Bruce Hutton QSM FPSNZ

A new chapter of Ariel history began in 1932 when Jack Sangster bought the Ariel Company and renamed it Ariel Motors (J.S.) Ltd. The production of the Red Hunter saved Ariel and Jack Sangster made his fortune with the Red Hunter range of motorcycles from 1937 up until 1959.

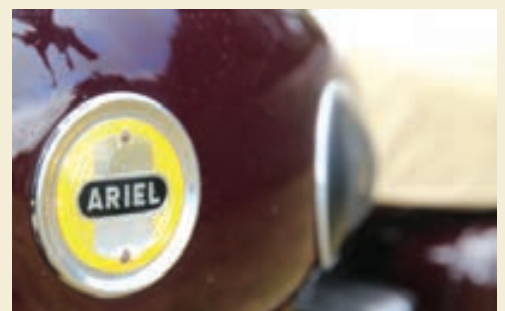
The motorcycle that is pictured is a 1957 model and was first purchased by the Lower Hutt City Council and used for traffic enforcement in the Lower Hutt area. At this time a number of councils around New Zealand had their own Traffic Section and Lower Hutt selected the red Hunter as their motorcycle of choice. The next owner then restored it to pristine condition.

I purchased the it three years ago and have rallied the motorcycle extensively. It runs smoothly and by using the gears in relation to the revs the motor performs well.

BW

Technical Data:

- Produced 1937 – 1959
- 348 cc ohv
- Bore 72 mm
- Stroke 85 mm
- Compression Ratio 7:1
- Peak rev. 5800
- Bhp 17
- Electrical – Lucas 6 volt
- Tyres 350 x 19
- Telescopic Front Forks
- 4 speed Burman Gearbox





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

brass notes

Sadly I'm starting this column by saying goodbye to an old friend, John McLachlan, who passed away recently after a spell of failing health. John was a true Cadillac enthusiast who motored many miles throughout the country, as well as in Australia, in his 1907, 1912, 1918 and later model Cadillacs. I'm sure that one of his greatest wishes would be that his cars continue to be out there doing just what they were built for.



1913 Metz.

motor appears to be 4hp and from the sales brochure it looks like it could be a touring model with the optional ROC rear hub straight belt driven from an adjustable engine pulley.

He has since collected a range of mags, a carburettor, a seat and a set of handle bars but the major stumbling block is the correct frame and forks.

The old engine sat for around 40 years unattended but cared for and Trevor intends to do his bit in its rescue. Any help would be appreciated, especially a copy of the detailed history article on Veteran Rex

motorcycles written by Jamie Dee in issues 9 and 10 of *Old Bike*.

Central Otago always has some action going on in the Veteran world. David Taylor has the ex-Barry Walker Clement Bayard up and running.

Greg Doran has a very nice 1913 Metz, imported from USA three years ago. To date he hasn't got around to getting it complianced for use on the road in New Zealand but it will happen. Apparently it sat in a museum in Chicago for 58 years before being sold to someone



Trevor Chalmers, Otago Branch, contacted me about information relating to his Rex motorcycle of Coventry project that started with an old engine No 22. The mag is behind the barrel which places it around 1912. The

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



Posing at the wheel of the Brecht steam car is James Livingston, he never drove this car or the Darracq.



Thank you to Jim Baker from Taranaki for the following story about his great grandfather's car.

James Livingston's 1905 Darracq 12 hp Swing Seat Tonneau.

The car was purchased new to replace a steam car purchased about 1903. This was a Brecht and was assembled by A W Reid of Stratford.

James Livingston never drove the Darracq, leaving that task to his daughter Janet and her brother Guy who drove it back from the Napier agents, Skeates and Bockaert, when new. One of the agent's employees travelled with them to give driving lessons as they drove back to Hawera.

At the back of the car was a crude sort of towing hook. The steam car was dismantled and the chassis and wheels turned into a trailer to be towed by the Darracq.

For some time the vehicle was loaned to a nephew, Dr George Home of New Plymouth, for use as his doctor's car.

The Darracq in the parade for the 75th Jubilee of the Patea Borough Council 1959.

Dr Home had served at Gallipoli, became a Lieutenant Colonel, was awarded OBE, and later Chairman of the British Medical Association.

James Livingston died in 1915 and the Darracq was put into storage until the occasion of Hawera's 50th Jubilee parade in 1932. It was used by Jim Baker's uncle as a golf buggy prior to the parade. For the parade Model T Ford rims were welded over the original rims as tyres that size were easier to procure than the original metric sizes.

After the jubilee it went back into storage until the war came along and it was outside until 1948 when Jim's father got it going but no restoration was carried out. From then until 1998 it was used by different organisations for centenaries and school galas.

Restoration began in 1998 and finished in January 2012 in time for the Wanganui International Rally.

When you're thinking about next season's motoring events a must-not-miss is going to be the National Veteran rally in Wanganui on 21/22 January 2017.

The rally is being held over Wanganui's Vintage Weekend so the city will be buzzing with a range of spectacular entertainment. Early accommodation bookings are recommended.



Big End Knocks

mutterings of a mature motorcyclist

who did it up cosmetically and because it didn't run to expectations it was on-sold to Greg who has now replaced the radiator core with a new one and done a few other jobs to bring it up to scratch.

Murray Pryde is moving forward with his wife's family's 1909 De Dion after sourcing parts from far and wide. He and Jenny took a trip to Australia to look at a similar original model and managed to obtain some hard-to-get components. One of the parts they were looking for was a magneto. They hadn't had a lot of success until hearing of a mag collector. They duly travelled to some unpronounceable out-of-the-way area and found the person they were looking for. Initially it seemed they had a wasted journey when the old fellow said, "I don't have nearly as many as I used to." However amongst the 3000 he did have left Murray was delighted to find just the one he needed.



Dr Home and his family in the Darracq on Mt Egmont

I've recently read Jo and Gareth Morgan's book *Silk Riders*. It's a jolly good read. The silk riders, six of them, rode 650cc BMWs following as near as possible in the footsteps of Marco Polo. They started their trip from the BMW works though the silk route started from Venice then all the way to Peking.

It seemed to me that, in spite of their elaborate planning, there were lots of little things that left some awful gaps. Modern bikes are so reliable that I suppose it is easy to take it for granted that things will keep going, but it was one hell of a marathon they were going on. As five out of the six machines were the same models they had the advantage of not needing six different lots of spares. They carried spare tubes and I suppose a number of bits and pieces and there were not too many BMW shops on the route. At least they didn't have to put up with Joe Lucas' electrics but even with the sophisticated modern electrics they had their share of unavoidable troubles. There was a touch of Kiwi ingenuity substituting Russian car switch gear for an ailing Bosch component.

One rider, Bryan, had serious chain trouble as it was mentioned several times and they hadn't a spare chain between them. Fancy, six chain driven machines and no spare drive chains with all those miles to cover? What really surprised me was that when they got to China they sent to the agent in Hong Kong for another chain.

In 1961 I had a fit of madness and wanted to do the big overland like my friend Jim Riley had; Bombay to Birmingham. Well my ambition was far greater than my ability or my bank account so it came down to riding from Christchurch to Auckland to catch the old *Wanganella* to Sydney. From there I had planned to take the ship to Italy to start my modified adventure which was still pretty ambitious on a 350 Ariel two up with a pile of gear. The bike had a lot of fuss made of it because I hoped she would do my trip without too much worry because my wife wasn't any use as a mechanic. I'll tell you my precautions. I fitted new throttle and clutch cables but left the old ones still in place as spares. There was a spare clutch/brake lever clamped on the frame, two long tyre levers

and a decent screwdriver taped to the frame. The Ariel factory tool kit included all the spanners and pullers you might need, I fitted new chains and washed the old ones that were still quite serviceable and dropped one in each pannier as a just-in-case, with spare links. I wonder why the silk riders didn't carry these things.

My great trip lasted for six weeks and started from Naples headed south and following a wandering course around Italy up to Austria and into Germany. I had planned to cover a lot more of Germany where I had been stationed 10 years before but there were a lot of grumbling noises coming from the pillion of the "wanting to get back to England to see Mum" sort. So instead of the front wheel pointing north and on to Scandinavia it was south west to Holland and Belgium and the ferry. True to form it was raining in England and the long ride from the docks to my folk's home was a wet one and when we got there they were out!

Did I need any of those spares? No, but the only breakdown occurred as I entered the toll booth on the Auckland harbour bridge the motor died. Bloody Joe Lucas struck again. The tappet in the face cam mag had worn down because I forgot to oil the wick.

I bought two replacements next day and the spare second one is still in its envelope in the desk drawer. I've never needed one since... bugger.

Truck Parts Mid 30's to Early 70's

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

Personal service from the crew at: **Jim Carter** CLASSIC 1934-72 Truck Parts

VISIT OUR WEB SITE: www.oldchevytrucks.com

FAX Toll-Free for Catalog
or Call **0-800-449196**

00-1-816-833-1913

50 Year Awards

Ivan Allen Bay Of Plenty

Ivan's first interest was motorcycles and his first purchase was a 1928 Humber needing restoration. That was followed by a 1929 AJS and then a 1928 Ariel.

He got into cars about 1976 when he bought a basket case FN and restored it over eight years. This was followed by a 1911 Wolseley laundulet. He was subsequently awarded the John L Goddard Trophy in 1992. A 1913 Renault followed, then a 1913 Alldays and Onions was bought and the restoration has recently been completed. In 2003 a 1907 Cadillac was acquired and subsequently restored. Some other Cadillac bodies and even a Model T body were built for others.

Ivan has also been attracted to Austins and he has 16/6, 18/6 and 16/4 models beautifully restored in the stable, with a very rare 16/6 tourer waiting for his attention.

The latest project nearing completion is the 1928 Humber motorcycle acquired over 50 years ago, testimony to perseverance and skills honed over all those years.

Jack 'Snow' Greaves Bay of Plenty

Snow was 17 years old when he bought a 1928 Ford Model A roadster. This was followed by an Austin 7 and once sold he started building a Morford Special (Morris running gear/Ford 8 engine).

He lived in Pahiatua and he and a few friends went over to Palmerston North each month for meetings and rallies so he joined the Manawatu Branch. At this stage he was rebuilding a 1924 Fiat 501. In 1969 he moved to Rotorua which soon formed a new branch with Snow being a foundation member, committee member and chairman.

He bought a 1954 Alvis TC which stayed in the family for about 35 years. A 1937 Ford convertible came along and needed restoration. Both the Ford and Fiat travelled extensively from Cape Reinga to the Bluff.

On retirement he undertook a complete rebuild of a Triumph TR3 which he and Gladys toured extensively in. The next move was to Mt Maunganui and Snow was transferred from Rotorua to BOP Branch.

They now have a 1971 Triumph Herald 13/60 to hold their interest in the VCC and continue to meet with many friends they have made.

Derek Winterbottom Bay of Plenty

Derek and Rita Winterbottom arrived in New Zealand in October 1959 and quickly made friends with a John Irvine who had a 1928 Alvis 14/75.

Through that friendship he heard of the 1965 Haast International Rally and was able to take part as a helper to an entrant from his work. That provided the impetus to get a car of his own and he found a 1929 16.9 Sunbeam tourer. This car is now enthusiastically motored by son Stephen and family.

Derek was involved in rescuing the Auckland Branch Renault and its subsequent restoration as a charabanc, being responsible for making up the fuel system. In 1998 a move to the Bay of Plenty resulted in Derek joining the committee there and, with Paul Beck, he instigated the now very popular "Last of the Summer Days" tour. Over the years the acquisition of a 1937 Plymouth, several MGs, a few other mechanical treasures, and latterly a 1973 Sunbeam Rapier. They, along with a multitude of lifetime friends, have left him with no regrets and many pleasures.

Neil McVicar Gore

Neil joined the VCC after the 1965 Haast Rally where he was the Shell tanker driver providing fuel for the rally cars. He caught the Vintage car bug and the rest is history. Neil is not only Gore branch's oldest member (91st birthday on 4 March 2016) but he is also by far the most rallied member. He and his wife, Doris, attend most branch runs and they regularly attend other branch runs including Southland rallies, Central Otago Blossom Festival rallies, South Otago Clutha rallies, Waimate Wallaby rallies, South Island Club Captain's Tours, New Zealand international rallies (they have only missed

the one in Wanganui) and many more in their trusty, tidy and very reliable Austin A40. Prior to the Austin they had a 1924 Morris Cowley Bullnose. Neil and Doris took the Morris to Australia in 1970 for the Australian International Rally. Neil is currently restoring a 1923 Humber which is nearly completed.

Neil was a founding member of the Gore Branch having initially joined the Southland Branch. He is one of our two branch Patrons and has served the branch in many roles over the 50 years.

Fred Cox Taranaki

When Fred left school he was apprenticed to what was then National Airways (NAC) as an aircraft engineer and this resulted in his developing a lifetime interest in motorcars.

He has owned well over a 100 vehicles, his first being a Ford Model T followed by many others as the demands of family changed his vehicle requirements.

He left NAC to join the International Harvester Company as a serviceman. Later he was promoted to a warranty engineer which involved a great deal of time away from home, which had a serious effect on his social and home life. Later he moved to NIMU insurance as an assessor where he worked in Wellington, Lower Hutt, Auckland, and New Plymouth. Now married with a family and not wishing to move again, they purchased the Fitzroy service station and garage which they owned until retirement. Now it was time to finish restoring their 1925 Sunbeam 14/40 tourer. A project of pride and satisfaction for both Fred and his wife Josephine. They only regret that the restoration has come a little too late for them to participate and fully enjoy the VCC.



Gore: Neil McVicar's 50th presentation.

marketplace

CLASSIFIED RATES

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

Member of Vintage Car Club

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

Non Member

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

Text in a Boxed Ad

\$24 non-members,*

Colour Photo Ad in Box

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

Above rates apply for each advertisement.

Advertisements should be typed or clearly printed.

EMAIL ADDRESS FOR ADVERTISING

beadedwheels@vcc.org.nz

ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

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

DISPLAY RATES*

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

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

Deadline for copy 10th of month preceding publication.

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

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

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

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

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

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

1914 OVERLAND 79 T TOURER. Fully restored in top condition. A great motoring car. Spares and relevant information included. \$60,000 ono. Please phone 021 0233 3948. MEM CENTRAL HAWKE'S BAY

1929 MODEL A TOWN CAR All mechanicals completed. Most body parts stripped and primed. Needs body etc refitted. Has original ownership papers. All parts there. Contact russellgreer@xtra.co.nz or phone 027 443 0216 MEM MARLBOROUGH

1957 DAIMLER CENTURY 6 cylinder ohv red/silver. Rego on hold. Original vehicle, needs tlc. Upholstery a bit tired mainly driver's seat. Engine running on 5 cylinders. Will fix at this price \$4250. Genuine reason for selling, not used now. Need exhaust repair for warrant. Will fix if bought for above price. Phone 07 849 7517 klearvue1@xtra.co.nz MEM WAIKATO

1972 TOYOTA CORONA 1600 station wagon. 46,000 genuie miles, 3 owners immaculate orig cond. new wof and rego. NZ new Japanese assembled. To view phone 03 388 7677 MEM CANTERBURY

3 1/8 + 20 THOU PISTONS and gudgeon pins new. Fits all 201cu Chrysler family motors. \$240. Autolite starter solenoid new for all mid '30s Chrysler family cars. \$90. Morse timing chain new outside guide 48 teeth, \$80. Mopar inlet and exhaust valve guides full set mid 30-50 Chrysler group, \$60. Lynxeye tail light lens T361 Plymouth-Dodge 1937-38 no wording on them, \$60. Triflex tail light lens. De Soto 1932 Plymouth 1932-33, \$60. Lynxeye tail light lens Plymouth 1934-35-36 Dodge 1935-36 Chrysler 1935 C6, \$60. Lynx eye 1933-34 small dome in the lower base, has two holes for affixing, \$60. Contact: Don Huggins. Phone 09 267 4837, exclusiv@slinnshot.co.nz

AUSTIN CAMBRIDGE 1600cc short block motor. Kept in dry storage, c/w rocker cover, cyl head and sump, all attached. Turns over and clean. Plus good radiator. \$200 Rotorua. Also two magnetos one x Bosch, one x Fairbanks Morse. Phone 07 357 4876. MEM ROTORUA

ANDERSON STATIONERY ENGINE in good condition and no rust, number 9356, 2hp made in 1941. Phone 03 216 6056. MEM SOUTHLAND

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

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

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

DAIMLER 1974 DEREGISTERED, complete. Body is rusted. At Shannon \$750. Phone 021 0245 7984. Has to go. MEM BAY OF PLENTY

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

DISTRIBUTOR & FUEL PUMP PARTS AND SERVICE
We rebuild distributors, vacuum advance units, mechanical fuel pumps and supply parts new, NOS, remanufactured and used.
Vacuum advancers restored.
Electronic ignition kits to eliminate points.
Quality Rebuilds,
85 Polo Prince Dr, Manurewa, Auckland, 2576.
email: peter@qualityrebuilds.com
www.qualityrebuilds.com
PHONE PETER 09 267 4700

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

ESSEX 1928/29 Left rear mudguard NOS \$100. Essex 1928/29 front and rear axle assemblies, complete but rough. Also 1929 front left and right mudguards, basically sound but need a little repairing, also pair of front doors, lower panels replaced, but door skins not fitted. 1934/35 Terraplane or Hudson diff complete but rough and a set of spoke wire wheels in good condition. Can email pictures. Phone Paul 027 4949304, email paulgruppenmeister@gmail.com.

LANCHESTER CAR circa 1947-48 good for parts excellent grill with monogram, car complete except for gearbox. Offers to Canterbury Branch Parts, or phone Des Fowler 03 342 9974.

MORRIS CARS 1935, 35 pages all models also Morris 1100, 1800, 1000, Minor, Wolseley 15/60, 6/90, 6/80, 4/50, Riley 1.5 Oxford Series 5, Riley.6, MG Magnette mk 5, 1100, Viva, Chevy pickup 350, 1975, 1976 Camaro, 1976 Olds 4 models plus hundreds more \$25 inc postage in NZ. Phone 06 758 4244 or email elinorandbill@hotmail.com.

HUBCAPS — any problems contact me. I now produce either hubcap skins or complete hubcaps. These are top quality replicas. Pressed not spun to the closest possible original specifications. I can manufacture any model that uses the skin system plus many others provided they do not exceed 10 1/2" in diameter. For more information phone Dave Patten Replica Manufacturing (2003) Ltd, Phone 027 247 7956, 160 New York Street, Martinborough. dave.patten@wise.net.nz

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

See our ad on the back page

vero

consumer insurance specialists

VINTAGE ENGINE SHORTBLOCKS

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

VINTAGE CAR REPAIRS

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

Phone 341 5100 Fax 341 5101

All Classic and Vintage Car restoration.

- Panel making • Wooden body repairs,
- Bumpers and moulding repair

37 years experience • Competitive hourly rate.

KING-PIN KITS, TIE ROD ENDS,

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

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

ONE PAIR OF CAR DOLLIES for shifting cars in tight spaces. New price \$150, used once only. Will consider sensible offer. Phone Len 03 434 6498. **MEM NORTH OTAGO**

PHOTOGRAPHY. High quality photos of your vehicle anywhere in Southland or Otago. See *Beaded Wheels* Feb/Mar 2016 1924 Star. More examples on www.f22.co.nz. Colin Walkington, Arrowtown. mob 021 177 7894 or email audioman@xtra.co.nz

RECONDITIONED MODEL A shock absorbers for sale. Phone R Herron 06 8421 344 or rod2337@gmail.com **MEM HAWKE'S BAY**

REDUCING MY COLLECTION. SUNBEAM, 1913, 12/16, 2-seater. Self-starter fitted, ground-up restoration, low mileage, \$90,000. SUNBEAM, 1921, 16/40, light sports tourer, OHV engine, 2-wheel brakes, ground-up restoration, rare model, \$85,000. MG J2, 1933, ground-up restoration, low mileage, runs well - new camshaft fitted, \$35,000. B.S.A., 1938, 4 wheels, FWD, Tickford drop-head, twin carbs, ground-up restoration, low mileage, runs well, very rare, \$35,000. Phone Bill Janes, 07 578 7583, sunbeam@kinect.co.nz 37 Church Street, Gate Pa, Tauranga, 3112. **MEM BOP**

SET OF 5 TYRES SIZE 650x16 LT radials. Recently taken off vehicle. Approx. 7mm even tread. Sell as a set. Sensible offers. Phone 027 602 4420 **MEM BAY OF PLENTY**

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

PENRITE ENGINE COOLANT

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

PISTONS PISTONS PISTONS PISTONS

FOR VETERAN, VINTAGE,
CLASSIC & ODBALL ENGINES.

We can supply piston sets for most makes & models. All piston sets come complete with rings & gudgeons. We have over 700 listings at competitive prices.

M S Coombes Ltd

**344 St Asaph St, Christchurch
PH 03 366 7463, FAX 03 366 7462**

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

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



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

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

TRIUMPH HERALD PARTS. All sorts of bits & pieces, odds and sods. Mostly 1200, some 13/60. Clearance prices. Phone 07 823 5712 or atepushrods@gmail.com **MEM WAIKATO**

TWO SIDE MONSOONS for Holden \$50 pair. Phone Glen Thomas 03 575 7227, 027 575 7227. **MEM MARLBOROUGH**

TYRES (NEW) UNIVERSAL (USA) 700x19, \$995 pair (NZ delivery \$100 extra). Ronald Lever, 87 Tui Road, Papatoetoe, Auckland 2025. Phone 09 278 3888, evenings.

1937 HUDSON INSTRUMENT SET Speedometer/odometer and 4 usual gauges, complete. Has beautiful art deco fine detailing. For a Hudson or as a garage wall trophy. Speedo works to an optimistic 120, a talking point. \$48. **INTERNATIONAL TEXT BOOKS**, 18 volumes each for a car system. Hard covers deeply embossed. 190x120x15mm. Used by NZ army to train mechanics. Covers 1920-50. Well illustrated. Very good to perfect order. \$100 or \$5.50 each. Sold as set as is a collection. Phone 354 9254. **MEM CANTERBURY**

SET OF MODEL A RE-BUSHED STUB AXLES in ex.cond. DA Dodge steering box in good cond. Model A Ford shock absorbers. Complete working original sets available. Model A RHD wiring diagram posters in colour. Size 570 mm x 400 mm. Model A roadster grab rail set. 1914, 1915 and 1911 Model Ts. 24 Model A Fords for sale. Phone Les Pearson 03 528 7924, or vintagecars@xtra.co.nz



1952 FORD PREFECT Perfect condition. Runs very well. Current reg and wof. Please call as this vehicle is no longer used from Feb. Phone Bil 06 367 0303.



1938 LINCOLN CONVERTIBLE, V12; One of 220 built, maybe a dozen survivors, only one in NZ. Beautiful, well-balanced, classical lines. Very tidy original vehicle; has overdrive, radio and heater. See story in *Beaded Wheels*, issue 227, Aug/Sept 1997, page 32. Phone 07 847 5648 MEM WAIKATO



1972 BMW R75/5 This ultimate classic tourer has been in the family for more than 30 years. An utterly reliable and comfortable machine. This is a rare opportunity to acquire a very desirable appreciating asset \$8,500. Contact Neil Barnard 07 304 8774, barntech@farmside.co.nz MEM EAST BOP



1910 FN – FABRIQUE NATIONALE For sale by tender by the Auckland Branch 90% complete but dismantled. Enquiries by email to AVVCC Chairman Colin Bell at camero@xtra.co.nz or phone 09 299 6457. Inspection by appointment only. Highest or any tender not necessarily accepted. Tenders close 31 August. MEM AUCKLAND



BUCKLER 90, 1958, Ferris de Joux Mk1 Body, 100E 1172cc , Elva OHV. Very tidy and mechanically sound, 8 spare wheels and other spares. Genuine reason for selling. Stand any test. POA. 06 753 2464 evenings or 027 249 5815 MEM TARANAKI



FOR SALE 1930 MODEL A, Ford pickup truck. Fully restored, 4 spare wheels with good tyres, plus a few other spare parts. Situated in Christchurch, \$32,000. Phone Jon 027 329 6032 MEM CANTY



1947 SUNBEAM TALBOT TEN 4 SEAT DROPHEAD COUPE. Unrestored but in very good sound original condition 65,000 miles. Chassis no 3815010, current WOF and Reg. Present owner since 1970. Drives beautifully. \$17,500. Phone John (Whakatane) 07 307 0407 or 027 4793 697 MEM EBOP



SUNBEAM TALBOT 1952 2A Tidy condition. Runs well, current reg and wof. Older restoration. Recently rallied at Dunedin Vero Festival. \$8,000 ono. Phone 03 313 5043 or 0274 535 073. MEM CANTERBURY



1912 CUTTING. This car will be an interesting restoration for anyone wanting a rare Veteran to restore. Or it could be made into a replica Indy Race car. Open to sensible offers or further information Phone John 06 751 5554, megandjohnny@xtra.co.nz MEM TARANAKI



ARIEL SQ4 1949 MODEL. Engine number FJ307Xf frame GS2814. Registration on hold, will warrant and register for new owner. Freshly rebuilt motor. Please ring Roger for more details. Phone 03 9813991. MEM CANTERBURY



1954 ALVIS TC21/100 (GREY LADY) A well maintained vehicle in sound mechanical cond. Upholstery in v. good condition, paint not perfect but looks good overall. Present owner 15yrs, five as-new tyres, radiator mascot and personalised plates. \$15,750. View Kerikeri. Phone Peter 09 407 6688, 027 4980 220 peter.pam@xtra.co.nz MEM FAR NORTH



LAPEL PINS produced to commemorate the Club's 70th anniversary are now available. \$5.00 plus \$1 postage (within New Zealand). Contact VCCNZ National Office, admin@vcc.org.nz to order and arrange payment.



1927 AUSTIN 12/4 in absolutely barn find condition. Amazingly complete, rescued by Taranaki Branch. Full restoration would be required or have as a show piece. Hard to find now in this condition. All hard to get parts are there. Expressions of interest to Branch Chairman Colin Phone 012 131 6699, email cajohnstoncollections@xtra.co.nz MEM



1929 ESSEX SEDAN, good orig condition. 47,000 miles. Comes with new hood lining material and replacement carpet. Has orig ownership papers, a Laycock overdrive fitted, which is a bolt in modification, 12 volts. Many spare parts available, inc engines and front/rear axles. Ph/text Paul 027 494 9304, paulgruppenmeister@gmail.com MEM WGTN



RILEY 1935 KESTREL 22T Rare one of four in NZ and 50 worldwide. Restored 4000 miles ago 2012. A beautiful example of the Riley marque 1500cc twin cam sports saloon with good performance fully reconditioned, engine, pre selector gearbox, diff, brakes, suspension, body, wiring. VIC, WOF. \$75,000 Phone 07 378 9226 MEM TAUPŌ



1961 MGA 1600 COUPE 45,000km since imported ex WA in 2001. Mechanically sound, good upholstery, paintwork poor – needs paint job. Luggage rack, Motolita steering wheel, electronic ignition, spin-on oil filter. Original owners handbook, workshop manual. Offers over \$25,000 Phone 03 573 6677 or brehauts@xtra.co.nz MEM



1953 JOWETT JAVELIN Interior restored, new tyres, numerous spare parts and assistance by Jowett Car Club of New Zealand, Auckland or Christchurch. \$4,500 ono. Phone John 07 377 2280 or john.godfrey@xtra.co.nz



DATSUN GN620 1 TON 1975 (June) Lovely condition, some spares. Spent most of its life in Alexandra. Consider all offers. Phone Wayne 06 368 5611, davidbrowns@slingshot.co.nz MEM HOROWHENUA



1984 FORD TELSTAR 1800cc TX5 2 previous owners 132,018 kms excellent original all round condition. Five speed manual, power steering. Reg on hold, will be sold with new warrant, \$4,000. Phone Colin 03 385 6953. MEM CANTERBURY



1924 VAUXHALL 23/60 Extensive engine rebuild and upgrades to 30/98 specs. New head, cam, rods and pistons. NZ history, ex Ron Roycroft. For more information and serious expressions of interest contact David 03 447 3032 or email wenlock@xtra.co.nz MEM BANKS PENINSULA



1965 MG MIDGET. Red, major restoration by previous owners (have receipts). Extremely tidy. \$10,000. Phone Dave on 04 938 2543. MEM WELLINGTON



1918 VETERAN STUDEBAKER 4 cyl, good condition, current owner for last 29 years. Comes with trailer load of spares, original drivers handbook, VIC, Reg, WOF. \$24,000 ono. More photos on TradeMe. Phone 03 313 6244. MEM CANTERBURY



1928 ESSEX COACH Shed clearance so Ernie, needs a new home. Never been fully restored. Not a show car but has been refurbished in various areas throughout its life and is full of character. Current owner 12 years, very reliable runner and is regularly used. \$9,900. Phone Alistair Howard, 06 323 8465, mobile 027 448 8652. MEM MANAWATU



1949 ROVER P3, Very nice original condition, fully recon'd motor, gearbox, clutch and diff. (3.54:1) Fully recon. carb. Modern oil filter and electronic ign fitted. Factory heater, radio, new rubbers. Reg and wof, a delight to drive. Lovely upholstery. Excellent, reliable and comfortable classic. \$10,000 ono. Ph 06 363 6795 MEM HOROWHENUA



1969 WOLSELEY HORNET 998cc auto, only 33,000 miles. Unrestored, very original. Rust free. Genuine reason for sale. Reg & wof. Phone Len 03 434 6498. MEM NTH OTAGO



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



REPRODUCTION PETROL PUMP GLOBES, I make and supply four styles, these are available with numerous brands. If you don't see what you need just ask. Also interested in buying orig. globes for my collection. Phone Allan 03 213 0930 a/h, 027 436 1008, am.brookland@xtra.co.nz MEM SOUTHLAND.



AOTEAROA WOODEN WHEELS

Vern Jensen

Member of Mastercrafters of NZ

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



1997 MGF 1800cc two seater convertible with hard and soft top, 109,000kms, manual 5 speed, stainless steel exhaust. Well maintained, owners manual. A pleasure to drive, wof & reg. \$5,500 ono. Phone 06 878 2942 or davmargadams@xtra.co.nz MEM HAWKE'S BAY



1928 FALCON KNIGHT MODEL 12. Due to shortage of space. The body has all new woodwork, all panels repaired, new valance panels, and running boards. Engine checked and new rings fitted, some nickel work has been done. \$8,000 ono. Phone Bill 03 212 8786. MEM SOUTHLAND



1937 RILEY KESTREL 15/6 In excellent condition having won this year and on previous occasions. Fully restored to as original. Leather seats. New rings fitted recently. Pre-selector gearbox overhauled with hardened gears. In Hamilton. \$85,000 ono. Phone Brian 07 829 7166



1935 TRIUMPH GLORIA 96" wheelbase. Ongoing restoration and still work to be done. Engine restored, needs assembly. Body and guards custom made. No plates but many spare parts included. Needs body finishing, hood, upholstery. Phone 09 483 2871, dick.toni@xtra.co.nz MEM WAITEMATA



1978 TRIUMPH 2500S. Manual overdrive, power steering, alloy wheels and new paint. Tidy condition. 87,254 kms. \$6,250. Phone 03 308 8437. MEM ASHBURTON



1967 CHEVROLET IMPALA Two owners. 188,000 miles. Very original. Recent bare steel repaint. Canadian assembled. RHD. New WOF and rego. Always shed stored. \$35,000. Phone Peter 09 433 5560.

subscribe today & save

Beaded Wheels subscription form

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

- Please send a subscription for
 6 Issues - New Zealand \$39* (inc p&p)
 6 Issues - Australia NZ\$70*
 6 Issues - Elsewhere NZ\$100*

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

Payment by Cheque or Credit Card Expiry Date: __ / __ / __

Subscribers Name: _____

Telephone: _____

Email: _____

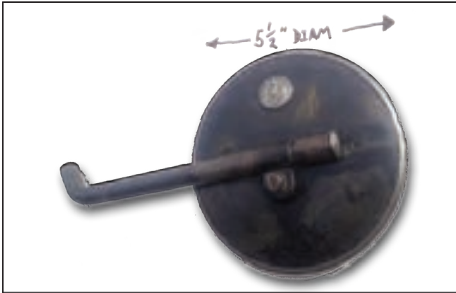
Address: _____ Postcode _____

Card Number

Name on Card: _____ Cardholder Signature: _____

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

WANTED TO BUY



LUCAS REAR VISION MIRROR (for my passenger's side). 5½" diameter O.A. With or without arm. Broken glass okay. Monty 03 344 3080 or claxtons@ihug.co.nz **MEM CANTERBURY**

ALFA ROMEO GTV 1750 or 2000 bonnet wanted about 1970 other models are the same. Phone 03 208 6479 or 027 650 8056 evenings. **MEM GORE**

CHEVROLET 1953-54, 3,100 half ton pickup truck running or not but must be a complete original vehicle. Michael Chirnside, phone 03 313 8628, biggles.1@clear.net.nz **MEM BANKS PENINSULA**

1924 CHEVROLET SEDAN Need set of interior door and window handles with or without clips. Phone 021 498 588. **MEM MARLBOROUGH**

1938 P6 PLYMOUTH BUS/COUPE require P6 motor and trans. Also need complete interior and extra body trim, will trade for nos Mopar items or purchase. Phone 03 388 7677 **MEM CANTERBURY**

1938 MORRIS 8 SEDAN, in very good, restored to original, condition. The car will be well treated, garaged, polished and 'fluffed up'. It's on the bucket list. Phone Bruce Cosson 09 436 5875, RD1 Onerahi, Northland, cossonz@farmside.co.nz **MEM NORTHLAND**

1958 FORD ANGLIA, or thereabouts, for project. Must be two door, same shape as a Mk1 Consul. Phone Clive Blunden, 03 439 5207, email blunden@slingshot.co.nz **MEM NTH OTAGO**

1959-62 FORD 107E. That's the 100E body shape one with the 105E ohv engine. Don't need another project so looking for a useable mobile one. Email Paul at paulgrumpenmeister@gmail.com or ph 027 4949304. **MEM WELLINGTON**

1966 HOLDEN 6 CYLINDER x 2 engine. Must have 186 block. Complete on short block okay. Phone Howard 09 479 2956. **MEM**

ARIEL MOTORCYCLE 1930 twin port overhead valve model. Must be restored or a very complete original. Phone 03 322 6210 or 027 432 1966. **MEM CANTERBURY**

AUSTIN/MORRIS 1800 MK1 Front seats in good condition preferred but anything considered. Paul 021 184 1632, Christchurch. **MEM CANTERBURY**

DATSUN 1200 SSS or 120Y sss sedan or coupe wanted to buy. Must be registered and have wof. Phone 027 332 8018 **MEM CANTY**

1963 EH HOLDEN front and rear bumper bars or parts. Please include a photo of parts and also your contact details. Phone Brian Webber 027 255 7115, holden63fanz@gmail.com **MEM NTH OTAGO**

INFORMATION WANTED on drive belt flat pulleys for a gunsmith 3-wheeled light tractor, English manufactured early 1950s. Phone Gavin Smith 03 308 2297. **MEM ASHBURTON**

LEFT HAND TAIL LIGHT BRACKETS for 1935 Plymouth and 1927 Chrysler. Phone Don 03 385 6333, djbenetts@compassnet.co.nz **MEM CANTERBURY**

MINI UTE WANTED in any condition. Please phone 027 229 1484 or 03 477 8580. **MEM OTAGO**

MOON CAR PARTS AND ITEMS, Radiator badges, Hub caps, ID plates, Owners hand books, Brochures, Original photos. Any year or model. Phone Gary 03 981 8692. **MEM CANTERBURY**

MORRIS 1920s/30s Torque tube type rear axle Oxford or Cowley with 12" mechanical brakes and ideally narrow (4 foot) track. Riley or similar 19" 60 spoke wheel rims, approx. 3.5" wide internal, to suit 475/500 x 19" tyres. Any MG 18/80 parts. Morris Isis (1930/1) conrods. 03 318 1454 kevinandjulia@xtra.co.nz **MEM CANTERBURY**

MULTI BEAM HEADLIGHTS LENSES wanted. 8 5/8 inch tail lenses for 1934-35 series 40 Buick Stimsonite. Phone 021 024 57984. **MEM BAY OF PLENTY**

PARTS WANTED TO REPAIR MY "HAND SAFEGUARD" mechanical horn by Duplex MFG. Co. Pittsburg PA, USA. My model has the push down, toothed square section activating plunger. Phone 03 216 6056 **MEM SOUTHLAND**

PEUGEOT V TWIN MOTORCYCLE ENGINE, early 1900s also Druid forks for Peugeot motorcycle restoration. Have Vintage/Veteran parts to swap or cash. Phone 027 642 4222, 09 478 9699, gruz.p@clear.net.nz **MEM AUCKLAND**

RENAULT MT OR NN conrods and tail lights. Pistons also of interest. Contact Paul Elwell-Sutton at pelwellsutton@fastmail.fm **MEM WEST COAST.**

SIDE MONSOONS X 2 WANTED suitable for 1969 Vauxhall Cresta. Phone Glen Thomas 03 575 7227, 027 575 7227. **MEM MARLBOROUGH**

SUNBEAM 16/40 RADIATOR To replace the fire damaged one I have. Dimensions are 690mm tall, 485mm wide and 125mm deep. 1 2/16 radiators are very much the same the only difference would be the placing of the stay. I would prefer one in fairly good condition. Phone Clive Dodds, 03 324 2168, 10 St John St, Southbridge 7602. **MEM BANKS PENINSULA**

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 8050 or taylorhq@xtra.co.nz **MEM AUCKLAND**

TURNER 5 SPEED Gearbox. EX-D series Ford or similar. Please contact Len - with what you have. Phone 09 424 85 42, joyandlen@xtra.co.nz **MEM NTH SHORE**

URGENTLY WANTED one good brake drum to fit my 1923 R Hupmobile. Please! Phone Grahame 03 542 3847. **MEM NELSON**



ROTAX SIDELAMP RIMS and reflectors wanted, two of each as per photograph. Rim o.d. 85mm. Reflector o.d. 74mm. Phone Kevin 021 765 860 or k.m.beesley@orcon.net.nz. **MEM WAITEMATA**

TYRE WANTED 1 ONLY NEW or good second hand 600x16 crossply tyre. Phone 027 602 4420 **MEM BOP**

WANTED HOLDEN ORANGE 202 MOTOR or engine block with JL or JP letters before engine numbers. Contact Bob Ballantyne 09 444 4066 deb.rob@xtra.co.nz **MEM AUCKLAND**

WANTED TO BUY A MORRIS MINOR. Any body style. Although convertible preferred. Must be an excellent example. Phone or text 027 345 2676. **MEM BOP**

WHITE & POPPE 3.5hp motor or parts, also a mag platform/muffler, to help restore a 1911 Ariel. Welcome any leads or info. Phone John 0278974477, lyndaandjohn@xtra.co.nz **MEM 5TH OTAGO**

WORKSHOP MANUAL for 1980 Toyota Crown 2.8Li saloon. Phone Jack Blyth 021 661 036 or jackblyth@xtra.co.nz **MEM CANTERBURY**

HOLDEN CARB WANTED Needs to be 1/32 choke. Has the size stamped on the side of carb. Phone Olly 03 236 1408 or leave a message.



TWIN CARBURETTOR MANIFOLD wanted to fit 1250cc Wolseley 4/44 XPAW engine or MG TC, TD or TF XPAG engine. The manifold will have squared ports as per the photo. Prefer manifold with carbs and linkages but anything considered. Phone Bruce on 06 876 6161. bmck@xtra.co.nz **MEM HAWKE'S BAY**

SWAP MEETS & RALLIES

Featuring
Vintage, Veteran,
Classic Cars and
Hotrods

36TH CENTRAL NORTH ISLAND SWAP MEET & CAR SHOW SPECTACULAR



Rotorua Vintage and Veteran Car Club

SUNDAY 17 JULY 2016

Stock Car Raceway Paradise Valley

Open 7am - 3pm • Hot Food and Refreshments available.

Site Enquiries Neville Harper ph 07 348 2412 mobile 027 494 7249 or email daharpers@gmail.com

Show Cars Bob Mackay ph 07 332 3849 bob.mackay@clear.net.nz

Admission Sellers vehicle and driver \$10 per site

All others \$5 per person (accompanied children free)

GORE BRANCH 50th ANNIVERSARY

15-17 July
2016

The Gore Branch cordially invites all past and present members and supporters to join them for their 50th Anniversary on 15-17 July 2016

To register your interest and for further information contact Keith or Linda Nunn

Phone 03 208 5403 • email k-l-nunn@xtra.co.nz

Programme

Friday

Welcome
Noggin & Natter

Saturday

Rally and Dinner

Sunday

Morning tea and
farewell



7, 8 & 9 OCTOBER 2016

Cutler Park – McLeans Island Road

Join us on this fun weekend and visit the Mecca of Vintage Motoring of New Zealand

For information write to Swapmeet, PO Box 5279, Christchurch or phone Kevin 03 385 9821, 021 0270 6525 or email kevinclarkson1@gmail.com
EFTPOS facilities available. No Dogs. ROAR.

Friday/Saturday 9am-4.30pm, Sunday 9am-2pm

Admission: Friday \$10 general admission, \$5 VCC card holders. Saturday and Sunday \$5 for all adults. Accompanied school children free.

Major landscaping redevelopment at Cutler Park will be completed by Swap Meet weekend this year

www.theswapmeet.org.nz

ATTENTION MOTORCYCLISTS IMPORTANT RALLY UPDATE

25th VCCNZ National Motorcycle Rally and after rally Hub Tour

All events based at Waitomo Village

Meals and entertainment at Woodlyn Park, 1 km away from the village

- Friday 17 February 2017 - Registration and Meet 'n Greet BBQ
Saturday 18 February 2017 - Competitive and non-competitive VCC Motorcycle Rally
- Light dinner and Kiwi Culture Show
Sunday 19 February 2017 - Gymkhana and Concours
- Presentation dinner with guest speaker

After Rally Hub Tours

Monday 20 February to Friday 24 February 2017

Hub tours will take entrants to places and towns of interest in the beautiful Waikato, returning to home base each night.

Thursday 23 February 2017: After Rally final dinner (*held early to cater for entrants who need to leave a day early on the Friday*)

Entry forms will be available in late June and will be sent to entrants of the previous two National Motorcycle rallies as well as to those who have already enquired.

Rally Director: Bob Hayton

Event Co-ordinator: Peter Alderdice

Rally Secretary: Jillian Hayton

Committee Members: Martin Spicer and Lynda Spicer

Enquiries

Rally Secretary at vccrally@gmail.com

Phone: 0274230608 or (07) 8567238

VINTAGE CAR CLUB OF NEW ZEALAND MANAWATU BRANCH PRESENTS:



Our annual UNDERCOVER Swap Meet Plus Car Show

Manfeild Park, Feilding

Saturday 15th October 2016 - Sellers from 6.30 am - Public from 7.30am
(Kawakawa Rd Entrance) (South St Entrance)

Entry: - Sellers \$20 Public \$10 (Children under 12 FREE)



Drivers of display vehicles - free admission. All show cars and disabled parking use Kawakawa Road entrance.



Contact: Alistair Howard Ph: 06-323-8465 Email: howard.fam@xtra.co.nz

SWAP MEETS & RALLIES



2017 Centennial Re-enactment of the Winterless North Parliamentary Tour

28 January- 6 February 2017

The North Shore Branch invites all Veteran owners to participate in the 2017 Centennial Re-enactment of the Winterless North Parliamentary Tour.

The event encompasses 6 days of non-competitive touring over essentially the same roads that were travelled by the 1917 Winterless North Parliamentary Tour. The total distance to be travelled is about 450 miles over hilly terrain on both sealed and unsealed roads with sealed alternatives for those not wishing to travel on unsealed surfaces.

The Tour travels north from Devonport on Sun 28 January and returns to Auckland on Sunday 5 February with a car show at 'The Cloud' on Monday 6 February- Waitangi Day 2017.

The Tour is not considered particularly suitable for vehicles of limited capability and/or inexperienced drivers.

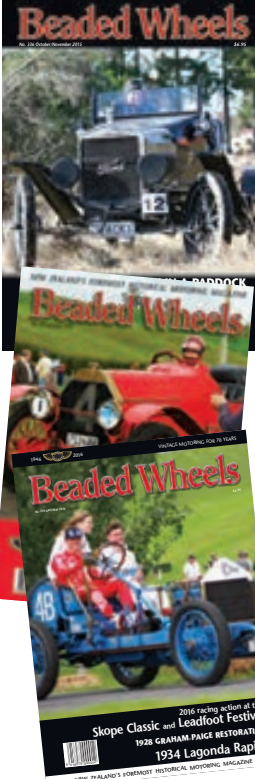
Entries close 14 Nov 2016

Entry forms will be available with Tour Newsletter Number 3 or can be obtained after 1 August 2016 from the Tour Registrar, P O Box 5697, Hamilton, 3242, or by emailing 2017parl.tour@gmail.com



Principal Sponsor of the 2017 Centenary of the Parliamentary Tour

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE



Give the gift that lasts a whole year

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

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

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

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Total engine overhauls

motor RECON

MOTOR RECONDITIONERS 2002 Ltd

- Bearing Remetaling Specialists
- All Workmanship Fully Guaranteed



Full Mechanical Servicing





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

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

Email motorrecon@paradise.net.nz
www.motorreconditioners.co.nz

FREE ADVERTISING*

Classified advertising in Beaded Wheels magazine is free ***for all current financial members of the Vintage Car Club of New Zealand Inc** buying or selling club eligible vehicles or parts. Our standard advertising charges apply for all non-members or members wishing to advertise commercial services. **Email your advertisement to beadedwheels@vcc.org.nz** Payment where required must accompany your advert. Cheque should be made payable to Beaded Wheels. Post payment & advertisement to P O Box 13140, Christchurch 8141.

\$21 Text only advertisement. Up to 45 words including phone number, no photo. Additional words over 45 up to a maximum of 65 words, 15 cents per word.

\$54 Text and colour photo advertisement. Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, submit high resolution digital photos via email: beadedwheels@vcc.org.nz

Advertisement for Beaded Wheels.

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

Tick which column you require

- WANTED**
- FOR SALE**

Payment where required must accompany your advert.

Name (block letters) _____ Phone _____

Advertisement text (45 words) _____

See www.vcc.org.nz for conditions of free advertising




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

Veteran • Vintage • Classic



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

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

CLASSIC LOOK OVERALLS

Ideal for

- Classic race teams,
- Spectators & Officials

Roycroft Trophy
Leadfoot Festival



Classic or Vintage events
Proudly made in New Zealand
Tel: 09 401 7205
E: grant@northernsouth.com

Indian Parts & Service



Contact PAUL HANES
07 829 9753 • 0274 957 838
Email hanes.eng@xtra.co.nz
Home 07 829 9741 Fax 07 829 9671
PO Box 4, Horotiu 3262

RESTORED CARS MAGAZINE AUSTRALIA



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

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

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



Hamco INDUSTRIES

Motorcycle & Car
Wire Wheel Repairs & Restorations

We Specialise In

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

Vintage – Classic – Modern

Craig & Debbie Hambling
Phone 06 324 8345
Mobile 027 231 7864
410 Green Road, RD 6, Palmerston North Day or Night

OLD AUTO RUBBER

products for the car restorer



PENRITE LUBRICANTS

full range in stock



Listsings for over 800 models

VINTAGE AUTO PARTS

phone or fax 03 359 8592
Gary and Ruth Arps • PO Box 5369 Papanui, Christchurch 3482



E. Parrott & Son Ltd

automotive instrument specialists

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

SPEEDOS ■ TACHOS ■ GAUGES ■ CLOCKS ■ CABLES

Vintage & Post Vintage Restoration Work Undertaken

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

Replicore NZ Ltd

Working with old radiator cores since 1976

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



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

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



Classic Chrome RESTORERS




Done the old way – the right way
COPPER – NICKEL – CHROME

Specialist in restoration of Vintage and Classic cars and motorcycles

FREEPHONE 0800 862 476
www.classicchrome.co.nz

EMAIL
stephen_winteringham@hotmail.com



Ashburton: Group of members totally relaxed enjoying the lovely day and surroundings at Lake Hood.



Ashburton: Another view of cars on Easter Sunday run.



Ashburton: Line up of vehicles at lunch stop on Easter Sunday outing.

Ashburton

Owen Wilson

Our PV/PW run on 13 March, organised by Val and Peter Knight, travelled to Doyleston for lunch after which we visited Greenacres, a property near Burnham, where we were given an interesting talk on coloured wool processing from Len and Karen Ponsonby.

Our Easter run on Sunday 27 March was organised by Bernard Egan and Roger Hart. We ended up at Lake Hood for lunch then down to Waterton cemetery. This was a very enjoyable day out around our countryside south of Ashburton east coast coming out at Longbeach before returning to our clubrooms.

The Wheat and Wheels Rally was held in our district on 1 and 2 April at Peter Butterick's property. There was a large collection of Vintage cars, trucks, tractors, traction engines and harvesting gear. David and Marion Oakley ran a novelty event on the Saturday evening which 15 cars attended. This was called Operation V2. They had help from Ian Begbie with an aeroplane and our military collection. Only vehicles with good ground clearance and manufactured before 1946 were able to be involved although rare cars were exceptions for this military operation. Throwing flour bombs and cones and trying to rescue French Resistance personnel were included, the rest may be left to your imagination.

Our Solstice Run has a change of date to 26 June to accommodate the garage raid on 18 June at Oamaru.

Auckland

Tracey Winterbottom

A busy couple of months.

In March our Annual Vintage Muster attracted 28 vehicles. Open to all classes, a third of the field was non Vintage. The run took in quiet rural South Auckland roads, lunch in Mangatangi and finished back in Drury. Congratulations to Glenn and Marion Morris who won overall. A group of nine cars travelled to Taranaki's Maunga Moana, using Friday to take Club Captain Wayne Roberts' Tame Tour to Taranaki. Travelling together over a plotted touring run is proving a popular way to get to out of town events. We hope branches will do the same for our 2017 Easter Rally and are offering assistance with routes if requested. Auckland was also represented at North Shore's Northern Raid.

Alastair Moffat won the Bert Cuthbertson Memorial Run plotted by Graeme Crawley. Good to have a new winner.

Mike Loosemore has completed the Bean and now works on a Veteran Hupmobile project. Past Chairman Roy Cope has moved to Whakatane to be nearer to family.

The most recent midweek tourers run went to a private collection in Waiuku and attracted over 50.

Canterbury

Tony Becker

The Swords excelled at the cutting edge of the 3-day ANZAC Weekend Tour. Starting at Cutler Park the first leg toured to Ashburton via roads less travelled. Lunch was at the spectacular Ashburton Airport which has a large museum of aircraft. While air museums usually feature WWI or WWII aircraft, this is unique, specialising in jet propulsion firsts. These include a Hawker Harrier Jump-Jet first STOL (Stationary Take Off and Landing) supersonic jet fighter, the only example outside its homeland, plus a Gloster Meteor, the first British jet fighter. Their RNZAF collection includes Skyhawk, Devon, Harvard, DC3 and an array of former service aircraft, as well as a rare Vintage French Flying Flea, a Fokker Friendship and a number of obsolete Vintage planes. We spent two nights in Geraldine and visited the car museum, and attended an ANZAC service before a busy itinerary took members to Methven, Fairlie, and Rangitata Island viewing tractors, traction engines, cars and collectables plus more Vintage planes.

For our annual Commercial Rally the team assembled at Daniel Smith's home to peruse his collection before heading off to



Central Hawke's Bay: A pair of 1937 Buicks.



Central Hawke's Bay: Radio controlled aircraft.



Central Otago: Old Lindis Pass Hotel.



Central Otago: Harliwich White truck, Roxburgh.

Andrew Mehrten's Ashley river property for field tests on the sizzling 34 degree day. Later, the river at Waimak Gorge Bridge looked rather inviting but we carried on to Stuart and Helen Skurrs' property for lunch before heading back to the finish at Cutler Park.

Cutler Park is currently having a make-over currently. Stump pulling, levelling, re-sowing and new plantings are thriving thanks to our long sunny autumn. Considerable effort by George Kear and his team has seen to that.

Canterbury Branch 60th Birthday Easter Weekend Celebration was well organised and much enjoyed.

Central Hawke's Bay John Foot

We welcome new members Ewart Donnithorne with a 1928 Triumph and Grant Taylor with a collection of vehicles. In early March, at the request of the Wellington, Horowhenua and Wairarapa Branches, we hosted the Triangular Veteran Rally. There was only one entry from Wairarapa and one from Wellington and with a total turnout of only 13 vehicles the organisers would have been very disappointed after all the effort they had put in to the event. The March branch event was a run to Norsewood for lunch at Anzac Park followed by a visit to a family with a passion for radio control aircraft which they demonstrated to us. The speed of these

piston engine modern day model aircraft is quite high. They also demonstrated a jet aircraft which was very fast and sounded like the real thing. Early April the Model T Ford Club held a rally here in Waipukurau. It was organized by local branch members John and Margaret Cleland. Several of our local branch members took part and some also acted as marshals and helpers. Our April Branch event was to Pahiatua by mainly country roads (the run to Pahiatua was 86 miles of which only 22 miles was main highway) to visit the Railcar Centre where Don Selby gave us a very informative talk on the centre and the railcars. After lunch we visited Paul Gleeson's truck and machinery collection. Branch events and meetings continue to be well attended.

Central Otago John Loudon

A recent Sunday run took us to the old Lindis Pass Hotel, now a stone ruin but a nice place for a picnic gathering. We drove on the Central Otago side of the Lindis Pass up the signposted Nine Mile Bridge and on to an old gravel road which was bypassed when the new highway was formed. Well worth the visit.

Another day out was to Roxburgh Racecourse to view the end of this year's Cavalcade. We saw all the horses and walkers arriving after their week's event round Central Otago and other area hills. This was also the Teviot A&P Show

and all the related events amounted to a lot of activity. On the same day the annual Classic Car Show was held on the racecourse where there was lots of room for the display of some very nice vehicles.

At our meeting night recently we had a very entertaining hour by the NZ manager of Penrite Oil discussing their products and all the various oils to use in both old and new cars. I have always used either straight 30 grade or latterly 20-50 grade in the Chev and use about one pint a thousand miles.

We will have another 1939 Chev sedan in the club shortly as a local man has brought Otago Branch member Chris Whelan's lovely restored car as both Chris and Mary were finding access difficult. I am familiar with the same problem.

EBOP Peter Donovan

Two cars travelled to Taupo for their March rally, with members Barry and Tessa Keene in their 1926 Willys-Knight returning victorious as overall winners.

During March new member George Chambers set an excellent run around Whakatane. Afternoon tea at the Indoor Bowling Club attracted many passers-by interested in looking at the lineup of cars.

For the April Sunday run, following lunch at the White House, members and additional cars joined for a straight line navigation exercise set by Steve and Joy Growden. The tour ended by viewing Bruce



Far North: Brian Parker picnic.



Far North: Mens' shed treasures.



Far North: Brian Parker start.



Gore: Marairua Homestead, Tuturau destination of Ladies Run.



Gore: Neil McVicar at the punt.

Taylor's restoration to date of his 1986 BMW motorcycle, followed by afternoon tea in Bruce and Maureen's home garage.

Some results of the East Coast Rally, held in February are:

1st Vintage	Tessa and Barry Keene	Willys
1st PV	Stu and Val Clotworthy (also overall winners)	
1st PW	Tony and Judy Brierley	Morris
1ST P60	Colin and Pam Bell	Mustang

Congratulations to Alan and Lorraine Stock on the completed restoration of their 1980 Datsun 280 ZX. Also, welcome to outside members joining our activities: Mark and Karen Spackman from BOP Branch, and Ben and Marion Vermeulen who have transferred from Taranaki Branch with their DAF collection.

Far North Dave Duirs

We visited a Mens Shed on a farm in the hills behind Kaeo and had a look at the old trucks and gear there. We heard of the challenges of breaking this country in with axe, shovel and dairy cows. Later we were hosted on what had been a scrub covered hill of archeological significance which now reveals the remnants of a village.

Our Summer Picnic started from the old store at Broadwood and took us along dusty roads and grass covered tracks in to the Pawarenga Valley in Whangape harbour. We visited a small family church on the river and a larger church under restora-

tion before picnicking on the beach. This helped us gain a vivid understanding of the life of the early Maori settlers and their subsequent interaction with early European settlers – a lot happened and it wasn't all that long ago.

Fifteen old cars started the 40th Brian Parker Memorial Rally at Cable Bay, rattled their way on dusty gravel in the hills behind Kohumaru, back down in dense bush behind Peria and under the Maungataniwha range to end up, almost full circle, up Honeymoon Valley. We lunched by a river followed by an introduction to Paradise Sculptures and their almost self-sufficient lifestyle. Homeward bound along more gravel we parked on Paewhenua Island in Mangonui Harbour to sample Butterfish Bay wines.

We certainly have visited some interesting places lately while giving the old cars a run. Those who don't join us are missing out on some real gems.

Gore Jim McFadzien

Our annual 'double banger' run, the Frank Robson run for Vintage and Veterans and the Clearwaters Caper run for the rest started at 12.30pm. The Vintage took an all sealed roads run and the rest of us had a few gravel stretches, one of which took us through the Koi Flat Road and onto Rankleburn at the end of the Blue Mountains in West Otago. Our destina-

tion was the east side of the Clutha River at Tuapeka Mouth where we were ferried across the river two cars at a time on the last remaining punt in New Zealand. The driving test was to simply back down onto the punt where the punt master would be the judge of the event. The 22 contestants were entertained by all types of driving – mostly the cautious type! Russell Newlands took the Frank Robson prize and the 'baby six' BMW of Jim McFadzien took the Clearwater Capers. Back in Gore we met at the Heartland Hotel where Gore's first 50 year badge was presented to Neil McVicar by South Island Club Captain Alon Mayhew.

On 10 April 14 cars left on our Ladies Run which looped around Waipahi on the way to Clinton then on to Old Coach Road and south of Matura to Mairairua Homestead. This homestead has been restored and is set in a large garden with plenty of room for all our cars. Marilyn Proctor won the event.

Hawke's Bay Esther Smith

Our members continue to enjoy social motoring for both the midweek and branch monthly runs.

In March we had the Great Grape Run to a Church Road vineyard, organised by Barrie and Lyndsay Browne. We had a great day out ending with a picnic beyond the vineyard, down by the Ngaruroro River.



Hawke's Bay: Bruce and Alison Small in their 1920 Oakland.



Horowhenua: Parts shed opens up during Swap Meet.



Horowhenua: Swap Meet March 2016.



Horowhenua: Basil and Bev Gowenlock at Ted Green Rally 2016.



Horowhenua: Hard working Lady troops in the kitchen Swap Meet.



Horowhenua: Organiser Pete Collins.

April's run took us to the Pekapeka wetland restoration area just south of Hastings. This is a major conservation project for the local Regional Council. Then we were off for afternoon tea on the village green at Havelock North before moving on to the Origin Earth Dairy and Cheese Manufacturing Company based in Te Mata Road. We heard about the fresh cow and sheep's milk products they make although one of the sheep cheeses had a distinctive aroma. A distinctive car on this run was Bruce and Alison Small's 1920 Oakland. This car had spent most of its life on a farm in the Taihape area. Bruce bought it 18 months ago as a restored chassis and in the intervening time he has completed the restoration of all the body and timber work plus the mechanicals. It was a big push to have it ready in time for this year's Art Deco event.

We have managed to expand the number of people willing to arrange runs and other events. This is great as it takes the load off the committee members and provides greater interest and variety within the club's operations.

Horowhenua Peter Nightingale

Our Ted Green rally was poorly attended and was a disappointment for the organisers but was enjoyed by those that came.

The swap meet saw record numbers in attendance and there were many Vintage

parts for sale. Our Parts Department was kept busy and there were lots of sales.

The library, with surplus books, magazines and car manuals for sale was also busy.

Marlene Wallace recently presented a trophy commemorating her husband's membership to our branch. The trophy to be presented to the best performing AJS or Matchless.

A number of branch cars have come up for sale due to death or age of owner and it is good to see that some of these have gone to branch members.

A social lunch barbeque was held in conjunction with the local farm machinery club and over 40 members attended.

Club nights have seen new faces with a number of people joining the branch.

Mark Gibson, our *Spark* editor, gave an interesting talk on his eight month deployment with the New Zealand Police in the Solomon Islands.

An eight metre building extension is now underway as this has now become necessary and was always intended as the club grew. It will be used for parts at this stage as space will allow the team to display and accept the many parts that are on offer to us.

Manawatu Ian Howell

In March we held our Ruahine Ramble. This took entrants north to Rewa and

Vinegar Hill, north of Hunterville, with lunch at Ruapuna Park and Museum on the outskirts of Rangiwahia. After this break the rally meandered its way south to finish at the Waterford café in the Pohangina Valley.

Later in March an intrepid group of Manawatu members enjoyed a weekend away in Wairarapa. Leaving from Woodville our adventurers headed south looking for dodgy roads that were prominently labelled "Council Road Maintenance Ends - 4WD Vehicles Only". Of course any decent Vintage vehicle with good ground clearance and plenty of torque can ignore such bureaucratic declarations and proceed.

Bereavements: Earlier this year we lost Morrie Holland, who had been unwell for some time. Morrie, Jean and family were very active in our branch and further afield in their 1928 Sunbeam and 1934 Riley.

We have also lost Jill Blanchett who, with Ron, was very active in earlier years of the branch. She and Ron were well known, being active in their Vintage Alvis and Veteran Wolseley. Our thoughts and condolences to both families.

Another older former member is Brian de Lautour who celebrated his 100th birthday in March.

More publicity for our hobby; The *Manawatu Standard* of 29 April featured local member Brian Rankine and his 1902 Mathieu. This is possibly the only known



Marlborough: All lined up at Tom Canes Bay.



Marlborough: At Tom Canes Bay.



Nelson: The team at the chicken farm.



Nelson: Rob and Karen Thompson at Ladies run afternoon stop.



Nelson: Organiser Maree Peter (left) presents Lady drivers Trophy to winner Athena Dense.

example in the world. Brian has been restoring his jigsaw puzzle for a few years and has plans to participate in the famed London to Brighton run, but maybe not this year.

Marlborough Carroll Wiblin

A recent boat trip to Wakatahuri was another great success for our club captain. There was a great turnout and because of this another boat was put on. There was a lot of local history revealed that not all of our members were aware of and our beautiful Marlborough weather made a day in the Kenepuru Sounds even better.

Another recent trip was to Tom Canes Bay in Port Underwood. Twenty one cars turned out, and with a couple of stops for sightseeing it was a relatively smooth run. One member had the misfortune to break down, but with true kiwi ingenuity others were able to help get it repaired and back on the road. Members John and Janet Johnson have a bach there and members were able to catch up with them and enjoy their company too. This bay is one of the best kept secrets in the Marlborough Sounds. It is a little touch of paradise. Some cars opted to go home via Rarangi but found the road a little bit of a challenge.

The branch has lent its support to various groups by displaying vehicles and giving rides to those less fortunate than us. We enjoy putting something back into the

community as they are very supportive of us, especially when fundraising.

Hopefully our AGM will see some new faces appear at committee meetings. Our branch stalwarts have done an amazing job, but it is always good to get fresh faces and fresh ideas.

Nelson Jim Wareing

At our March club night Dale Shattock gave an interesting talk about his years on the road as an AA officer. A rewarding job, helping people, with some interesting tales over the years to tell.

Members Lloyd and Gwen Ewing own a huge poultry business and hosted a club run. With two farm sites 25km apart a picnic lunch stop was included at Wakefield township. One million eggs are produced every nine days, with conveyor belts, computers and 50 people. Eggs are supplied locally, trucked around New Zealand and airfreighted to Hong Kong. Ten thousand chickens live in one of the many buildings with access to outdoors.

Sadly, Nelson's newest motor museum, New Zealand Classic Motorcycle Museum, owned by Tom and Heather Sturgess is about to close. Fifty members visited recently to view the upmarket display of rare motorcycles, scooters and artwork. This is the only collection in the world with three Brittens and the largest collection of Brough Superiors in the Southern

Hemisphere. It's an amazing display that will be a sad loss to our area.

A good team turned out for the 2016 Ladies Rally although only five were lady drivers. The event was planned by last year's winner Maree Peter with a start at Ellis St Autos where there is a large collection of motoring memorabilia. A mid-run stop visited Willowbank Historic Village annual Apple Fair. The flat, sealed road run ended back at the clubrooms for prize giving. Winner was Athena Dense driving Bill's Humber Sceptre.

Northland Keith Thompson

This month I am not going to talk about what we have been doing in the Northland Branch over the past couple months, instead I want to talk about what it is we are doing over the next 12 months and more.

The Northland branch is over 50 years old and in the past we have had far sighted members who have provided us with great facilities, a large clubroom building, a terrific vehicle shed with the club's eight vehicles housed within and a large spares' shed. However there has been very little maintenance done on the buildings and they are now looking very tired.

We gain a small chunk of our income for renting the clubrooms out to other organisations but because of the condition of the clubrooms it is getting less and less.



North Otago: Peter Brown 1966 Elin Mk3.



North Otago: Jim Bennett 1st prize Ngapara Hill Climb.



North Otago: Joe Gillman, 1935 Ford V8 coupe. Photo Oamaru Mail



Rotorua: David's Airstream, great to have it on the road after sitting in shed for the last 13 years.



Rotorua: Morris Minors attract attention.



Rotorua: Members closely inspecting Terry Wadsworth's Morris Oxford.

What are we doing about this?

We are currently developing a programme of maintenance and renewal for all our assets. Out of this we formed five working groups who are responsible for writing a report on their section of the clubrooms, vehicle shed, spares shed. As an example the clubrooms are divided into four sections and each group will write a report on what they wish to do within each section including costing etc. This comes back to the full membership and a vote is taken on what they (the membership) want done, done first and how we are going to pay for it.

Next time: How are we going to pay for this?

North Otago

Clive Blunden

We welcome three new members, Purple Taylor with her 1962 Bedford KD truck and Brian and Ngaire Webber with their 1963 EH Holden. That's eight new members in the last six months. I hope we can keep it up. The weather was brilliant for the 51st Ngapara Hill climb with 42 vehicles competing. It was good to see Joe Gillman in his 1935 Ford V8 coupe travelling all the way from Stillwater on the West Coast. First Place was Joe Bennet in a 1965 Imp powered Furi-impulse. Second place was Murray Frew in his 1929 Chrysler special, and third place was Peter Brown in a 1966 Elin Mk 3. Our Chairman Wayne Abernethy presented the prizes.

Otago

Graeme Duthie

We welcome new members Jamie Robertson, 1931 Morris, and Bob Herron who has transferred from Gore. Bob has Model T Fords.

The Vintage/Post Vintage Rally was held mid-March. It toured around the southern area, crossing the new motorway bridge then touring the hill area to the north of the city, and on to Port Chalmers for a look around before going to Waitati, Waikouaiti, Palmerston and then inland to Dunback Domain for lunch.

The Restoration Rally was held mid-April. There were two vehicles entered for judging, those of Bill Veitch and Bruce Murray. The run went through town and carried on North to the top of Mount Cargill where we turned down the hill to Sawyers Bay. From there it was back to the club and on our return we had to try to answer questions about the route.

The Otago Rally was another project for club funds and it was good to see so many members helping out on check points and road blocks.

The Ariel Rally was in Dunedin this year. The route took a few back roads and arrived at Palmerston then on to Dunback Domain for morning tea. The route continued on to the Macraes gold mine and the great unbelievable hole they have made before going to Middlemarch to visit a two wheel enthusiast's workshop.

We are looking forward to the trip south to Bill Richardson Transport World in May.

The branch AGM is on 19 June and we are looking forward to some changes on the committee this year, new people bring new ideas.

Rotorua

Ronald Mayes

David and Jill Philips have their very rare 1936 De Soto Airstream De Luxe back on the road after 16 years. Denis and Pat Burr are now rallying the Mercedes-Benz 280CE previously owned by Mel Cooper, and Peter Stanaway has bought an Austin Maxi. John Kirkland now has a 1918 Ford Model TT truck and John Sladden's 1954 Ford Consul is another welcome addition. The branch now has a 1952 Bedford K truck, a bequest from a local man who passed away earlier this year.

BMC cars are coming close in numbers to Triumphs, which in recent years have outnumbered other makes in the branch. Outstanding amongst these must be the Morris Minor Traveller which joins Angie and Des Brunton's 1937 Morris Eight in their garage. It can probably be described as better than new. Rumour has it that it was a birthday present for Angie and it is feared other members' wives will be soon be giving hints to their spouses.

Midweek runs to places of interest continue and in April we held the annual night run. A Saturday evening run was



South Canterbury: Members on the April mid week run being shown the Rangitata South Irrigation Scheme.



South Canterbury: One of the larger items on sale at the swap meet at Winchester, a 1967 Daimler 2.5 V8.



South Canterbury: Entrants on the All American Day at Rosewill Valley, seen from Grant Mehrstens' 1959 Ford Skyliner.



South Canterbury: Morris Eights on the Mid Island Rally, entered by Russell Dale, John Lester and Mel Lewis.



South Canterbury: Ashburton Branch member Hilary Butterick's 1963 Vauxhall Victor, stopping briefly at Otipua on the Mid Island rally. The nickname given to this car is 'The Snifter', due to its mint green colour.

the popular choice so after dinner at the clubrooms contestants set out around Lake Rotorua and out to Sulphur Point and back to the clubrooms for desert. Angie Brunton reported that her Morris Minor Traveller ran out of petrol. The fuel gauge was apparently not entirely reliable but a reserve supply was on board and every other car in the fleet passed while the tank was being replenished.

South Canterbury

Shannon Stevenson

Our annual Mid Island Rally was held on 12 March and attracted over 60 entries covering all vehicle categories and members from all branches between Christchurch and Dunedin. The route took entrants on a mix of scenic shingle and sealed gravel roads through Claremont, Otipua, Southburn, Bluecliffs and Esk Valley; the lunch stop being the St Andrews recreation reserve. There was a 73 year age gap between the oldest and youngest vehicles entered – the oldest Stewart Frew's 1913 Ford Model T, the youngest Peter Rhodes' 1986 Ford Escort Mk3.

The annual Swap Meet took place at the Winchester Showgrounds on April 2, and this attracted over 3000 people, many eager to find a keen bargain or hard to find part.

The All American Weekend was held over the weekend of 9 and 10 April. Over 50 vehicles, the largest a Mack truck.

entered on the Saturday evening run. Participants travelled through Fairview, Hadlow, Levels Plain and Temuka areas to reach John Kyle's property at Arowhenua. An evening barbeque was held in amongst his vehicle collection, including several traction engines. A display of the vehicles was held at Caroline Bay on the Sunday.

Mid-Week runs have been re-introduced this year for the autumn and winter seasons. The first of these was held on 14 April. Organized by Max Millar and Rose King, this run took 17 entrants to the Clandeboye and Arundel areas to view and gain an insight into, the extensive Rangitata South Irrigation Scheme.

Southland

Stuart Francis

The Invercargill City Council closed off Esk Street (the main shopping street) for the start of the Veteran Rally. Eighteen Veterans, 13 cars and five motorcycles, lined up for the start. Oldest car was Colin Winter's 1900 Wolseley and oldest motorcycle was a 1902 Ariel ridden by Tim Eunson. Vehicles started leaving at 10:30 for Moore Road, to start the timed section. The route followed the Riverton highway before looping out into the countryside and coming into Riverton around the racecourse where the 25 miles timed section ended. The route ended at Colac Bay, a 45 mile run in all. A trio of field tests rounded off the run.

The competitors then went back to the clubroom for tea and awards. Although there were a couple of problems, a flat tyre, a wilting contact breaker spring and running out of fuel, everybody made it. Overall winner was Tim Eunson on his 1902 Ariel motorcycle.

Fifty two vehicles, including three motorcycles, lined up at the clubrooms for the start of the Southland Rally. There were two routes; a 90km run for Veteran and Vintage and low power vehicles and a 210km run for the younger and bolder vehicles. The last part of both routes was 13km up a potholed gravel road to the Dunsford picnic ground in the Hokonui Hills. The picnic ground was a great venue for the three field tests. Although a very long day it was a good event, capped off with a barbeque and drinks back at the clubhouse.

South Otago

John Cook

The branch's yearly Weekender was another successful event with good numbers attending and was based at the Coachman's Inn, Invercargill.

Saturday was a drive to Riverton to visit the Coastguard Rescue Station and we were given a run down on what they do. The rest of the day was spent visiting various places of interest around Tuatapere and the Thornbury Vintage Machinery Club.

Sunday it was off to Richardson's Museum to look at their huge and impres-



Southland: Veteran Rally - Overall winner Tim Eunson 1902 Ariel.



Southland: Southland Rally - Allan and Faye Martin, 1959 Bedford.



Southland: Veteran Rally, Colin Winter, 1900 Wolseley.



Taranaki: Fred Cox with President Diane Quarrie receiving his fifty year certificate and badge.



Taranaki: Bill Durling with President Diane Quarrie receiving his fifty year certificate and badge.



Taranaki: Robert Gudopp winner of the Findlay Trophy and highest placed Taranaki entrant overall of the Maunga Moana rally with all the silverware.

sive collection of vehicles and memorabilia. Thanks goes to Barrie Delaney and Graeme Paul for putting the weekend together.

Six South Otago Branch members attended the Central Otago Branch's moped and scooter rally based at Ophir. The run took us out to Matakau for lunch, visiting a knife maker, who makes knives by hand along the way. The highlight of the day for me was seeing and hearing the late Bob Turnbull's 1934 Bugatti Gangloff roadster driving around and the beautiful sound of that straight eight motor going over the Poolburn Hill. Later in the day I was to get a closer look at it in its stable. A very impressive motorcar.

Jan and John Cook attended Central Otago Branch's Golden Times Rally held at Arrowtown at ANZAC weekend in our Vanguard Six. A very good rally with plenty of time to look around.

Taranaki Colin Johnston.

National President Diane Quarrie and husband Geoff attended our 51st annual Maunga Moana Rally held at ANZAC weekend. It was an opportunity for Diane to enter the rally and to later present 50 year certificates and badges to Fred Cox and Bill Durling. The rally attracted 63 entries with all classes being represented. This year the rally was held in the South Taranaki town of Hawera and was set over a one hundred mile course. After the lunch stop at the Swiss Club at Kaponga the rally

continued on untimed sections of roads which made for an enjoyable drive with entrants on the lookout for silent checks. The overall winner was Keith Turner from Wanganui driving a 1938 Dodge D8 sedan. The highest placed Taranaki entrant and winner of the Findlay Cup was Robert Gudopp driving a 1961 Morris Minor with his navigator Kaye De Barr winning highest placed Taranaki navigator. An exciting tour that took us to the Bridge to Somewhere in Eastern Taranaki was enjoyed by members. The back country roads went from tar seal to dust and gravel that made this an event to remember.

Taupo Greg Nattrass

March got underway with a guest speaker from the local Coastguard, Mike McSherry. Mike spoke on the role and work that the Coastguard undertakes in the Taupo district. Our branch also undertook our annual William Drew Goldsmith Taupo Rally. A great turnout of visiting and local cars participated. Late March saw a handful of members supporting the Taupo Hospice with a display of cars, and then taking patients for a short ride around the Taupo township.

During April we held a movie night and around 30 members came along to enjoy a recent movie titled *Bridge of Spies* featuring Tom Hanks. This was an excellent choice as few if any had seen the picture when it

was on the cinemas. At half-time we all enjoyed our ice creams.

Later in the month we held the previously cancelled Chairman's Run to Whareroa (a lakeside settlement on the western side of the lake). This was a re-run of the earlier event planned late last year when bad weather intervened. On the day in April the weather was once again a factor with this run but the decision was made to continue. We travelled via Kinloch to Whareroa, where we set up a picnic down by the foreshore. After we then headed back to Taupo some via Turangi, others retracing the route used to get there.

Wairarapa Kevin Ball

The Rex Porter rally attracted 25 entries and took them out to the coast then south through Castlepoint Station, owned by member Emily Crofoot and eventually back to the rooms at Clareville. Peter and Nola Groves, 1924 Austin 20, were the overall winners and took out the Vintage class. Other placings were: Veteran, Will and Ruby Holmes, 1910 Austin 18/24; Post-Vintage, Martin Hutchinson, 1936 Plymouth coupe; Commercial and Best Presented GM vehicle, Doug Curtis and his dog Hayley, 1945 Chevrolet truck; Post-War car, Gary and Heather Wall, 1946 Wolseley; Post-War bike, Willis St Clair, 1954 Ariel; Post-60, second overall and navigator's trophy, Earl and Tina Goodin,



Wairarapa: John and Rae Kennedy and friends toured the Rex Porter Rally in their Rolls Royce Silver Ghost, the car which won the Alpine Rally in 1913, the year of its manufacture.



Wairarapa: Will and Ruby Holmes won the Veteran section.



Wairarapa: Tim Johnson in his Model A in the Rex Porter.



Waitemata: Cars at Hope-cross Bent Sprint.



Waitemata: Hamish Andrew and Mini at Hope-cross Bent Sprint.

1975 Chrysler Ute; Post-60 bike, David Henwood, 1980 Honda XL 500S.

Gary Lang's Club Captain's Run was in three parts, a straight-line navigation section, a back-country gravel tour (which included opening and closing gates) and a tour of Masterton with clues based on street names. Despite previous club night training, the straight-line section fooled most people. The gravel, a scenic drive from Hinakura to Gladstone over the Clifton Grove Road, was a dusty delight, and, after lunch at the Gladstone sports complex, the Masterton mystery tour was fun. Three entries shared the honours, John and Sheila Clark in their Daimler, Andrew and Sue Dittmer in the Austin 7 roadster and Myrna Lane and grand-daughters Gabby (6) and Lauren (5) Ogier, in Myrna's Citroen Light 15.

Midweek tours had visits to Pukaha Mt Bruce bird reserve and Mt Holdsworth for a picnic.

Waitemata Di Humphreys

The Pomeroy/Regularity Trial was enjoyed by competitors and a second Regularity Trial for those entrants, held on Sunday, gave us an overall winner, Bill McEwan 1970 Ford Escort. A special Pom Trophy was awarded to our young member Aaron Aldersley, Austin 7 Special. Invited Formula Juniors, Classic

Motorcycles and of course our VCC Pre 45, Pre 60 and Pre 61 Saloon Grids made Sunday a very full and busy Roycroft and without any real mishaps or delays we were able to keep to the pretty tight schedule. Roycroft Trophy Spirit of Event (The Ron Roycroft Ryall Cup Trophy) went to Graeme Brayshaw and his 1954 Cooper Mk8.

A visit to the North Shore Compliance Centre Saturday 2nd April was well attended by our branch members and other invited groups.

On Sunday 17 April Waitemta'ites Mike and Kris Hope-cross opened the paddocks of their small holding farm for a Bent Sprint. Two weeks prior Mike was wanting rain to thicken up the grass and force the ground to be a little less hard under tyre. Well his wish came true but way too late and we ended up holding more of a mud plug instead of a bent sprint in the pouring rain. The decision was made as the food smells were wafting out from the region of the house kitchen that we really were starting to damage the land, and it was lunchtime, and everyone had actually had a practice and a timed attempt at the course so yes, let's quit at this point BUT let's have another go when summer arrives again!

As winter approaches our events calendar fills with a Long Day Run in May,

Mid-Winter Christmas at Whatipu in June and the annual R'OilCan in July.

Wanganui Fay Chamberlain

Club nights continue to be well patronized with up to 70 members. Recently seven members told their stories about the big International Rally in Dunedin. The photo slides brought the event to life for those who couldn't make it.

The autumn rally for the motorcyclists is coming up, as is the June Annual Rally on Queens Birthday weekend. Many one make clubs have paid visits to Wanganui in the past couple of months too.

Membership continues to grow. The branch has a good name round the town, and is often used for schools and charity events. Next month, we're going to visit a castle.

Wellington Stan Garmonsway

The last couple of months have been reasonably busy for the Wellington Branch with the Gymkhana and Club Captain's Safari the main events for March and April. Kamahi Park in Stokes Valley turned out to be an excellent venue with its sheltered location and grassed surface. The day began with a Devonshire tea put on by Rally Secretary Diane White, after which the action got under way in earnest with a



Wanganui: Driver Siobhan, and would you believe it! the passenger was also Siobhan... (aged 7 and 2 respectively!). Prospective members ever?



Wanganui: 1928 Buick driven (for the first time!) by Linda O'Keefe.



Wellington: Aaron & Margaret Janes in the rain



Wellington: John Stratmore trying hard in his Austin



Wellington: Bruce Bengie and Ray Betteridge hoping to stop in time.



Wellington: Kevin & Joanna Buck on the Safari



Wellsford/Warkworth: Gymnic.



Wellsford/Warkworth: Gymnic.



Wellsford/Warkworth: Gymnic.

regularity test followed by a number of timed tests. The weather was sunny and warm and the eleven competitors thoroughly enjoyed the day. It was an inter-class event with Post 60 and Post War combined because of the number of entries. The Vintage class was won by John Stratmore, Post Vintage by Ray Betteridge and PW plus P60 by Stan Garmonsway who was also overall winner.

Our Club Captain's Safari took place over the weekend of 1 and 2 April and on the Saturday ventured north via the Wairarapa to Dannevirke. Rain dampened

the spirits slightly but all enjoyed the drive. On the Sunday there was a cruise down SH52 to Martinborough for lunch. Seventeen year old Emma Purdy swapped her navigator's role for driver, jammed the family into her Morris Minor 1000 and with dad, Martin, navigating drove the entire weekend. A sterling effort for a new driver!

Wellsford – Warkworth

Anne Hamilton

Brian and Vivienne Guest set the Mike Brown "Are We There Yet" Memorial Run

and although entrants were scarce with just seven competitive cars and three tourers, the participants were treated to a well-planned event. The run culminated with lunch at our hosts place overlooking the beach.

Winners were Denis and Sheryl Martin in their MG.

It is with sadness that we recently farewelled one of our staunchest members. Ivan Nobilo passed away recently in his 90th year. Ivan and his wife Donna were familiar sights in their 1935 Dodge DU



West Coast: Alan Weir testing his driving skills.



West Coast: Posh picnic.



West Coast: Dressed up for the Posh Picnic.

coupe. Nearly two years ago Ivan was presented with his 35 year badge.

Another sad loss was that of Kathy Collins, wife of North Island captain Paul. Paul and Kathy were very involved in our branch. She will be missed!

Yet another large gap to fill is that of Tom Belch who passed away recently, aged 85. Tom was passionate about both bikes and cars and was a tireless worker for the club. His wife Maureen intends to continue being involved.

The annual Gymnic had a great turnout and the few that braved the inclement weather were rewarded by an imaginative and challenging course. Cindy and Graham Buchs, along with family and friends did a fabulous job. Doug and I won, by default really, in our Fiat 500.

We have our Winter Woollies Rally coming up on the first weekend in July. There will be competitive and non-competitive runs so put it on your calendar.

West Coast June Campbell

We have several new members to our Branch. Tony Steiner who has transferred from Marlborough Branch now lives at Granity and Paul Elwell-Sutton from Central Otago who is now living at Haast. One wonders if they will ever meet with some 450kms separating them. Also a welcome to new members Gary and Rae Hopkinson of Greymouth who own a 1954 Citroen.

Our annual Scenicland Rally was held in March with a reduced attendance from previous years with 60 vehicles registering this year although still a very successful event as reported by Robin Ross who has penned a report in Rally Snippets.

Our monthly morning teas are continuing to be a pleasant get-together at Shantytown for a natter relating to all things motoring and otherwise.

Our April club run was a last gasp at summer when we had a Posh Picnic West

Coast Style. This was a long weekend owing to ANZAC Day on the Monday but 18 vehicles came along to Lance Braid's farm, members sporting pearls, furs, gumboots and dressed to the nines. A 1970 something suit even had an airing. Lance, along with John Fowler, brought their Austin field trial vehicles out early for the season and there was a lot of fun to be had with several members enjoying their first drive on a set out track, a good demo for the Rosco trials at Reefton on 19 June.

Passing Lane

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



Bond, Rex
Grose, Bud
Kiesanowski, Terry
Moore, Val

Taupo
Canterbury
Canterbury
Taupo
Parkinson, Trevor
Ryan, Ross
Symonds, Andrew
Topp, Brad

Taranaki
Southland
Canterbury
Far North

NORTH CANTERBURY



AMERICAN
CARS

ENGLISH
CARS

AUTOMOTIVE REPAIRS LTD

Classic and Vintage Restorations

P 03 314 4422 M 027 221 8092 AH 03 314 4992
www.scottsrestorations.com email scotts.auto@xtra.co.nz
469 Allandale Road, Hawarden

BASIS



www.basisnz.co.nz

Supplying new parts for Vintage, Classic and Modern Vehicles for over 28 years, BASIS is your established and trusted parts supplier.

Classic Accessories incl. badge bars, goggles and mirrors
Door windlances, push on & tack on, most types and colours
Rubber bushes, gaskets, mounts, pedal pads, seals etc.



Shop: 31 High St, Renwick. Marlborough (SI) Address: PO Box 20, Renwick 7243
Phone: +64 3 572 8880 Fax: +64 3 572 8851 Email: sales@basisnz.co.nz



We go the extra mile when insuring vintage cars, now we've made home insurance go further too.

Get more cover with SumExtra

Up to **10%** extra cover for natural disasters

If your home is damaged or destroyed in a natural disaster¹ and your Sum Insured isn't enough to pay for the repair or rebuild, with Vero's free SumExtra benefit you'll receive up to 10% extra cover.

And **repair or replacement** otherwise

If the loss to your home is caused by an event other than a natural disaster, with SumExtra you're covered for the cost to repair or replace your home even if the cost exceeds the Sum Insured amount.

My home is insured with Vero, what do I need to do?

Almost all VCC MaxiPlan Home policyholders can take advantage of the new free SumExtra benefit. To ensure you qualify, use the Cordell Calculator on the Vero website or a suitably qualified 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.

